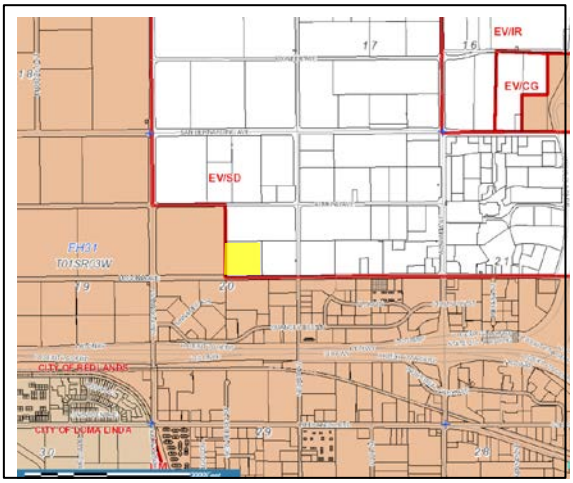
LAND USE SERVICES DEPARTMENT
PLANNING COMMISSION STAFF REPORT

HEARING DATE: July 23, 2020 **AGENDA ITEM: #2**

Project Description:

APNs:	**0292-053-08**
Applicant:	West Grove 9.5, LLC
Community:	Redlands East Valley/Third Supervisorial District
Location:	24000 Lugonia Avenue, Redlands
Project No.:	PROJ-2020-00089 (P2019000171)
Staff:	Steven Valdez
Rep.:	Dave Mlynarski, Transtech Engineers, Inc.
Proposal:	Planned Development Permit that includes a preliminary and final development plan for a 282 unit multi-family residential project with a total of seven structures ranging in height from one-story to three-stories, and a clubhouse/pool house/fitness center on 9.54 acres.

Vicinity Map **N↑**



7 Hearing Notices Sent On: July 10, 2020 **Report Prepared By: Steven Valdez**

SITE INFORMATION:

Parcel Size: 9.54 Net Acres

Terrain: Generally level, descending gradually from east to west at a slope of approximately one percent.

Vegetation: Sparse and disturbed vegetation consisting of non-native grasses and weeds.

SURROUNDING LAND DESCRIPTION:

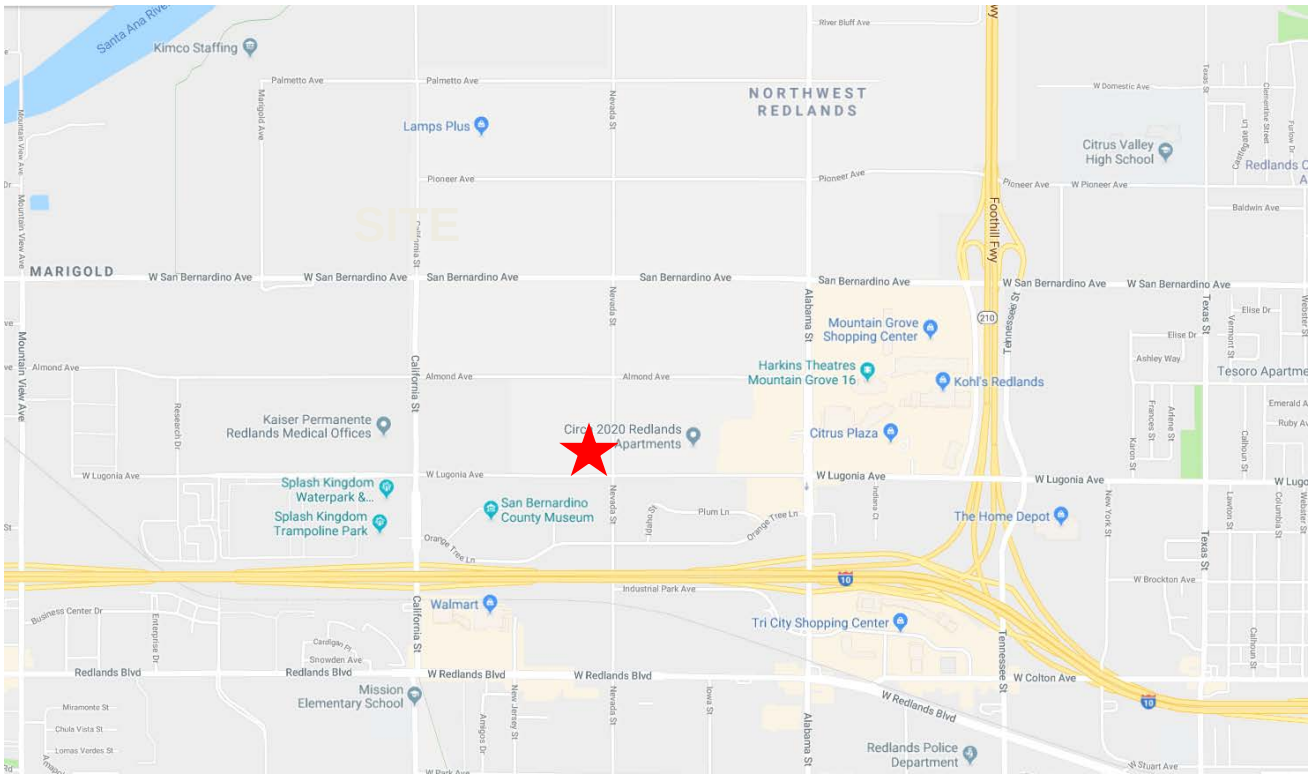
AREA	EXISTING LAND USE	LAND USE ZONING/OVERLAY DISTRICTS
Site	Vacant	East Valley/Special Development (EV/SD)
North	420,000 square foot warehouse	East Valley/Special Development (EV/SD)
South	Medical Office	City of Redlands
East	Vacant, approved 360 unit Multi-family Residential Project	East Valley/Special Development (EV/SD)
West	Industrial	City of Redlands

	AGENCY	COMMENT
City Sphere of Influence:	N/A	N/A
Water Service:	City of Redlands	Per Resolution
Sewer Service:	City of Redlands	Per Resolution

STAFF RECOMMENDATION: That the Planning Commission recommend that the Board of Supervisors **ADOPT** the Mitigated Negative Declaration, **ADOPT** the Findings as contained in the Staff Report, **APPROVE** the Planned Development Permit subject to the Conditions of Approval, and **DIRECT** the Clerk of the Board to File a Notice of Determination.

[1]In accordance with Section 86.08.010 of the San Bernardino County Development Code, the Planning Commission action is a recommendation to the Board of Supervisors and may only be appealed by the applicant in the event of disapproval.

VICINITY MAP (Regional)



AERIAL MAP


ALMOND AVE
LUGONIA AVE
CALIFORNIA ST
NEVADA ST
IDAHO ST
PLUM LN
ORANGE TREE LN
I10 EXIT 73 OFRP
I10 FWY
EV/SD
SITE
CITY OF REDLANDS
029205224
26597
029205219
26682
029205221
26763
26858
26868
029205420
9889
029205315
26759
029205525
27081
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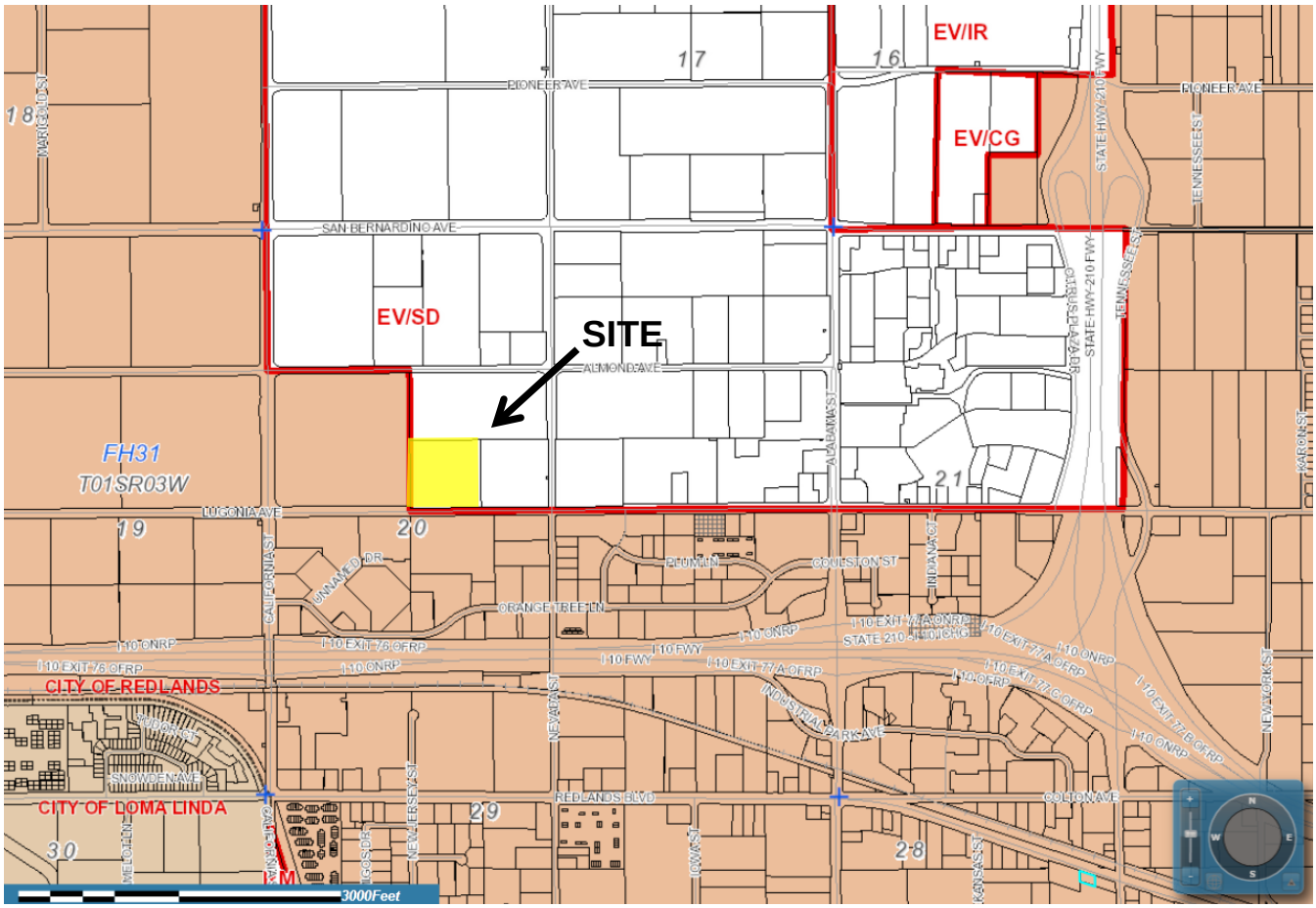
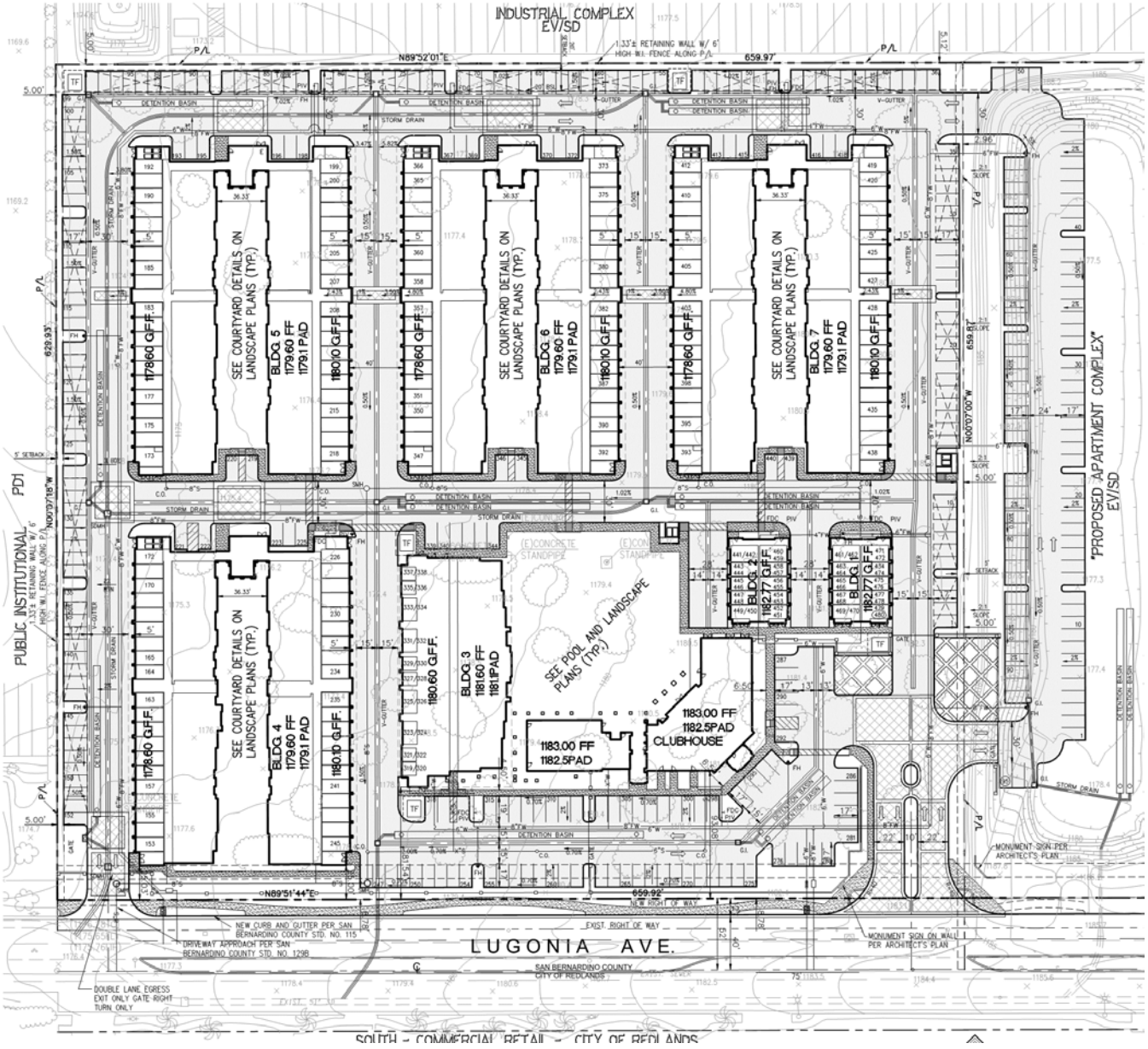
OFFICIAL LAND USE DISTRICT MAP



PLANNED DEVELOPMENT

SITE PLAN



BUILDING ELEVATIONS



Lugonia Ave Entrance



Apartment Rendering

BUILDING ELEVATIONS



Lugonia Ave. Elevation



South Facing Elevation





North and South Facing Elevation



West Facing Elevation

SITE PHOTOS



Looking West at the Project Site




6. Viewing west across vacant land and site


4. Directly south from the site, Office / Retail Complexes

PROJECT DESCRIPTION AND BACKGROUND:

The applicant is requesting approval of a Planned Development that includes a Preliminary and Final Development Plan for a 282 unit multi-family apartment complex on 9.54 net acres (Project). The Project includes a total of seven structures ranging in height from one story to four stories, and a 7,716 square foot clubhouse/pool house/fitness center. The floor area of the units ranges from 582 to 1,465 square feet that include studios, one bedroom, two bedroom and three bedroom units. A total of 575 parking spaces are proposed at a ratio of 1.27 spaces per bedroom. The Project also includes a 12,467 square foot pool deck, one pool and spa, fountains and water features, barbeque areas, and a dog park. The total building coverage proposed is 32.2% of the site area. The total landscaped and open space area consists of 34% of the site area. Project development will include half-width public right-of-way improvements on Lugonia Avenue fronting the Project and construction of wet and dry utility/infrastructure improvements.

The Project is located at the north side of Lugonia Avenue, which is in the unincorporated portion of San Bernardino County (County), in the East Valley Area Plan (EVAP) (also known locally as the "Donut Hole" as it is totally surrounded by Redlands, but is not within the Redlands sphere of influence). The land use zoning designation of the site is Special Development (SD) and is also subject to the Airport Safety Review overlay (AR-3).

PROJECT ANALYSIS:

Planned Development Permit. Planned Development Permits (PDP) are designed to provide for flexibility in the application of Development Code Standards under limited and unique circumstances. The PDP process is intended to allow consideration of innovation in site planning and other aspects of project design, while providing more effective design responses to site features and environmental impacts. The County expects each PDP project to be of significantly higher quality than would be achieved through conventional design practices and development standards. Pursuant to Section 85.10.040 (b) of the County Development Code, the Board of Supervisors shall act upon all applications for PDP, following a recommendation from the Planning Commission.

Land Use Compatibility. The Project is located in the SD land use zoning district of the EVAP, which is intended to allow for a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. Multi-family residential projects are permitted in the SD District subject to approval of a PDP, ensuring that the project is provided with adequate amenities and infrastructure improvements. The Project as proposed is considered a logical and orderly extension of the planned land use within the surrounding area, given that the Project design and layout is similar to the three other multi-family residential projects directly east of the Project site. The Project will not conflict with any applicable land use plan, policy, or regulations of the County. In addition, the Project provides greater connectivity with the existing community by placing residential uses within walking and biking distance to local retail uses, employers and future public transit lines. This also helps to reduce vehicle trips and vehicle miles traveled.

While the Project is not within the sphere of influence of the City of Redlands (City), the County, as well as the applicant, has coordinated with the City in regards to the Project design and necessary infrastructure improvements, as well as the conditions of approval (Exhibit A).

Adjacent Land Uses. The surrounding off-site land uses consist of a mixture of multi-family residential, high-cube warehouse and commercial offices. The adjacent property to the east is an approved but not yet constructed multi-family residential project that will connect to the proposed development. The adjacent property to the south, across Lugonia Avenue, is an existing medical office building and within the jurisdiction of the City. The adjacent property to the west is an industrial warehouse and the adjacent property to the north is a 425,000 square foot high-cube warehouse.

Parking. A total of 575 parking spaces are proposed. Four hundred and eighty (480) of the proposed parking spaces are on the Project site, which includes 134 covered spaces, 200 garage spaces, 115 open spaces, 20 lift spaces and 11 disabled spaces. A total of 11 spaces will be devoted to the clubhouse/pool house/fitness center uses. To improve the parking ratio for the development, a total of 95 parking spaces will be shared with the easterly adjacent "Redlands Apartment" complex. With the shared parking arrangement, the Project will provide 1.80 parking spaces per dwelling unit and 1.27 parking spaces per bedroom and the adjacent "Redlands Apartment" project will provide 1.87 parking spaces per dwelling unit and 1.27 parking spaces per bedroom. The average between both complexes is equal to 1.84 parking spaces per dwelling unit and 1.27 parking spaces per bedroom, which is consistent with the adjacent multifamily projects.

Pursuant to Chapter 83.11 of the County Development Code, multi-family residential projects are required to provide 2.5 parking spaces per unit, one of which shall be covered or enclosed. Strict adherence to the multi-family parking standards would require the proposed Project to provide 705 parking spaces. However, pursuant to Section 83.01.030 of the County Development Code, a Planned Development may modify the provision of Division 3 (Countywide Development Standards), which includes the reduction of the proposed number of parking standards.

The proposed parking arrangement was determined to be sufficient to accommodate the proposed use based on the submitted parking analysis. Since excessive parking requirements can pose a significant constraint on housing development by increasing development costs and reducing the potential land availability for Project amenities or additional units, a reduction of required parking was allowed, given the number of amenities that are being proposed with the Project. The developer of this Project also built the three existing residential Projects to the east with a similar parking ratio. Those projects do not have any impacts to parking and serve the parking needs of its residents and guests.

San Bernardino Airport Influence Area: The Project Site is located approximately 1.8 miles south of the San Bernardino International Airport (Airport) and is located within the Airport Safety Review Area Three (AR3) of the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP). In accordance with ACLUP, proposed uses and structures shall be consistent with the ACLUP. Although the Project is located within the AR3, considering the Project's proximity to this Airport, it is not expected that persons residing and working at the Project will be exposed to excessive noise levels. However, a Mitigation Measure and Condition of Approval is incorporated into the Conditions of Approval, requiring the applicant to submit an Avigation and Noise Easement to the County and Airport to advise property owners and tenants of potential noise problems associate with aircraft (Exhibit B)

ENVIRONMENTAL IMPACT ANALYSIS:

Aesthetics: The proposed Project will include landscaping around the entire perimeter of the site and will incorporate the design guidelines found in the EV/SD zoning development standards. The architectural design of the Project includes a contemporary residential appearance with articulated massing and a varied mix of building scale that provides an aesthetically appealing skyline. Building materials and exterior color themes include a mix of contemporary earth tones that are complementary to surrounding development. The few on-site parking areas that front on Lugonia Avenue will be screened by landscape berms, walls and vegetation at Project frontage. Trees and shrubs in the conceptual landscape plan will blend well with the existing and planned visual character of the area.

Traffic: A Traffic Impact Analysis (TIA) was prepared for this Project by Ganddini. The TIA evaluated the potential traffic and circulation impacts associated with the proposed Project on the surrounding roadway system, and recommended on-site improvements and improvements adjacent to the site in conjunction with the proposed development to ensure adequate circulation within the Project. The Project is estimated to generate a total of approximately 1,534 daily vehicle trips, with approximately 102

a.m. peak hour trips and 124 p.m. peak hour trips. The analysis provides baseline information for the existing year (2020), and opening year (2022) analysis of conditions, including ambient growth and cumulative development, with and without Project traffic, and a cumulative analysis of traffic with and without the Project in the horizon year (2040).

The Project is required to pay proportional improvement costs. In addition, a regional transportation system fee (RTSF) program is in place to fund major improvements in the study area. This Project will be subject to the regional fee, which will mitigate Project impacts on the fee program facilities.

Air Quality: The Project air quality analysis shows that short-term and long-term emissions from the Project will not exceed the South Coast Air Quality Management District established significance thresholds. Therefore, the impact is considered less than significant with mitigation measures incorporated. The Project provides a residential land use in close proximity to existing commercial development and industrial developments which will reduce trips and vehicle miles traveled. A dust control plan will be required as a mitigation measure to regulate short-term construction activities that could create windblown dust.

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to reduce GHG emissions. All new development is required to quantify the Project's GHG emissions and adopt feasible mitigation to reduce Project emissions below a level of significance. The Project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process will be included as Conditions of Approval (Exhibit A) for the Project.

California Environmental Quality Act. In compliance with the California Environmental Quality Act (CEQA), an Initial Study has been completed for the proposed Project (Exhibit C). The Initial Study concludes that the Project will not have a significant adverse impact on the environment with the implementation of all the Conditions of Approval and environmental mitigation measures. On April 24, 2020, the Land Use Services Department sent out the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Mitigated Negative Declaration. The Initial Study was also sent to the State Clearinghouse for circulation. The document review period closed on May 24, 2020, and no state agencies submitted comments by that date.

Staff did receive a comment letter from Caltrans, dated July 1, 2020. The Applicant has prepared a response to this letter. Both the Caltrans letter and response letter are attached as Exhibit G.

Public Comments. Project notices were sent to surrounding property owners within 300 feet of the Project site, as required by Development Code Section 84.27.070, for Project sites of 20 acres or less. The Planning Division received no comments from surrounding property owners.

RECOMMENDATION: That the Planning Commission **RECOMMEND** that the Board of Supervisors:

1) **ADOPT** the Mitigated Negative Declaration (Exhibit C);

2) **ADOPT** the recommended Findings for approval of the Planned Development Permit (Exhibit D);

3) **APPROVE** the Planned Development Permit that includes a preliminary and final development plan for a 282 unit multi-family residential project with a total of eight structures ranging in height from one story to three stories, and a clubhouse/pool house/fitness center on 9.54 acres, subject to the Conditions of Approval (Exhibit A); and

4) **DIRECT** the Clerk of the Board to File a Notice of Determination.

ATTACHMENTS:

EXHIBIT A: Conditions of Approval
EXHIBIT B: Draft Avigation Easement
EXHIBIT C: Initial Study/Mitigated Negative Declaration
EXHIBIT D: Findings
EXHIBIT E: Preliminary Development Plan
EXHIBIT F: Plans
EXHIBIT G: Caltrans Letter and Applicant Response

EXHIBIT A

Conditions of Approval

CONDITIONS OF APPROVAL
The Standard - Planned Development

GENERAL REQUIREMENTS
Ongoing and Operational Conditions

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

1. Project Approval Description. This Planned Development (PD) approval includes a Preliminary and Final development plan for a 282 unit multi-family residential development (280 units + 1 permanent model + 1 manager unit) that includes five (5) three-story apartment buildings, two (2) two-story apartment buildings and one (1) two-story community structure on a 9.54 acre lot in the EV/SD Zoning District, in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the San Bernardino County Fire Code (SBCFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations).

   The developer shall provide a copy of the approved conditions and the approved site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these Conditions of Approval and continuous use requirements for the Project Site with APN: 0292-053-08 ; Project No. P201900171 (PROJ-2002-00089).

2. Project Location. 24000 W. Lugonia Avenue, Redlands.

3. Revisions. Any proposed change to the approved use/activity on the site or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to the height, location, bulk or size of structure or equipment shall require an additional land use review and application subject to approval by the County. The developer shall prepare, submit with fees and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)

4. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

5. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree, to defend, indemnify, and hold harmless the County or its "indemnitees" (herein collectively the County's elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

   Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

   The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.
   This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' "passive"

negligence but does not apply to the indemnitees' "sole" or "active" negligence or "willful misconduct" within the meaning of Civil Code Section 2782.

6. Expiration. This project permit approval shall expire and become void if the CUP is not "exercised" within three (3) years of the effective date of this approval, unless an extension of time is approved. The approval is deemed "exercised" when either:
    a. The permittee has commenced actual construction or alteration within three (3) years under a validly issued building permit, or
    b. The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060)

    PLEASE NOTE: This will be the ONLY notice given of this approval's expiration date. The developer is responsible to initiate any Extension of Time application.

7. Occupancy of Approved Land Use. Occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:
    - Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved.
    - The land use is determined by the County to be abandoned or non-conforming.
    - The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination

8. Continuous Effect/Revocation. All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.

9. Extension of Time. Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)

10. Project Account. The Project account number is P201900171(PROJ-2020-00089). This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works, and County Counsel). Upon notice, the "developer" shall deposit additional funds to maintain or return the account to a positive balance. The "developer" is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

11. Condition Compliance: In order to obtain construction permits for grading, building, final inspection and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
    - Grading Permits: a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans.
    - Building Permits: a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan.
    - Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by the Planning Division.

12. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

13. Additional Permits. The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but not limited to:
    a. FEDERAL: Federal Aviation Administration
    b. STATE: Santa Ana RWQCB, South Coast AQMD, California Department of Fish and Wildlife, Caltrans
    c. COUNTY: Land Use Services – Building and Safety/Code Enforcement/Land Development, County Fire/HazMat; Public Health – Environmental Health Services, Public Works –Traffic/ County Surveyor, and
    d. LOCAL: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement), City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area.

14. Continuous Maintenance. The property owner and "developer" shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The "developer" shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
    a) Annual maintenance and repair inspections shall be conducted for all structures, fencing/walls, walks, parking lots, driveways, and signs to assure proper structural, electrical and mechanical safety and a properly operating irrigation system.
    b) Graffiti and debris shall be removed immediately with weekly maintenance.
    c) Landscaping shall be maintained in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated, it shall be done in a manner designed to conserve water, minimizing aerial spraying.
    d) Erosion control measures shall be maintained to reduce water run off, siltation, and promote slope stability.
    e) Architectural controls shall be enforced by the property owner to maintain compatibility of theme, materials, unfaded colors, building mass and height.
    f) Parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs shall be maintained in an unfaded condition as identified on the approved

site plan. Any modification to parking and access layout requires County review and approval. The markings and signs shall be clearly defined and legible. These include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps "No Parking" "carpool" and "Fire Lane" designations.

g) Garage Parking Spaces. All garage (enclosed) parking spaces shall be provided with automatic garage door openers and shall at all times remain clear and uncluttered so as to accommodate the parking of vehicles.

15. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration and the disposal of liquid waste.

16. Lighting. Lighting shall comply with SBCC Chapter 83.13 Sign Regulations and SBCC§ 83.07.030 "Glare and Outdoor Lighting – Valley Region". All lighting shall be limited to that necessary for maintenance activities and security purposes. No light shall project onto abutting residential land uses or districts or the public right-of-way, nor project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, or by light inside the sign.

17. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030).

18. Cultural Resources. During grading or excavation operations, should any potential paleontological or archaeological artifacts be unearthed or otherwise discovered, the San Bernardino County Museum shall be notified and the uncovered items shall be preserved and curated, as required. For information, contact the County Museum Director, telephone (909) 798-8601.

19. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

20. Construction Hours. Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

21. Construction Noise. The following measures shall be adhered to during the construction phase of the project:
- All construction equipment shall be muffled in accordance with manufacturer's specifications.
- All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits.
- All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

22. GHG – Operational Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:

a. Waste Stream Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
b. Vehicle Trip Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.
c. Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. .
d. Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

23. Cultural Resources Identified - If cultural resources are identified during ground-disturbing activities, the Project Proponent shall initiate an archaeological monitoring program that includes the presence of a professional archaeological consultant and a Native American representative culturally associated with the area. If required, the archaeological monitoring program shall be conducted in a manner consistent with current professional policies and guidelines. Mitigation Measure CR-1

24. Evidence of Human Remains - If there is any evidence of human remains (or possible human remains), the County Coroner must be notified within 24 hours and permitted to assess the find in situ. If the remains are deemed Native American in origin, the Coroner will notify the Native American Heritage Commission, in accordance with California Public Resources Code Section § 5097.98, and the Most Likely Descendant (MLD) will be identified. Consultation between the project applicant, County, MLD, and consulting archaeologist will determine the disposition of the remains.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological. Mitigation Measure CR-2

25. Cultural Resource Discovery - In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-3, regarding any finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. Mitigation Measure TCR- 1

26. Cultural Resources Defined - If significant cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-3. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. Mitigation Measure TCR-2

27. Discovery of Cultural Resources - The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in TCR-1, of any cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site. Mitigation Measure TCR- 3

28. Cultural Documents - Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project. Mitigation Measure TCR-4

LAND USE SERVICES DEPARTMENT– Code Enforcement Division (909) 387-8311

29. Enforcement. If any County enforcement activities are required to enforce compliance with the conditions of approval, the property owner and "developer" shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and "developer" (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 (Development Code), Chapter 86.09 – Enforcement.

30. Weed Abatement. The applicant shall comply with San Bernardino County weed abatement regulations and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section (909) 387-8311

31. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off site - on site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties at the time the site is developed.

32. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.

33. Additional Drainage Requirements. In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

34. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.

35. Continuous BMP Maintenance. The property owner/"developer" is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to ensure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.

36. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC HEALTH - Environmental Health Services (800) 442-2283

37. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call EHS at 1-800-442-2283.

38. Refuse Storage/Removal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least **1** time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least **2** times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call EHS/LEA at: 1-800-442-2283.

COUNTY FIRE DEPARTMENT–Community Safety Division (909)386-8465

39. Construction Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred with 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

40. Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein ("Fire Department"). Prior to any construction occurring on any parcel, the developer shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

41. Recycling Storage Capacity – The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of Assembly Bill (AB) 2176.Recycling Storage Capacity. The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of Assembly Bill (AB) 2176.

42. Mandatory Commercial Recycling – Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial waste a week or is a multi-family residential dwelling of 5 units or more are required to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. This requirement is to assist the County in compliance with AB 341.

43. Mandatory Commercial Organics Recycling – As of January 1, 2019, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of solid waste per week to recycle their organic waste. A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational. Mandatory Organics Recycling. As of April 2016, the State of California through AB 1826 (Enacted October 2014), requires businesses that generate eight (8) cubic yards of organics per week to recycle. A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics though not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational.

PRIOR TO ISSUANCE OF GRADING PERMITS
OR LAND DISTURBING ACTIVITIES
The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

44. Air Quality. Although the Project does not exceed South Coast Air Quality Management District thresholds, the Project proponent is required to comply with all applicable rules and regulations as the South Coast Air Quality Management District is in non-attainment status for ozone and suspended particulates [PM_{10} and $PM_{2.5}$ (State)]. To limit dust production, the Project proponent must comply with Rules 402 nuisance and 403 fugitive dust, which require the implementation of Best Available Control Measures for each fugitive dust source. This would include, but not be limited to, the following Best Available Control Measures. Compliance with Rules 402 and 403 are mandatory requirements and thus not considered mitigation measures:

    a. The Project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.

        1. The Project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
        2. The Project proponent shall ensure that all disturbed areas are treated to prevent erosion.
        3. The Project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour.

    b. Exhaust emissions from vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, will increase NO_X and PM_{10} levels in the area. Although the Project will not exceed South Coast Air Quality Management District thresholds during operations, the Project proponent will be required to implement the following requirements:

        1. All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
        2. The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.
        3. All commercial vehicles are restricted to idle for not more than 5 minutes per trip on site.
        4. On-site electrical power connections shall be made available, where feasible.
        5. All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.

45. Diesel Regulations. The operator shall comply with all existing and future California Air Resources Board and Mojave Desert Air Quality Management District regulations related to diesel-fueled trucks, which among others may include: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment. South Coast Air Quality Management District rules for diesel emissions from equipment and trucks are embedded in the compliance for all diesel fueled engines, trucks, and equipment with the statewide California Air Resources Board Diesel Reduction Plan. These measures will be implemented by the California Air Resources Board in phases with new rules imposed on existing and new diesel-fueled engines.

46. Nesting Bird Survey - A nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the birds during the nesting season. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer (generally 300 feet for migratory and non-migratory song birds and 500 feet raptors and special status species) will be determined by the wildlife biologist, in coordination with the CDFW, and will depend on the level of noise and/or surrounding disturbances, line of sight between the nest and the construction activity, ambient noise, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. Mitigation Mesure BIO- 1

LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311

47. Retaining Wall Plans: Submit plans and obtain separate building permits for any required retaining walls.

48. Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading and/or building permits.

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section (909) 387-8311

49. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a safety manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A $750 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

50. FEMA Flood Zone. The project is located within Flood Zone X- Unshaded according to FEMA Panel Number 06071C8709J dated 9/2/2016.No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

51. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.

52. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study and WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic

yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule

53. NPDES Permit. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. www.swrcb.ca.gov

54. Regional Board Permit. Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

55. On-site Flows. On-site flows need to be directed to the nearest County road or drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

56. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A $2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana/Mojave Watershed Region. Copies of the WQMP guidance and template can be found at: (http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx)

57. WQMP Inspection Fee. The developer shall provide a $3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465

58. Access. The development shall have a minimum of ____2____ points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions. b. Multi-Story Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.

59. Building Plans. Building plans shall be submitted to the Fire Department for review and approval.

PUBLIC HEALTH – Environmental Health Services (800) 442-2283

60. Vector Control. The project area has a high probability of containing vectors. EHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to EHS/Land Use. For information, contact Vector Control at (800) 442-2283

DEPARTMENT OF PUBLIC WORKS – Surveyor – (909) 387-8149

61. Survey Monumentation. If any activity on this project will disturb any land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb

said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor (Section 8771(b) Business and Professions Code).

62. Record of Survey. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
    a. Monuments set to mark the property lines.
    b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
    c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The Following Shall Be Completed:

LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311

63. Lighting Plans. The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.

64. HVAC Siting and Shielding - Site rooftop mounted HVAC equipment on the eastern-most residential building (Building 1) on the western portion of the building, at least 270 feet from future residential receptors to be constructed to the east. If rooftop-mounted HVAC units cannot be constructed in the western portion of the building, enclose the units with a screen or parapet. To be an effective noise barrier, the screen or parapet shall be extended at least one foot above the rooftop unit and be of sufficient length to block line-of-sight between the HVAC units and future off-site residences. The screen shall be designed to achieve at least a 4 dBA reduction. N-1 Mitigation Measure

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

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

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

c) The "developer"/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.

d) Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP). HAZ-1 Mitigation Measure

66. Avigation and Noise Easement - The Project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant and record an Avigation and Noise Easement to the San Bernardino International Airport. The Avigation Easement shall ensure that construction shall conform to the interior noise levels as per San Bernardino County standards. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. HAZ-2 Mitigation Measure

67. Impact Fees - The Project Proponent shall contribute its share of the cost to construct the necessary improvements through payment of applicable development impact fees. The Project proportional trip contributions have been calculated and the Project fair share cost estimate is estimated to be $67,749. TC-1 Mitigation Measure

68. Improvements - On-site improvements and improvements adjacent to the Project site shall be required in conjunction with the proposed development to ensure adequate circulation within the Project as provided in the TIA, Figure 56 Circulation Recommendations. Mitigation Measure TC-2

69. Roadway Design - All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed Project shall be constructed in accordance with applicable engineering standards and to the satisfaction of the County of San Bernardino Public Works Department. Mitigation Measure TC-3

70. Roadways -Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino Public Works Department. Mitigation Measure TC-4

71. Striping Plan - In conjunction with standard County of San Bernardino development review procedures, on-site traffic signing and striping plans shall be prepared in accordance with applicable State and Federal standards. Mitigation Measure – TC-5

72. Off-street Parking - Adequate off-street parking shall be provided to the satisfaction of County of San Bernardino Land Use Services based on supporting parking and density analysis prepared for the Project. Mitigation TC-6

73. Site Distance - The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards. Mitigation TC-7

74. Periodic Review - As is the case for any roadway design, the County of San Bernardino shall periodically review traffic operations in the vicinity of the Project once the Project is constructed to assure that the traffic operations are satisfactory. Mitigation Measure TC-8

75. ***Traffic Controls - A construction work site traffic control plan shall be submitted to the City of Redlands for review and approval prior to the start of any construction work. The plans shall show the location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Temporary traffic controls used around the construction area should adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2014) and construction activities should adhere to applicable local ordinances. Site development would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction work at the site. Transportation of heavy construction equipment and or materials, which requires the use of oversized vehicles, will require the appropriate transportation permit. Mitigation Measure TC-9***

76. Exterior Lighting Features. External structures or lighting shall be allowed only where the lighting is activated and controlled by motion sensors.

77. Street Lights. The project site is located within an urbanized area and street lights are required. Street Lighting plans and plan check fees must be submitted to Special Districts Department for review and approval. Please submit plans to Special Districts Department, 157 W. 5th Street, 2nd Floor, San Bernardino, CA 92415-0450, (909) 387-5940.

78. Power Lines. As required in County Development Code Section 84.27.050(k), the applicant shall not extend any new aboveground power or communication lines to the site, unless clear and convincing evidence demonstrates that undergrounding these lines would result in substantial environmental impacts. Prior to installation of power line whether underground or overhead, submittal of verification to the County Planning Division is required prior to issuance of building permits.

79. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit four copies of a landscape and irrigation plan to County Planning.

80. GHG – Design Standards. The developer shall submit for review and obtain approval from County Planning evidence that the following measures have been incorporated into the design of the project. These are intended to reduce potential project greenhouse gas (GHGs) emissions. Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.
    - Meet Title 24 Energy Efficiency requirements. The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended:
        - Incorporate dual paned or other energy efficient windows,
        - Incorporate energy efficient space heating and cooling equipment,
        - Incorporate energy efficient light fixtures, photocells, and motion detectors,
        - Incorporate energy efficient appliances,
        - Incorporate energy efficient domestic hot water systems,
        - Incorporate solar panels into the electrical system,
        - Incorporate cool roofs/light colored roofing,
        - Incorporate other measures that will increase energy efficiency.

- Increase insulation to reduce heat transfer and thermal bridging.
- Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.

- Plumbing. All plumbing shall incorporate the following:
  - All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.
  - Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3.
  - All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used.
- Lighting. Lighting design for building interiors shall support the use of:
  - Compact fluorescent light bulbs or equivalently efficient lighting.
  - Natural day lighting through site orientation and the use of reflected light.
  - Skylight/roof window systems.
  - Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
  - A multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day.
  - Provide a minimum of 2.5 percent of the project's electricity needs by on-site solar panels.
- Building Design. Building design and construction shall incorporate the following elements:
  - Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities.
  - Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
  - Roofing materials shall have a solar reflectance index of 78 or greater.
  - All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers.
  - Energy Star or equivalent appliances shall be installed.
  - A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units
- Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
- Irrigation. The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- Recycling. Exterior storage areas for recyclables and green waste shall be provided. Where recycling pickup is available, adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- Transportation Demand Management (TDM) Program. The project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred

carpool/vanpool spaces shall be provided and, if available, mass transit facilities shall be provided (e.g. bus stop bench/shelter). The developer shall demonstrate that the TDM program has been instituted for the project or that the buildings will join an existing program located within a quarter mile radius from the project site that provides a cumulative 20% reduction in unmitigated employee commute trips. The TDM Program shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is placed in each building.

81. Signs. All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.030, Glare and Outdoor Lighting - Valley Region, in addition to the following minimum standards:

a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable.
b. All sign lighting shall not exceed 0.5 foot-candle.
c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety.
d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.

LAND USE SERVICES DEPARTMENT – Building and Safety (909) 387-8311

82. Construction Plans: Any building, sign, or structure to be added to, altered (including change of occupancy/use), constructed, or located on site, will require professionally prepared plans based on the most current adopted County and California Building Codes, submitted for review and approval by the Building and Safety Division.

83. Temporary Use Permit: A Temporary Use Permit (T.U.P.) for the office trailer will be required or it must be placed on a permanent foundation per State H.C.D. guidelines. A T.U.P. is only valid for a maximum of five (5) years.

PUBLIC WORKS - Traffic Division (909) 387-8186

84. Improvements: The applicant shall design their street improvement plans to include the following:

Lugonia Avenue

- Modify roadway striping to provide a two-way left-turn lane with minimum 100 feet of storage for the eastbound approach to the driveway.
- Additional striping may be required to facilitate connectivity with the intersection of Lugonia and Nevada.

Nevada Street

- Modify roadway striping to provide a two-way left-turn lane with minimum 100 feet of storage for the northbound approach to the parking structure.
- Additional design accommodations may be required for southbound turn pocket delineation.

85. Fair Share Contributions. The total fair share contribution to the County of San Bernardino for this project is required based on the traffic report from Gandinni and Associates dated 09/13/2019. The fair share breakdown for these improvements is shown below:

INTERSECTION	**ESTIMATED COST**	**FAIR SHARE PERCENTAGE**	**ESTIMATED CONTRIBUTION**
Nevada St at Lugonia Ave Install a traffic signal, construct one southbound left turn lane, construct one southbound right turn lane, restripe northbound shared left-through lane to 1-left turn lane and 1-through-right lane, restripe eastbound shared left-through lane to 1-left turn 1-through lane and 1-through-right lane, restripe westbound shared left-through lane to 1-left turn, 1-through lane and 1-through-right lane **Intersection Total**	**$ 360,000**	**6.5%**	**$23,363.00**
Fair Share to be paid to the County of San Bernardino			**$23,363.00**

The final calculated amounts and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is $ 23,363. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

The total fair share contribution to the City of Redlands for this project shall be determined through the findings of the Caltrans finalized traffic study. The fair share breakdown for these improvements is shown below based on study intersections.

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
California St at Lugonia Ave Install EB right-turn overlap signal, restripe WB approach for 1 left, 1 shared through/left, and one right lane. Intersection Total	$ 60,000	7.3%	$ 4,403.00
California St at I-10 WB Ramps Intersection Total	$ TBD	TBD	$ TBD
California St at I-10 EB Ramps Intersection Total	$ TBD	TBD	$ TBD
		Fair Share to be paid to the City of Redlands	$ TBD

The fair share contribution will be based on the fair share percentages listed in the Caltrans finalized traffic study. Proof of payment (such as written receipt, official acknowledgment letter or email from City Representative specifying amount paid, etc.) shall be provided to the County of San Bernardino Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied. The study-identified amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

86. Caltrans Approval. A copy of the Caltrans finalized traffic study along with written approval for the project's traffic study shall be provided prior to Issuance of Building Permits. Since this agency (Caltrans) did not finalize their comments by the date of this memo and recommendation for Project approval, detailed mitigations within their jurisdiction cannot be specified in the Conditions of Approval.
    - The Applicant shall address the design for all significant impact mitigation (i.e. requiring implementation/construction at opening) from the Caltrans finalized traffic study prior to issuance of Building Permit.
    - The Applicant shall provide payment of fair share mitigation for the I-10 on/off-ramps to the City of Redlands consistent with the findings of the Caltrans finalized traffic study prior to issuance of Building Permit.

LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section (909) 387-8311

87. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.

88. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

Lugonia Avenue (Major Highway – 104')

- Road Dedication. A 22 foot grant of easement is required to provide a half-width right-of-way of 52.
- Street Improvements. Design curb and gutter with match up paving 40 feet from centerline
- Sidewalks. Design 6' wide meandering sidewalk with adequate easement(s) per East Valley Area Plan.
- Driveway Approach. Design driveway approach per 2010 Caltrans Driveway Standard Detail A87A (W=12' min – 26' max), and located per San Bernardino County Standard 130.

89. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

90. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.

91. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

92. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.

93. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.

94. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.

95. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.

96. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.

97. Slope Tests. Slope stability tests are required for road cuts or road fills per recommendations of the Geotechnical Engineer to the satisfaction of County Public Works.

98. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Redlands Donut Hole Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $2,198.00 per unit for Multi Family Use, which includes the 282 residential units per the site plan dated 02/12/2020.

    Therefore, the estimated Regional Transportation Fees for the Project is $619,836.00. The current Regional Transportation Development Mitigation Plan can be found at the following website: http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465

99. Fire Fees. The required fire fees shall be paid to the San Bernardino County Fire Department/Community Safety Division.

100. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety.

101. Fire Sprinkler –NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit plans to the with hydraulic calculation and manufacturers specification sheets to the Fire Department for approval and approval. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.

102. Fire Alarm – Automatic. An automatic fire sprinkler monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

103. Key Box. An approved Fire Department key box is required. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock.

104. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required.

105. Standard A-1 FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE. This standard shall apply to the design, construction and maintenance of all new fire apparatus access roads within the jurisdiction, as well as fire apparatus access roads at existing facilities when applied at the discretion of the fire code official.

106. Standard A-3 GATES AND OTHER OBSTRUCTIONS TO FIRE DEPARTMENT ACCESS. This standard shall apply to all obstructions, access control devices, traffic calming devices, or other similar systems within any roadways that serve as fire access in all new or existing residential, commercial, and industrial development. This standard does not apply to obstructions within parking aisles that do not serve as fire apparatus access roads.

107. Standard B-1 PREMISE AND BUILDING IDENTIFICATION AND ADDRESSING. This standard applies to the marking of all buildings with address numbers for identification.

108. Standard B-2 CONSTRUCTION SITE FIRE SAFETY. This standard establishes minimum requirements for fire safety during construction and demolition. This document shall not be construed to be in lieu of any other applicable State or Federal law or regulation related to construction site safety. The general contractor or other designee of the building owner shall be responsible for compliance with these standards.

109. Standard F-1 FIRE SPRINKLER SYSTEMS IN COMMERCIAL AND INDUSTRIAL BUILDINGS. This standard, in conjunction with the latest edition of NFPA 13, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in commercial and industrial occupancies. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.

110. Standard F-3 FIRE SPRINKLER SYSTEMS IN MULTI-FAMILY DWELLINGS. This standard, in conjunction with the latest edition of NFPA 13R, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in multi-family dwellings within buildings up to and including four (4) stories, or sixty (60) feet, in height. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.

111. Standard F-4 POST INDICATOR VALVES AND FIRE DEPARTMENT CONNECTIONS. This standard, in conjunction with the latest edition of NFPA 13, NFPA 13R and NFPA 24, shall apply to the design and installation of, and the modification to, all new and existing fire sprinkler systems in commercial and industrial buildings and multi-family dwellings. This standard and its interpretation shall take NOT precedent where there is any conflict with NFPA standards.

112. Standard F-5 DESIGN, INSTALLATION AND MAINTENANCE OF FIRE ALARM SYSTEMS. This standard applies to all new installations and modifications of existing fire alarm systems, within new construction as well as building additions and tenant improvements within existing buildings. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 72 or the California Fire Code.

113. Standard W-2 ONSITE FIRE PROTECTION WATER SYSTEMS. This standard establishes minimum requirements for installation and maintenance of all private fire hydrants and appliances related to an onsite fire protection system.

PUBLIC HEALTH – Environmental Health Services (800) 442-2283

114. Water Purveyor. Water purveyor shall be **City of Redlands** or EHS approved

115. Water Service. Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283

116. Wells. If wells are found on-site, evidence shall be provided that all wells are: (1) properly destroyed, by an approved C57 contractor and under permit from the County OR (2) constructed to EHS standards, properly sealed and certified as inactive OR (3) constructed to EHS standards and meet the quality standards for the proposed use of the water (industrial and/or domestic). Evidence shall be submitted to DEHS for approval

117. Sewage Disposal. Method of sewage disposal shall be **City of Redlands** Muni Agency, or, if not available, EHS approved onsite wastewater treatment system (OWTS).

118. Wastewater Systems. Applicant shall procure a verification letter from the sewering agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewering agency. The letter shall reference the Assessor's Parcel Number.

119. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either:

- Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or,
- Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.

120. Acoustical Study. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 1-800-442-2283

121. Swimming Pool Plans. Plans for swimming pool(s) and associated restroom facilities shall be reviewed and approved by EHS. For information, call EHS/Plan Check at: 1-800-442-2283

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

122. Construction Waste Management Plan (CWMP) Part 1 – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. Forms can be found on our website at http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx. An approved CDWMP Part 1 is required before a permit can be issued. There is a one time fee of $150.00 for residential projects/$790.00 for commercial/non-residential projects.

PRIOR TO FINAL INSPECTION OR OCCUPANCY
The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311

123. Fees Paid. Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number P201900171(PROJ-2020-00089).

124. Shield Lights. Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, “Glare and Outdoor Lighting” (i.e. “Dark Sky Ordinance).

125. CCRF/Occupancy. Prior to occupancy/use, all Condition Compliance Release Forms (CCRF) shall be completed to the satisfaction of County Planning with appropriate authorizing signatures from each reviewing agency.

126. Landscaping/Irrigation. All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

127. Installation of Improvements. All required on-site improvements shall be installed per approved plans.

LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section (909) 387-8311

128. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.

129. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.

130. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.

131. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to County Public Works.

132. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

PUBLIC HEALTH – Environmental Health Services (800) 442-2283

133. Certificate of Use. Prior to occupancy of a newly constructed or remodeled apartment complex, hotel, motel, resort, pursuant to San Bernardino County Code 33.101 et. seq., a Certificate of Use request shall be submitted to the Division of Environmental Health Services. For information, call EHS/Community Environmental Health at: 1-800-442-2283.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

134. Construction Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste

PUBLIC WORKS - Traffic Division (909) 387-8186

135. Roadway Improvement. The Applicant shall construct, at 100% cost to the Applicant, all roadway improvements as shown on their approved street improvement plans for all jurisdictions including the City of Redlands and Caltrans. Written approval (completed permit, letter or email from appropriate agency representative, etc.) shall be provided to the County of San Bernardino, Traffic Division to demonstrate condition has been satisfied across agencies.

END OF CONDITIONS

EXHIBIT B

Draft Avigation Easement

WHEN RECORDED MAIL TO:

San Bernardino International Airport Authority
1601 East Third Street
San Bernardino, California 92408

This is to certify that the interest in real property conveyed by this agreement to the San Bernardino International Airport Authority, a joint powers authority, is hereby accepted by order of its governing Commission.

Dated: _____

Secretary/Assistant Secretary of the Commission for the San Bernardino International Airport Authority

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(Space Above For Use By Recorder)

GRANT EASEMENT
(AVIGATION)

FEE EXEMPT UNDER
GOVERNMENT CODE
SECTION 6103

KNOW ALL MEN BY THESE PRESENTS:

That _____, in the County of San Bernardino, State of California, for its heirs, executors, administrators, successors and assigns (hereinafter referred to as "Grantor"), for reasonable consideration, receipt and sufficiency are hereby confessed and acknowledged, hereby grants and conveys unto the San Bernardino International Airport Authority (hereinafter referred to as "Grantee"), a joint powers authority organized and existing under the laws of the State of California, its successors and assigns forever, a perpetual public-use avigation and flight easement and right-of-way for the free and unobstructed passage and flight of aircraft, of the class, size and category operationally compatible with a certified public airport pursuant to 14 CFR Part-139 as set forth by the Federal Aviation Administration ("FAA") with respect to the San Bernardino International Airport (the "Airport") over and above the federally approved Transitional, Horizontal and Approach Surfaces lying within the Airport Influence Area of the San Bernardino International Airport (the "Airspace") of the following described parcel of real property (the "Parcel"), lying, being and situated in the County of San Bernardino, State of California, to wit:

(LEGAL DISCRIPTION)- Assessor Parcel Map No. ____, M. B. __/__-__ Book ____, Page __ Parcel #'s: ____-___-__-____.

The aforesaid easement and right-of-way described in the preceding paragraph includes but is not limited to:

1. For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons or aircraft, of the class, size and category as is now or hereinafter may be operationally compatible and commensurate with the requirements for the San Bernardino International Airport, a certified public airport pursuant to 14 CFR Part-139, in, through, across or about any portion of the Airspace hereinabove described; and

2. The easement and right to cause or create, or permit or allow to be caused or created within the Airspace, such noise, dust, turbulence, vibration, illumination, air currents, fumes, fuel consumption, exhaust, smoke and all other effects as may be inherent in the proper operation of aircraft, now known or hereafter used for navigation of or flight in air; and

3. The continuing and perpetual right to clear and keep clear the Airspace of any portions of buildings, structures, or improvements of any and all kinds, and of trees, vegetation, or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees or any other objects which extend into said Airspace and the right to cut to the ground level and remove any trees which extend into said Airspace as of the Effective Date of this Grant Easement and continuing thereafter; and

4. The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures, or other improvements, and trees or other objects now upon which extend into the Airspace; and

5. The right of ingress to, passage within, and egress from said Parcel, solely for the above stated purposes; reserving, however, to the Grantor, during the term of said easement, such use, rights and privileges in said land or real property as may be exercised and enjoyed without interference with or abridgment of the rights hereby granted.

6. In the event that the Grantor proposes a building modification and/or remodel, construction of any new building or buildings, improvements, appurtenances, infrastructure, telecommunications equipment and/or facilities on property within the Airport Influence Area of the San Bernardino International Airport which exceed elevations as previously reviewed and approved pursuant to a FAA Obstruction Evaluation, the Grantor shall be responsible for the preparation and submittal of such architectural plans, specifications and scaled engineering drawings and associated submittals (the "Proposed Plans") as required by the San Bernardino International Airport Authority, the State of California and the FAA. Such Proposed Plans shall be submitted to the Grantee together with an executed copy of this Grant Easement. In the event that additional design reviews and/or technical studies are required in order to obtain reviews and/or approvals as applicable from the State of California and/or the FAA, such costs shall be borne by the Grantor. The Grantee shall, upon receipt of sufficient documentation, submit to the

President, Vice-President and/or Executive Director or their designee of the San Bernardino International Airport Authority Commission all pertinent and/or required supporting plans, specifications, documents, certifications, permit applications, as may be required by applicable local, State and Federal regulatory agencies. Upon receipt, the Grantee shall submit such information to all applicable regulatory agencies for review and/or approval or disapproval. In the event that such approvals by the applicable regulatory agencies are granted, the Grantee shall submit this Grant Easement document, executed by the Grantor and together with all applicable supporting documentation, plans and applicable regulatory approvals to the Grantee for acceptance, execution and recordation.

The Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against the Grantee, its successors, or assigns for monetary damages or other redress due to impacts, as described in the above Paragraphs 1-6, inclusive, of the granted rights of easement, associated with aircraft operations in the air or on the ground at the Airport, including future increases in the volume or changes in location of said operations. Furthermore, the Grantor, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of Airport facilities or establishment or modification of aircraft operational procedures or restrictions. This grant of avigation or flight easement (hereafter, "Avigation Easement") shall not operate to deprive the Grantor, his successor or assigns, of any rights which it may from time to time have against any individual or private operator for negligent or unlawful operation of aircraft.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the San Bernardino International Airport Authority as the Grantee, for the direct benefit of the real property constituting the San Bernardino International Airport, that neither the Grantor nor its successors in interest or assigns will construct, install or erect any permanent structure, (e.g., buildings, infrastructure, radio, telecommunications equipment or TV antennae tower) which extends into the Airspace within the Airport Influence Area of the San Bernardino International Airport, subject to the conditions of Paragraph 6 above, or which constitutes an obstruction to air navigation, or which obstructs or interferes with the use of the flight easements and rights-of-way herein granted. Furthermore, the Grantor, its successors and assigns, will not hereafter use or permit the use of said Parcel in such a manner as to create electrical or electronic interference with radio communication or radar operation between any installation upon the San Bernardino International Airport and any aircraft.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of the real property described as San Bernardino International Airport, and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easements or rights-of-way in landing at taking off from or operating such aircraft in or about the said San Bernardino International Airport.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and for the purpose of this instrument, the real property first herein above described as the Parcel is the servient tenement and said San Bernardino International Airport is the dominant tenement.

GENERAL PROVISIONS

1. **Attorneys' Fees**. Should Grantor or Grantee or any of their respective successors or assigns retain counsel to enforce any of the provisions herein or protect their interests in any matter arising under this Avigation Easement, or to recover damages by reason of any alleged breach of any provision of this Avigation Easement, the losing party in any action pursued in a court of competent jurisdiction shall pay to the prevailing party all costs, damages, and expenses incurred by the prevailing party, including, but not limited to, attorneys' fees and costs incurred in connection therewith.

2. **Waiver**. No violation or breach of any provision of this Avigation Easement may be waived unless in writing. Waiver of any one violation or breach of any provision of this Avigation Easement shall not be deemed to be a waiver of any other violation or breach of the same or any other provision of this Avigation Easement.

3. **Severability**. In the event that any one or more covenant, condition, right or other provision contained in this Avigation Easement is held to be invalid, void or illegal by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this Avigation Easement and shall in no way affect, impair or invalidate any other covenant, condition, right or other provision contained in this Avigation Easement.

4. **Additional Documents**. In addition to the documents and instruments to be delivered as provided in this Avigation Easement, Grantor or its successors and assigns, as the case may be, shall, from time to time at the request of Grantee, execute and deliver to Grantee such other documents and shall take such other action as may be reasonably required to carry out more effectively the terms of this Avigation Easement.

5. **Governing Law**. This Avigation Easement has been negotiated and entered into in the State of California, and shall be governed by, construed and enforced in accordance with the statutory, administrative and judicial laws of the State of California.

6. **Integration**. This Avigation Easement, including any exhibits, constitutes the final, complete and exclusive statement of the parties relative to the subject matter hereof and there are no oral or parol agreements existing between Grantor and Grantee relative to the subject matter hereof which are not expressly set forth herein and covered hereby. This is an integrated agreement.

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[SIGNATURES ON FOLLOWING PAGE]

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IN WITNESS WHEREOF, Grantor has hereunto set its hand and seal this 23 day of July, 2020.

GRANTOR

Business Entity

By:_____
Name:
Its: Partner

Accepted by San Bernardino International Airport Authority

GRANTEE

Date:_____

By:_____
Name: Michael Burrows
Its: Executive Director

(Seal)

Approved As To Form:

By:_____
General Counsel

[Notary Public attachment must accompany this instrument]

ACCEPTANCE FORM

This is to certify that the interest in real property conveyed by the deed or grant dated _____ __, 2020 from _____ to the San Bernardino International Airport Authority, a political corporation and/or governmental agency is hereby accepted by the undersigned officer or agent on behalf of the Board of Directors of the San Bernardino International Airport Authority pursuant to authority conferred by resolution of the San Bernardino International Airport adopted on _____ __, 2020, and the grantee consents to recordation thereof by its duly authorized officer.

Date: _____ __, 2020

_____

Michael Burrows, Executive Director
San Bernardino International Airport Authority

EXHIBIT C

Initial Study/Mitigated Negative Declaration

SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN:	0292-053-08
Applicant:	West Grove 9.5, Inc. c/o Transtech Engineers 413 MacKay Drive, San Bernardino, CA 92408
Project No:	P201900171- Planned Development
Staff:	Steven Valdez, Senior Planner
Rep:	Dave Mlynarski, c/o Transtech Engineers, Telephone: (909) 384-7464 Email: david.mlynarski@transtech.org
Proposal:	Planned Development proposal to develop a 282-unit multi-family apartment complex on an approximate 9.5-acre parcel located at 24000 West Lugonia Avenue, Redlands, CA 92374.

USGS Quad:	Redlands
Lat/Long:	34° 04' 36.15.1" N, 117° 13' 14.2" W
T, R, Section:	T.1S, R.3W, Section 20, NW ¼
City:	Unincorporated
LUZD:	East Valley Special Development (EV/SD)
Overlays:	FEMA Flood Zone X

PROJECT CONTACT INFORMATION:

Lead agency:	County of San Bernardino Land Use Services Department 385 N. Arrowhead Avenue, 1st Floor San Bernardino, CA 92415-0182
Contact person:	Steven Valdez, Senior Planner
Phone No:	(909) 387-4421 ***Fax No:*** (909) 387-3223
E-mail:	*Steven.Valdez@lus.sbcounty.gov*

PROJECT DESCRIPTION:

Summary

West Grove 9.5 Inc. (Project Applicant) is proposing the development of a 282 unit multi-family apartment complex, known as "The Standard Apartments"(Project) on a vacant 9.5-acre parcel (APN 0292-053-08) located on the north side of Lugonia Avenue west of Nevada Street (see Figure 1- Regional Map and Figure 2 Vicinity Map) in an unincorporated area of San Bernardino County adjacent to the City of Redlands. The Project consists of the construction of five, three-story buildings and two, two-story buildings, including 280 leasable units, one permanent manager's unit and one model unit for preleasing activities. The Project also consists of a 7,584 square-foot clubhouse and a 1,000 square-foot pool house. The clubhouse/pool house buildings will include a leasing office, business center, clubhouse, fitness center, pool bathrooms and pool equipment room. A permanent non-leasable model unit and rooftop deck will be located above the fitness center. Access to the site would be via two driveways along Lugonia Avenue. The Project will also connect via two driveways to the adjacent, approved, but not constructed, apartment complex (The Redlands) to the east.

The Project include a parking garages, secure gated access, recreational pool and clubhouse, landscaping, water features, and open and community space. The maximum building height would not exceed 35 feet. For the residential buildings there are four building types (Type A through Type D). Buildings 1 and 2 (Type C – Carriage Buildings, 4 units each) would be two-story and total approximately 4,792 square feet. Building 3 (Type B, 27 units) would be three-story structures with a total of 37,236 square feet. Buildings 4 through 6 (Type A, 62 units each) and Building 7 (Type D, 64 units) would be three-story structures and total approximately 87,986 square feet.

An elevator would provide access from the ground level and connect the clubhouse roof deck to Building 3 via a pedestrian bridge at the second-floor level. Buildings 1 and 2 (Type C- Carriage Buildings) would house two single-level units over ground floor garages. Proposed floor plans include a total of 22 studio units, 103 one-bedroom units, 146 two-bedroom units and 10 three-bedroom units for a total of 276 units plus 4 carriage units making a grand total of 280 leasable apartment units, plus one manager unit and one non-leasable model for a total of 282 units. The total footprint area of the buildings total 133,662 square-feet.

The apartment buildings would be clustered around four landscaped courtyards. Courtyards would vary with amenities and together would provide for play equipment, B-B-Q facilities, seating, shelter, decorative paved surfaces, potted flowering plants, seat walls, ornamental lighting, water features and/or statuary.

A parking/landscape buffer is proposed between the Project and existing industrial uses (i.e., warehouses) to the north and west. The buffer would include a series of carports, garages and landscape screening. The nearest residential structure occurs approximately 60 feet west from any common property line with existing industrial uses.

The Project Site occurs within the East Valley Area Plan and has a zoning land use designation of East Valley Special Development (EV/SD) as identified in the San Bernardino County General Plan. The EVSD is intended to allow a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. Multi-family residential and commercial projects are permitted in the EV/SD District subject to approval of a Planned Development providing adequate buffering from existing 'high impact' commercial and warehouse projects in the area, and ensuring that the project is provided with adequate amenities and infrastructure improvements.

Surrounding Land Uses and Setting

The Project Site occurs in an unincorporated area of San Bernardino County, commonly referred to as "the donut hole." The County of San Bernardino Land Use Zoning Map shows the Project Site is within the East Valley Special Development (EV/SD) zone. Surrounding land uses from the Project Site include industrial development (i.e., warehouses) to the north and west, offices (SoCal Gas) to the south, and vacant land (approved apartment complex, The Redlands) to the east. The following table lists the existing land uses and zoning district designations.

Existing Land Use and Land Use Zoning Districts		
Location	**Existing Land Use**	**Land Use Zoning District**
Project Site	Vacant	East Valley Special Development (EV/SD); County of San Bernardino
North	Industrial Complex	East Valley Special Development; County of San Bernardino
South	Commercial Office	Commercial Retail (SP25); City of Redlands
East	Vacant; approved/proposed multi-family residential	East Valley Special Development (EV/SD); County of San Bernardino
West	Industrial	Public Institutional (PDI); County of San Bernardino

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

(Example: permits, financing approvals, or participation agreements.)

FEDERAL: None required

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

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

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

SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

In accordance with AB 52, the County of San Bernardino Land Use Services Department mailed out letters on April 24, 2019, to five tribes requesting information on projects received at the County. In an e-mail from Travis Armstrong, Tribal Historic Preservation Officer for the Morongo Band of Mission Indians, dated May 14, 2019, a request for consultation was made and a copy of the records search and cultural assessment was provided. In a follow up email sent on March 11, 2020, Mr. Armstrong, thanked the County for providing the requested reports and requested the close of consultation for the Project.

In an email provided on May 24, 2019, Ms. Jessica Mauck of the Cultural Resources Management Department for the San Manuel Band of Mission Indians (SMBMI), indicated that due to the existing level of disturbance within the proposed Project Site, SMBMI does not have any concerns with the Project's implementation, as planned, at this time, but requested that standard mitigation measures/conditions, as provided in an attached in the e-mail) be made a part of the Project.

Figure 1: Regional Location

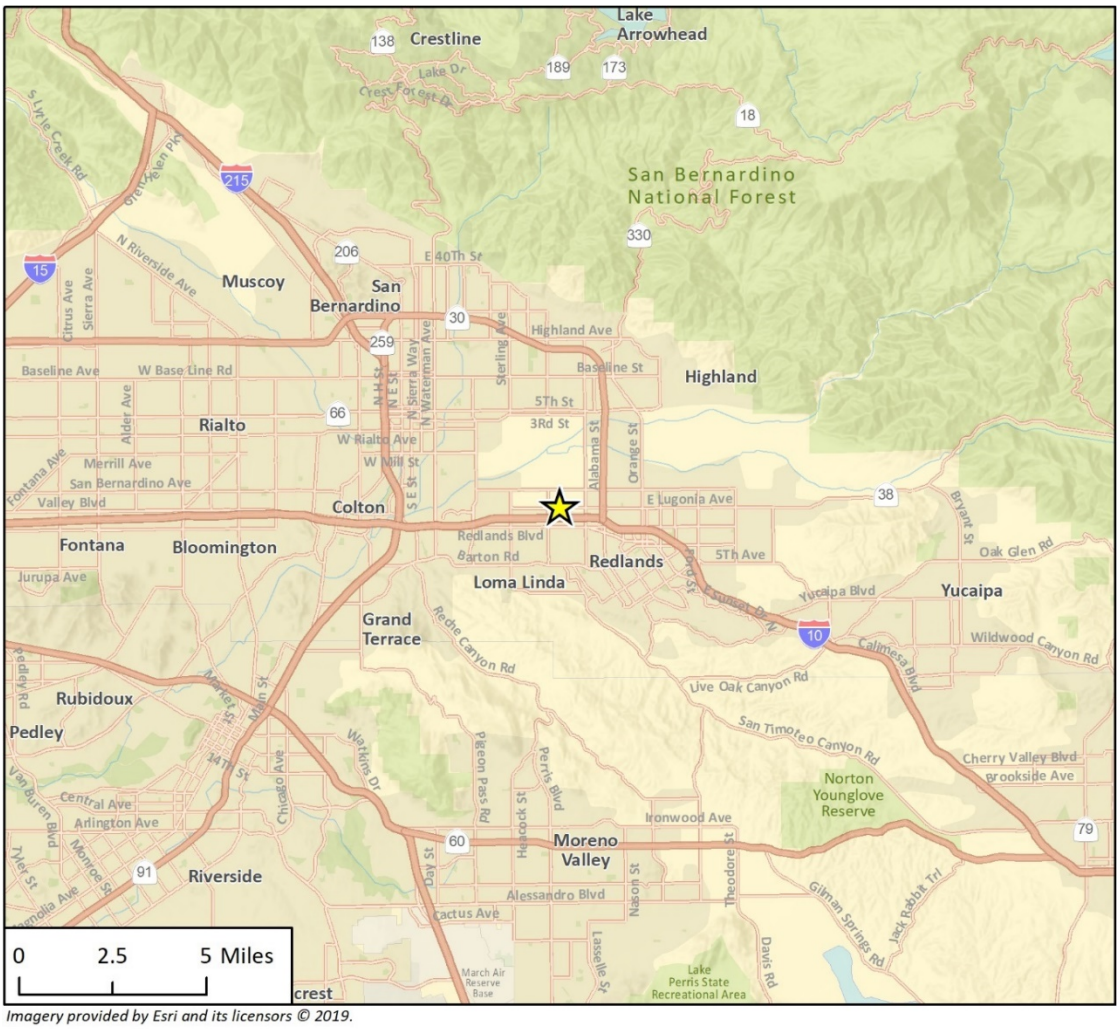

Figure 2: Project Vicinity



Figure 3: Site Plan



EVALUATION FORMAT

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

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

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

1. **No Impact**: No impacts are identified or anticipated, and no mitigation measures are required.

2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)

4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

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

Steven A. Valdez

Signature (Reviewed by Steven Valdez, Senior Planner) — Date: 4/17/2020

Dave Prusch

Signature: (David Prusch, Supervising Planner) — Date: 4/20/2020

Land Use Services Department/Planning Division

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

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

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

The Project Site and surrounding area does not occur within a scenic vista. Scenic resources for the area include views of the San Bernardino Mountains to the north, San Gabriel mountains to the northwest, and San Gorgonio Peak to the east. The Proposed Project includes the construction of three-story and two-story apartment buildings that would not exceed a maximum height of 35 feet and would be similar in overall appearance to nearby existing and proposed multi-family residential development located east of the Project Site. The Project will have a less than significant impact on scenic vistas. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Less than Significant Impact

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

There are no designated County Scenic Highways within San Bernardino County[1]. The nearest State designated Scenic Highway occurs approximately 30 miles northeast of the Project Site and includes a 15.7-mile portion of State Route 38 (beginning from South Fork Campground to approximately 2.9 miles south of Route 18 at State Lane). In addition, there are no protected trees, rock outcroppings or historic buildings that occur on-site or within a State Scenic Highway that would be impacted by

[1]Obtaining state recognition as an officially designated County Scenic Highway follows the same Scenic Highway program requirements that apply to State Routes.

implementation of the Project. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Proposed Project will not substantially degrade the existing visual character of the site and its surroundings. The Project is consistent with the existing visual character of the area and will incorporate landscaping, screen walls and landscaping for exterior mechanical equipment and parking areas. The Project Site is located within an area that is surrounded by existing development, including existing and proposed multi-family residential to the east, industrial development (warehouses) to the north and west, and commercial offices to the south. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Less than Significant Impact

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

The Proposed Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Lighting proposed for the Project would be required to will be hooded and shielded to protect surrounding properties from any resultant glare. The Project is designed to be architecturally compatible with surrounding development. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Less Than Significant Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest				

	carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Will the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project Site is identified as Grazing Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. Grazing Land is considered land for which the existing vegetation is suited for grazing of livestock. The County of San Bernardino General Plan discusses the loss of designated farmland in its 2007 EIR. In it, the County found that the loss of designated farmland would occur, especially in the Project area. However, the Project Site is located in an area that does not contain prime agricultural soils and was re-zoned for urban development with the adoption of the East Valley Area Plan in the 1990s. In accordance with the East Valley Area Plan, the area surrounding the Project Site has been rapidly changing from agricultural uses (citrus cultivation) to urban uses. Approval of the Project would authorize removal of vegetation suitable for grazing, but it would not constitute a significant loss of an agricultural resource. The Project Site is not considered prime farmland, unique farmland or farmland of statewide importance. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is not under a Williamson Act Contract as identified in the latest map prepared by the California Department of Conservation, Division of Land Resource Protection. According to the Williamson Act Maps used by the Land Use Services Division, there are no active Williamson Act Contracts for the Project Site or adjacent parcels. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production because the Project Site is zoned SD/EV and does not support these resources. The Project Site occurs within the East Valley Area Plan and is zoned East Valley Special Development (EV/SD) which is intended to allow a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

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

No Impact

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Proposed Project would not involve changes in the existing environment, which, due to their location or nature, would result in conversion of Farmland to a non-agricultural use because, although the Project involves the development of multi-family residential, the site is currently not used for agricultural purposes. The Project Site is planned for urban uses pursuant to the East Valley Area Plan and is not zoned for agricultural use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Will the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d)	Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	☐	☐	☒	☐

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

An Air Quality and Greenhouse Gas Emission Study was prepared for the Project by Rincon Consultants, Inc., and is dated December 2019. A copy of the report is available for review at the County of San Bernardino Land Use Services Department.

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

The Project Site occurs in the South Coast Air Basin (SCAB), which is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east, and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is the designated air quality control agency in the SCAB.

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in nonattainment. Every three years, the SCAQMD prepares a new Air Quality Management Plan (AQMP), which updates the previous plan and has a 20-year horizon. The SCAQMD's latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm finalized in 2015 (SCAQMD 2017). The 2016 AQMP incorporates the latest Southern California Association of Government's (SCAG) forecasts for population, housing, and employment growth for managing Basin air quality.

A project may be inconsistent with the SCAQMD's AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local city general plans' and SCAG's Regional Transportation Plan (RTP) forecasts of population, housing, and employment growth for managing Basin air quality. In the 2016 RTP/SCS,

SCAG estimates that the population of unincorporated San Bernardino County will increase to 344,100 by 2040 (SCAG 2015).

The development of 282 residential units on the Project Site may cause a direct increase in the County's population. Based on Department of Finance (DOF) 2018 estimates for the average household size in unincorporated San Bernardino County (3.11 persons per household), the Project would accommodate approximately 877 new residents (i.e., 282 units x 3.11 persons/unit). In 2018, the population of the unincorporated area was approximately 311,659 persons (DOF 2018). Thus, the Project would increase the population of the unincorporated area by approximately 0.3 percent to 312,536 people. SCAG projects that the unincorporated area in San Bernardino County would have approximately 344,100 residents in 2040 (SCAG 2016). The Project would not cause the population of unincorporated San Bernardino County to exceed SCAG population forecasts. Therefore, the Project would not conflict with the population forecasts on which the AQMP is based. No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Less than Significant Impact

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The Proposed Project's construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD. CalEEMod was utilized to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include, reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

In addition to regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LST) in response to concerns about exposure to criteria pollutants in local communities (SCAQMD 2008). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions in a fixed stationary location, including idling emissions during both project construction and operation (SCAQMD 2008). LSTs are not applicable to mobile sources such as cars on a roadway (SCAQMD 2008). LSTs have been developed for NOX, CO, PM10, and PM2.5. As such, LSTs for operational emissions do not apply to onsite development, as the majority of emissions would be generated by cars on the roadways. LSTs have been developed for emissions in construction areas up to five acres in size. The use of LSTs is voluntary, to be implemented at the discretion of local agencies (SCAQMD 2008). The SCAQMD provides tables for project sites that measure one, two, or five acres.

The Project would disturb approximately a 9.5-acre area. It is unlikely that more than five acres would be under active construction at one time; therefore, this analysis utilizes the five-acre LSTs. The Project Site occurs in Source Receptor Area 35 (SRA-35, East San Bernardino Valley). As described under subsection 2.1.5, *Sensitive Receptors*, the nearest sensitive receptors evaluated in the study included residences, which are currently approved for construction to the east of the Project Site. LSTs are provided for receptors at distances ranging from 82 to 1,640 feet from the Project Site

boundary. According to the SCAQMD's *Final LST Methodology*, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet (2008). For the purpose of this analysis, Project construction emissions are compared to construction LSTs.

Construction Emissions

The Project's construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2 using model defaults for the type and number of pieces of equipment that would be used onsite during each of the construction phases. Additionally, it was assumed that construction of the Project would require the export of approximately 54,600 cubic yards (CY) of material based on applicant provided information. Construction was assumed to start in June 2020. CalEEMod default construction phase lengths were used for the site preparation and paving phases; however, the grading, building construction, and architectural coating phases were extended from the default time frame to reflect a more accurate construction schedule. The grading phase was extended to be triple the default phase length (revised from 20 days to 60 days) to provide a more accurate estimate of material export. The building construction phase was extended as well from 230 days to 300 days and the architectural coating phase was extended to overlap with half of building construction because individual buildings would be painted as construction is completed, representing more realistic construction practices. It was also assumed that the applicant would utilize Tier 3 construction equipment per the requirements of SCAQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation.

Table 1 summarizes maximum daily emissions of pollutants associated with construction of the Proposed Project during each year of construction. Maximum daily estimates account for compliance with the above described requirements, but do not include any additional mitigation. Emissions of CO, PM10, PM2.5, NOX, and ROG would not exceed SCAQMD regional or LSTs, assuming adherence to the conditions listed above required by SCAQMD Rule 403 and 1113.

Table 1
Construction Emissions Summary
(Pounds per Day)

Construction Phase	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
2020 Maximum lbs/day	2.6	47.0	33.2	9.3	5.5
2021 Maximum lbs/day	18.2	24.2	36.2	5.9	2.3
2022 Maximum lbs/day	16.6	12.9	21.9	1.6	0.9
Maximum lbs/day	18.2	47.0	36.2	9.3	5.5
SCAQMD Threshold	75	100	550	150	55
Thresholds Exceeded?	No	No	No	No	No
Max. on-site lbs/day	15.5	19.1	23.0	9.1	5.4
LSTs (onsite only)	N/A	270	2,075	14	9
Thresholds Exceeded?	N/A	No	No	No	No

Notes: All calculations were made using CalEEMod. Emission data is pulled from "mitigated" results that include compliance with regulations and project design features that will be included in the project.
1 Grading phases incorporate anticipated emissions reductions from the conditions listed above, which are required by SCAQMD Rule 403 to reduce fugitive dust.
2 LSTs are for a 5-acre project in SRA-35 within a distance of 82 feet from the site boundary.

Compliance with SCAQMD Rule 403

For the purposes of construction emissions modeling, it was assumed that the Project would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located in the SCAB. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the site preparation and grading phases of construction.

1. Minimization of Disturbance. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

2. Soil Treatment. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

3. Soil Stabilization. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. In addition, a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide, shall be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the site. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. No Grading During High Winds. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. Street Sweeping. Construction contractors should sweep all onsite driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. Additionally, the model reflected the requirements of SCAQMD Rule 445, which restricts wood burning devices in all new developments within the basin.

Operational Emissions

Operational emissions associated with the proposed Project were also estimated using CalEEMod. Operational emissions include mobile source emissions, energy emissions, and area source emissions. Proposed Project traffic generation rates from the Traffic Impact Analysis prepared by Ganddini Group, Inc. (September 13, 2019) were used in CalEEMod to estimate mobile emissions. Emissions attributed to energy use include natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coating.

Table 2 summarizes the Project's operational emissions. The majority of project-related operational emissions would be due to vehicle trips to and from the site. Project-generated emissions would not exceed SCAQMD recommended thresholds for ROG, NOX, CO, SOX, PM10, or PM2.5.

Table 2
Project Dailey Operational Estimated Emissions
(Pounds Per Day)

Proposed Project[1]						
Emission Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	9.2	4.5	25.1	0.1	0.5	0.5
Energy	0.1	1.1	0.4	0.1	0.1	0.1
Mobile	2.4	11.6	28.9	0.1	8.8	2.4
Total Value (lbs/day)	**11.7**	**17.1**	**54.5**	**0.1**	**9.4**	**3.0**
MDAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2. Note: Totals may not sum exactly due to rounding.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact

c) Expose sensitive receptors to substantial pollutant concentrations?

In *California Building Industry Association v Bay Area Air Quality Management District,* the California Supreme Court held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project (S213478, December 17, 2015). An exception to this general rule is a project that may exacerbate a condition in the existing environment. For such a situation, the lead agency is required to analyze the impact of that exacerbated condition on future residents and users of a project as well as other impacted individuals or resources. For example, a development project could exacerbate hazards relating to wildfire by providing additional fuel and ignition sources, resulting in potential impacts to future residents of the project, existing residents, or resources. Thus, the significance determination with respect to toxic air contaminants focuses on whether the project would exacerbate environmental conditions in a manner that would increase the potential to expose people or resources to environmental impacts. Because the Project is a residential development, project operation would not generate toxic air contaminants, nor would the project substantially increase diesel particulates in the area because it would not attract substantial diesel traffic to the Project Site, like an industrial warehouse or rest area would. Furthermore, as indicated in Table 1, emissions of CO, PM_{10}, $PM_{2.5}$, NOX, and ROG during Project construction would not exceed SCAQMD's regional thresholds or LSTs, which are designed to be protective of public health; therefore, the Project would not exacerbate environmental conditions in a manner that would increase the potential to expose sensitive receptors to environmental impacts.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005) recommends against siting sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. It also recommends against siting receptors within 1,000 feet of distribution centers that accommodate more than 100 diesel trucks per

day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week. The primary concern with respect to heavy-traffic roadway and warehouse adjacency is the long-term effect of diesel exhaust particulates, on sensitive receptors. The Project Site is located approximately 1,000 feet north of I-10 and, therefore, outside of CARB's recommended minimum siting distance of 500 feet. The only roadway within 500 feet of the Project Site is Lugonia Avenue. As documented in the Traffic Impact Analysis prepared for the Project by Gandinni Group, Inc. (2019), average daily vehicle volumes on Lugonia Avenue between California Street and Nevada Street are projected to be approximately 7,800 average daily trips (ADT) under existing plus Project conditions and up to 11,600 ADT under Year 2040 plus Project conditions (Ganddini Group, Inc. 2019). These traffic levels do not meet or exceed the CARB criteria of 100,000 vehicles per day for exposure to diesel particulate matter generated by traffic on adjacent roadways. Therefore, the Project would be consistent with CARB's recommended screening threshold for siting of sensitive receptors near roadways.

The Project would place residences within 1,000 feet of seven warehouses. Two of these warehouses accommodate more than 100 truck trips per day and would exceed CARB's recommended screening threshold. All of the facilities within 1,000 feet of the Project Site are nonrefrigerated based on tenant and property information that indicates they are used for manufacturing of HVAC, auto parts, packaging supplies, and other non-refrigerated uses. Since the facilities are not refrigerated, it is assumed that no trucks with TRUs operate at any of the facilities.

In April 2017, CARB released a technical advisory on how to reduce impacts related to diesel particulate matter entitled, *Strategies to Reduce Air Pollution Exposure near High-Volume Roadways* (CARB 2017b). Although the Project is not exposed to high-volume roadways, the same TAC (diesel particulates) and source of pollutants (heavy duty diesel trucks) are the concern with distribution facilities, and the strategies to reduce impacts from high-volume roadways would be similarly applicable to residences near distribution facilities. CARB envisioned that the advisory would be used by planners and other stakeholders to identify combinations of strategies that can be implemented to reduce exposure at specific developments or to recommend the consideration of these strategies in policy or planning documents. The advisory identifies installation of indoor high efficiency filtration that removes pollution from the air as one of seven strategies for reducing impacts from diesel particulates. The other six strategies do not apply to the Project because they are appropriate for plan level documents.

California building codes [2016 California Energy Code, Section 150.0 (m)(12)(B)] require mechanical ventilation with a minimum filtration efficiency (MERV) 6 in new residential construction (CARB 2017b). MERV 6 filters are medium efficiency filters that remove large particles such as mold spores and cat and dog dander, but do not remove the finer particles produced from heavy duty trucks. MERV 13 high efficiency filters are capable of removing both large and small particulates. According to the advisory, MERV 13 filters remove more than 90 percent of particulates 1.0 to 10 microns in diameter, and more than 75 percent of particulates less than 1.0 microns in diameter. Air Quality Measure-1 is described in Section 4.1.1, *Air Quality Recommendations*, and incorporates recommendations consistent with the strategies identified by CARB's 2017 advisory for reducing exposure to diesel particulate matter from heavy duty trucks. These strategies would provide for the removal of particulates prior to entering into the indoor environment, thereby reducing the overall exposure of future residents. It is also important to note that heavy-duty trucks are prohibited from traveling on Nevada Street east of the Project Site, further reducing future residential exposure to TACs from truck traffic accessing distribution facilities in the vicinity of the Project Site.

As concluded in the Air Quality and Greenhouse Gas Emission Study, the Project would potentially expose onsite residences to TACs associated with adjacent distribution centers. As a result, mitigation would be required to reduce potential impacts to residences on-site associated with emissions of TACs associated with operation of the nearby distribution centers.

AQ-1: Air Filtration and Weatherproofing – The Project Proponent shall incorporate the following air filtration and building weatherproofing measures, consistent with the strategies identified by the California Air Resources Board's 2017 advisory for reducing exposure to diesel particulate matter from heavy duty trucks:

- Install a central heating, ventilation, and air conditioning (HVAC) system (as is typical of three to four-story suburban residential projects with multiple buildings) that includes high efficiency particulate filters with a MERV rating of 13 for all residential units within 1,000 feet of distribution facility loading docks. Filtration systems must operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors.
- Weatherproof windows and doors with caulking and weather-stripping that is rated to last at least 20 years. Weatherproof should be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project.
- Inform occupants regarding the proper use of any installed air filtration system.

Less than Significant Impact with Mitigation Incorporated

d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?

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

Less than Significant Impact

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

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

The proposed Project is not on the Biotic Resources Overlay Map of the County General Plan. A Habitat Assessment dated January 8, 2020 was prepared by ELMT Consulting for the Project Site. Findings of the report are discussed herein. The report is available for review at the County of San Bernardino Land Use Services Department.

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

The CNDDB and CNPS was queried for reported locations of special-status plant and wildlife species as well as special-status natural plant communities in the Redlands USGS 7.5-minute quadrangle. The record search focused on the Redlands USGS 7.5-minute quadrangle since the proposed Project footprint will be confined to existing disturbed areas and is isolated from undisturbed native habitats. A search of published records of these species was conducted within this quadrangle using the CNDDB Rarefind 5 online software and CNDDB Quickview Tool in BIOS, and CNPS Inventory of

Rare, Threatened, and Endangered Plants of California. The habitat assessment evaluated the conditions of the habitat(s) within the boundaries of the Project Site to determine if the existing plant communities have the potential to provide suitable habitat(s) for special-status plant and wildlife species previously documented in the general vicinity of the proposed Project site.

The literature search identified eighteen (18) special-status plant species and forty-eight (48) special-status, and three (3) special-status plant communities as having potential to occur within the Redlands USGS 7.5- minute quadrangle. Special-status plant and wildlife species were evaluated for their potential to occur within the Project Site based on habitat requirements, availability and quality of suitable habitat, and known distributions. Species determined to have the potential to occur within the general vicinity of the Project Site were documented in the Habitat Assessment.

Special-Status Plants - According to the CNDDB and CNPS, eighteen (18) special-status plant species have been recorded in the Redlands quadrangle. No special-status plant species were observed on-site during the habitat assessment. The Project Site primarily consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances including historic agricultural activities and current, on-going weed abatement activities. These disturbances have eliminated the natural plant communities that once occurred on-site which has removed suitable habitat for special-status plant species known to occur in the general vicinity of the Project Site. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the Project Site does not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from the Project Site. No focused surveys are recommended.

Special-Status Wildlife - According to the CNDDB, forty-eight (48) special-status wildlife species have been reported in the Redlands quadrangle. No special-status wildlife species were observed on-site during the habitat assessment. As discussed, disturbances have eliminated the natural plant communities that once occurred onsite which has greatly reduced the potential for special-status species to occur on-site. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project Site has a low potential to support low quality foraging habitat for Cooper's hawk (*Accipiter cooperii*) and California horned lark (*Eremophila alpestris actia*). All remaining special-status wildlife species known to occur in the area were presumed to be absent from the Project Site.

In order to ensure impacts to Cooper's hawk and California horned lark do not occur from implementation of the proposed Project, a pre-construction clearance nesting bird survey shall be conducted prior to ground disturbance (see Mitigation Measure BIO-1 below). With implementation of the pre-construction nesting bird clearance survey, impacts to the Cooper's hawk and California horned lark will be less than significant.

Special-Status Plant Communities - According to the CNDDB, three (3) special-status plant communities have been reported in the Redlands USGS 7.5-minute quadrangle including: Riversidean Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, and Southern Sycamore Alder Riparian Woodland. Based on the results of the field investigation, no special-status plant communities were observed on-site.

Critical Habitat - The Project Site is not located with federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 1.5 miles north of the Project Site for San Bernardino kangaroo rat (*Dipodomys merriami parvus*) and Santa Ana sucker (*Catostomus santaanae*). Implementation of the proposed Project will not impact Critical Habitat. Therefore, the

loss or adverse modification of Critical Habitat from site development will not occur and consultation with the USFWS for impacts to Critical Habitat will not be required for implementation of the proposed Project.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs). In order to protect migratory bird species, the following mitigation measure shall be implemented:

Mitigation Measure BIO-1:

A nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the birds during the nesting season. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer (generally 300 feet for migratory and non-migratory song birds and 500 feet raptors and special status species) will be determined by the wildlife biologist, in coordination with the CDFW, and will depend on the level of noise and/or surrounding disturbances, line of sight between the nest and the construction activity, ambient noise, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Less than Significant Impact with Mitigation

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

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

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage and/or wetland features were observed on the Project Site during the habitat assessment that would be considered jurisdictional by the Corps, Regional Board, or CDFW. Regulatory approvals from the Corps, Regional Board, and/or CDFW will not be required for implementation of the Project. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The proposed Project will be confined to existing disturbed areas and is surrounded by development, which has removed natural plant communities from the surrounding area. The Project Site is isolated from regional wildlife corridors and linkages, and there are no riparian corridors, creeks, or useful patches of stepping-stone habitat (natural areas) within or connecting the Project Site to any identified wildlife corridors or linkages. The closest regional wildlife corridor is located approximately 1.5 miles north of the Project Site along the Santa Ana River, which is separated from the Project site by existing industrial development. As a result, implementation of the proposed Project will not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

There are no local policies or ordinances protecting biological resources that are applicable to the Project site. The site is not located within the Biotic Resources Overlay District of the County General Plan. Therefore, development of the proposed Project would not conflict with local policies or ordinances protecting biotic resources. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?

The Project Site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing conservation plans would occur. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☐
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

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

According to the County of San Bernardino General Plan, the Project Site is not located in a Cultural or Paleontological Resources Overlay area. A Cultural Resources Assessment dated April 18, 2019 was prepared for the Project by BCR Consulting LLC.; the text portion of the report is available for review at the County of San Bernardino Land Use Services Department.

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

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

As part of the Cultural Resources Assessment, BCR Consulting conducted an archaeological records search at the South Central Coastal Information Center. This included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects completed within one-mile of the Project Site. In addition, a review was conducted of the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

Data from the South Central Coastal Information Center revealed that 23 cultural resource studies have taken place resulting in the recording of 11 cultural resources (all historic period) within one-mile of the Project Site. None of the previous cultural resource studies have assessed the Project Site, and no cultural resources have been recorded within its boundaries. During the field survey, BCR Consulting staff carefully inspected the Project Site, and identified no cultural resources within

its boundaries. Surface visibility was approximately 95 percent within the Project Site. Sediments included silty sandy alluvium. The Project Site has been subject to disturbances related to citrus cultivation, the subsequent removal of the mature citrus trees and irrigation system followed by grading to stabilize the surface, and construction and maintenance of adjacent roads.

The records search and field survey did not identify any cultural resources (including prehistoric or historic-period archaeological sites or historic buildings) within the Project Site. Furthermore, records search results combined with surface conditions indicate that disturbances have occurred beyond depths at which cultural resources are likely. Based on these results, BCR Consulting concluded that no additional cultural resource work or monitoring is necessary for any earthmoving proposed within the Project Site. Therefore, development of the Project Site is not expected to result in any adverse impacts to historical or archaeological resources.

Although no evidence of historical or cultural resources was discovered, grading and constructions activities may uncover resources. Therefore, a possible significant adverse impact has been identified or anticipated and the following mitigation measures are required as a condition of Project approval to reduce the impacts to a level below significant. The required mitigation measure is:

Mitigation Measure CR-1:

If cultural resources are identified during ground-disturbing activities, the Project Proponent shall initiate an archaeological monitoring program that includes the presence of a professional archaeological consultant and a Native American representative culturally associated with the area. If required, the archaeological monitoring program shall be conducted in a manner consistent with current professional policies and guidelines.

Less than Significant with Mitigation Incorporated

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

Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Field surveys conducted as part of the Cultural Resource Assessment did not encounter any evidence of human remains. The Project Site is not located on or near a known cemetery, and no human remains are anticipated to be disturbed during the construction stage. However, a possible significant adverse impact has been identified or anticipated and the following mitigation measure is required as a condition of Project approval to reduce the impact to a level below significant. The required mitigation measure is:

Mitigation Measure CR-2:

If there is any evidence of human remains (or possible human remains), the County Coroner must be notified within 24 hours and permitted to assess the find in situ. If the remains are deemed Native American in origin, the Coroner will notify the Native American Heritage Commission, in accordance with California Public Resources Code Section § 5097.98, and the Most Likely Descendant (MLD) will be identified. Consultation between the project applicant, County, MLD, and consulting archaeologist will determine the disposition of the remains.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological

Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

Less than Significant with Mitigation

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VI.	**ENERGY -** Would the project:				
a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION:

Building Energy Conservation Standards

The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations; energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. Title 24 ensures building designs conserve energy. The requirements allow for the opportunities to incorporate updates of new energy efficiency technologies and methods into new developments. In June 2015, the California Energy Commission (CEC) updated the 2016 Building Energy Efficiency Standards. Under the 2016 Standards, residential buildings are approximately 28 percent more energy efficient than the previous 2013 Energy Efficiency Standards. The 2016 Standards improved upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The CEC updated the 2019 Building Energy Efficiency Standards in May 2018. The 2022 Building Energy Efficiency Standards will improve upon the 2019 Energy Standards for new construction of, and additions and alterations to residential buildings.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015. SB 350 establishes new clean energy, clean air and greenhouse gas reduction goals for 2030. SB 350 also establishes tiered increases to the Renewable Portfolio Standard: 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the required Renewable Portfolio Standards. SB 100 requires the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent

renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

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

Electricity

Southern California Edison (SCE) would provide electricity for the Proposed Project. Currently, the existing Project Site is vacant and does not use electricity. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. The CalEEMod model projected that the Proposed apartment complex would consume 1.04 GWh annually. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. According to the California Energy Commission: Electricity Consumption by Planning Area, SCE residential use consumed 34784.5 GWh in the year 2018 (accessed 4/1/2020). The increase in electricity demand from the project would represent a 0.003 percent of the overall SCE residential consumption. Therefore, projected electrical demand would not significantly impact SCE's level of service.

The Proposed Project has been designed to comply with the 2019 Building Energy Efficiency Standards. The City would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments, and energy efficiency. Adherence to these requirements would result in the Proposed Project being efficient in terms of energy consumption. The development of the Proposed Project is not anticipated to affect achievement of the 60 percent Renewable Portfolio Standard established in in the current SB 100 (refer to description above). SCE and other electricity retailer's SB 100 goals include that end-user electricity use such as residential and commercial developments use would decrease from current emission estimates. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Natural Gas

The Proposed Project and surrounding area are serviced by Southern California Gas Company. The Project Site is currently vacant and has no demand on natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand of natural gas. The CalEEMod model projected that the Proposed Project would consume 0.0417193 Therms annually. According to the 2018 California Gas Report by California Gas and Electric Utilities, the Southern California Gas Company multi-family residential use consumed 308 Therms in the year 2018 within the southern California region (accessed 4/1/2020). The increase natural gas demand from the Project would represent a 0.0134 percent of the Southern California Gas Company multi-family residential consumption. Therefore, the natural gas demand from the Proposed Project would represent an insignificant percentage of the overall demand in Southwest Gas Company' service area. Title 24 is a collection of energy standards that address the energy efficiency of new (and altered) homes; the 2022

Building Energy Efficiency Standards will improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The Proposed Project would be built in accordance with the 2019 energy standards of Title 24; therefore, no significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation are anticipated and no mitigation measures are recommended. The Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Project design and post-construction use would comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State Building Energy Efficiency Standards related to appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by to 2020. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and therefore no impact would occur and no mitigation measures are recommended.

Less Than Significant Impact

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in	☐	☐	☐	☒

	on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d)	Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantia direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

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

An Updated Report of Soils and Foundation Evaluations (Soils Report) dated May 22, 2019 was prepared for the Project by Soils Southwest, Inc. A copy of the report is available for review at the County of San Bernardino Land Use Services Department.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

i) A Soils Report was prepared for the Project in order to identify the Project site's geotechnical conditions. The Soils Report determined that the Project Site does not lie within a State of California Alquist-Priolo Earthquake Fault Zone. The potential for a surface fault rupture within the Project boundary is considered unlikely since no fault lines intersect the Project Site. The Project Site is located in proximity to a number of faults and has the potential to be subject to severe ground shaking. The closest significant active fault is the San Jacinto-San Bernardino fault zone (Type B Fault), which is approximately four miles southeast of the site. The nearest Type A fault is the San Andreas-Southern fault zone, which is approximately 5.5 miles northwest of the Project Site. While the potential for onsite ground rupture cannot be totally discounted the likelihood of such an occurrence is considered low due to the absence of known faults on-site and in the immediate vicinity. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Strong seismic ground shaking?

ii) Seismic ground shaking is a frequent occurrence throughout San Bernardino County. The subject site is within an area that is subject to strong earthquakes due to its location to the San Andres fault. The site is located within Seismic Zone IV. Structures within this zone must meet the minimum design standards to allow a structure to remain standing after a seismic event. As is required by the Uniform Building Code, construction of the structures on the Proposed Project will comply with the California Building Code (CBC) and would ensure that potential impacts from seismic events are reduced to the least extent possible. As a mandatory condition of Project

approval, the Proposed Project would be required to construct proposed structures in accordance with the California Building Code (CBC) which is established by the California Building Standards Code. The code is also known as Title 24, Part 2 of the California Code of Regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. With mandatory compliance of standard design and construction measures, potential impacts would be reduced to a less than significant and the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Seismic-related ground failure, including liquefaction?

iii) Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. Ground failure associated with liquefaction can result in severe damage to structures. As concluded in the Preliminary Soils Report prepared for the Project Site, groundwater is in excess of 50 feet below ground surface and therefore the Project Site is not at risk for liquefaction. Therefore, based on the geotechnical investigation, impacts from liquefaction are considered less than significant. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

Landslides?

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

No Impact

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

The Project would include approval of erosion control plans prior to the issuance of grading and building permits. Measures to reduce and control erosion of soil during construction and post-construction operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 and the Project dust control mitigation plan would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction. Typical BMPs include use of soil binders, mulch, silt

fencing, gravel bag berming, fiber rolls and other similar techniques of soil stabilization and sediment control. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The Project Site is not located in an area that is geologically unstable or would become unstable as a result of development. As mentioned above, it is unlikely that a landslide, lateral spreading, subsidence, liquefaction or collapse would occur onsite or in the Project vicinity as the area is relatively flat and no such hazards would result. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Lateral spreading is demonstrated by near vertical cracks with predominantly horizontal movement of the soil mass involved. As concluded in the Soils Report, since on-site topography is relatively level, the potential for seismically induced lateral spreading is considered remote. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantia direct or indirect risks to life or property?

The Project Site is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project will be served by the City of Redlands Sewer System. No septic tanks or alternative wastewater disposal is proposed. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

No Impact

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

A paleontological overview was prepared by Dr. Samuel McLeod of the Natural History Museum of Los Angeles County for the property immediately east of the Project Site. He noted the Project area is within an area dominated by younger Quaternary alluvium, primarily derived from the Crafton Hills, and fluvial deposits of the Santa Ana River channel. These deposits are not considered conducive to yielding fossil specimens. The Museum has no record of any fossil localities in this area. The nearest find was to the south, in the San Jacinto Valley. However, deep excavation may impact older Quaternary deposits, and the relative depth of the older deposits in this

area are generally below any development impact areas. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS -** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION:

According to CEQA Guidelines section 15064.4, when making a determination of the significance of greenhouse gas emissions, the "lead agency shall have discretion to determine, in the context of a particular project, whether to (1) quantity greenhouse gas emissions resulting from a project and/or (2) rely on a qualitative analysis or performance based standards. Moreover, CEQA Guidelines section 15064.7(c) provides that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts" on the condition that "the decision of the lead agency to adopt such thresholds is supported by substantial evidence." An Air Quality and Greenhouse Gas Emission Study, dated December 2019, was prepared for the Project by Rincon Consultants, Inc. A copy of the report is available for review at the County of San Bernardino Land Use Services Department.

San Bernardino County GHG Reduction Plan

In September 2011, the County adopted a Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011) (GHG Plan). The GHG Plan presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15% below current levels (2007 levels) by 2020, consistent with the AB 32 Scoping Plan. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process, the County will implement CEQA requiring new development projects to quantify project GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of CO_2 equivalent ($MTCO_2e$) per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. Note that the SCAQMD has an annual threshold of 100,000 tons of CO_2e per year.

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

Many gases make up the group of pollutants that contribute to global climate change. However, three gases are currently evaluated and represent the highest concertation of greenhouse gases (GHGs):

Carbon dioxide (CO_2), Methane (CH_4), and Nitrous oxide (N_2O). A threshold of 3,000 $MTCO_2e$ per year has been adopted by the County of San Bernardino Greenhouse Gas Emissions Reduction Plan (Emissions Reduction Plan).

GHG emissions were estimated using the CalEEMod version 2016.3.2. Construction is anticipated to begin in late-2020 and be completed in 2022. Other parameters which are used to estimate construction emissions such as those associated with worker and vendor trips, and trip lengths were based on the CalEEMod defaults. The operational mobile source emissions were calculated using the Trip Generation Evaluation prepared by Urban Crossroads, which determined that the Proposed Project would generate 1,534 daily drips.

The Project Site occurs within the East Valley Area Plan and has a zoning land use designation of East Valley Special Development (EV/SD) as identified in the San Bernardino County General Plan. The EVSD is intended to allow a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. Multi-family residential and commercial projects are permitted in the EV/SD District subject to approval of a Planned Development providing adequate buffering from existing 'high impact' commercial and warehouse projects in the area, and ensuring that the project is provided with adequate amenities and infrastructure improvements. GHG emissions associated with the Proposed Project's construction activities are listed in Table 5. Additionally, GHG emissions associated with the Proposed Project's operational activities combined with the construction phase are listed in Table 6.

Table 5
Construction GHG Emissions Summary
(MT CO_2e per Year)

Source/Phase	Project Emissions
2020	674.0
2021	858.3
2022	22.6
Total	**1,554.9**
Amortized over 30 yrs	51.8
County Threshold	3,000
Significant	**No**

Source: CalEEMod Version 2016.3.2 Annual

Table 6
Combined Annual Emissions (MT CO2e/year)

Emission Source	Project Emissions
Construction	51.8
Operational	
Area	66.2
Energy	713.2
Mobile (CO_2 and CH_4)	1,720.9
Mobile (N_2O)	31.7
Waste	57.4
Water	117.2
Total (MTCO2e)	**2,758.4**
County Threshold	3,000
Significant	**No**

Source: CalEEMod 2016.3.2, Annual Emissions

As shown in Table 5 and Table 6, construction and total construction and operational GHG emissions produced from the Proposed Project, would not exceed the County's established GHG thresholds of significance. Therefore, the Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Furthermore, with implementation of the Conditions of Approval, listed below, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency for the purpose of reducing the emissions of greenhouse gases. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Conditions of Approval

The Project emissions are less than significant; however, the applicant will be required to implement GHG reduction performance standards. The GHG reducing performance standards were developed by the County to improve the energy efficiency, water conservation, vehicle trip reduction potential, and other GHG reducing impacts from all new development approved within the unincorporated portions of San Bernardino County. As such, the following Performance Standards establish the minimum level of compliance that development must meet to assist in meeting the 2020 GHG reduction target identified in the in the County GHG Emissions Reduction Plan. These Performance Standards apply to all Projects, including those that emit less than 3,000 MTCO2e per year, and will be included as Conditions of Approval for development projects.

The following are the Performance Standards (Conditions of Approval) that are applicable to the Project:

1. *The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:*

   a) Select construction equipment based on low GHG emissions factors and high-energy efficiency.

   b) All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.

   c) All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.

Less than Significant Impact

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

GHG screening was prepared for the Proposed Project by Rincon Consultants, Inc. in December 2019. As part of its Development Review Process, the County of San Bernardino provides GHG screening tables for residential and commercial development in order to evaluate a project's consistency with the County's GHG Emissions Reduction Plan. The screening table lists a suite of emissions reduction measures in categories such as building envelope, indoor space efficiencies, irrigation and landscaping, and solid waste, with each measure assigned a point value commensurate

with its expected emissions reduction. Projects accruing at least 100 points are considered consistent with the GHG Emissions Reduction Plan.

The Proposed Project would incorporate 27 emissions reduction measures outlined in the screening table. In total, the Proposed Project would accrue 142 points, exceeding the 100 point minimum required for consistency with the County's GHG Emissions Reduction Plan. Therefore, the Project would be considered consistent with the plan and impacts related to GHG emissions would be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS -** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard or excessive noise to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☒	☐	☐
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION:

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

Post construction activities of the proposed multi-family residential development would not require the routine transport or use of hazardous materials. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

No Impact

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Hazardous or toxic materials transported in association with construction of the proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations and the Contractor would be required to implement Best Management Practices (BMPs). Post-construction activities would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

There are no schools within one-quarter mile of the Project Site. The residential development will not emit hazardous emissions and there would be no handling of hazardous or acutely hazardous materials, substances, or waste. The storage and use of hazardous materials is not associated with residential development. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

No Impact

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard or excessive noise to the public or the environment?

The Project Site is not located on site included on the list of hazardous material sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system (accessed March 13, 2020). Therefore, no significant impacts are identified or anticipated and no mitigation measures are required.

No Impact

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard or excessive noise for people residing or working in the project area?

The Project site is located approximately 1.5 miles south of the San Bernardino International Airport (SBIA) and is within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. Future residents of the proposed Project will not be subject to significant risk since the Project Site is not within the landing or takeoff zones of the airport runways. An Airport Comprehensive Land Use Plan (ACLUP) has not been adopted for the SBIA but is in preparation. Pending adoption of the ACLUP, Project plans are referred to SBIA staff for compatibility reviews utilizing the Airport Layout Plan. On-site structures would not exceed 35 feet as permitted in the EV/SD land use zoning district. Mitigation measures are proposed to ensure compatibility with operations of SBIA.

Outside of the San Bernardino International Airport Influence Area the closest airstrip is Redlands Municipal Airport located approximately 3.5 miles east of the Project site. The site is within the Airport Safety Review Area (AR-3) Overlay District and the Project will be required to comply with the AR-3 standards of the County Development Code and incorporated here as the following mitigation measures.

Mitigation Measure HAZ-1:

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

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

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

c) The "developer"/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.

d) Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).

Mitigation Measure HAZ-2:

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

Less Than Significant Impact with Mitigation Incorporated

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

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the Project has adequate access from two or more directions via Lugonia Avenue and the approved multi-family residential development to the immediate east. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

The Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The Project Site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and will not expose people, structures or infrastructure to risks of wildland fires. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
	i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
	iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐

	iv) impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION:

A Preliminary Drainage Study and a Preliminary Water Quality Management Plan (WQMP) were prepared for the Project by Transtech Engineers, Inc., in December 2018. The Project is not located in a Flood Hazard Overlay District, as defined by the General Plan, or in a Flood Zone, as mapped by FEMA.

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

Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project will not violate any water quality standards or waste discharge requirements; the Preliminary Drainage Study and Water Quality Management Plan (WQMP) have been approved by the San Bernardino County Land Use Services Department - Land Development Division.

The Project is required to submit and implement an erosion control plan, and construction will be subject to a Storm Water Pollution Protection Plan (SWPPP) to ensure that no erosion or sedimentation will result from the Project. The City of Redlands has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of the project, in conformance with the City's Urban Water Management Plan. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

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

The Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Site plan includes the retention of approximately 33 percent of the site area as pervious surfaces. The Project would be served by the City of Redlands which relies on groundwater for the majority of its supply. The City that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of the project, in conformance with the City's Urban Water Management Plan. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

i-iv) result in substantial erosion or siltation on- or off-site;

substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

impede or redirect flood flows?

Natural drainage on the site tends to flow in a southeasterly to northwesterly direction. Natural slope across the site is approximately two percent. There are not any natural drainage courses on the site due to former citrus groves and flows tend to be sheet flow. Runoff from the site is conveyed along the sides of the streets in a westerly and northerly direction. The Project Site is fronted on the south side by Lugonia Avenue, classified as a County major arterial roadway. Street improvements to this section of Lugonia Avenue have not been completed. Drainage improvements consist of partially constructed curbs and gutters, modified concrete drainage swales and unimproved drainage swales. An underground storm drain system that is part of the regional master drainage facilities has been installed in Lugonia Avenue. The Project Site is bounded on the north and west by industrial development and associated parking lots, and on the east by vacant land that has been recently approved for a multi-family residential development.

The site topography slopes at 1% - 2% from the southeast to the northwest across the property. Existing flows sheet flow north westerly across the property. There are no drainage facilities along the north western portion of the site. Therefore, the drainage design for the project will convey storm water flows to the master drainage storm drain system in Lugonia Avenue. Runoff from roof tops, parking areas, hardscape and other impervious surfaces will be directed to the on-site catch basins via vegetated drainage swales and then to curbs and gutters. Flows from the Project Site will be conveyed via the on-site storm drain system to underground infiltration/detention chambers located throughout the Project Site. The water quality volumes will be infiltrated into the underlying soils under the parking areas and in the landscaped areas. Storm water flows greater than the water quality storm event would be detained in the underground detention chambers. The Project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The Project does not propose any substantial alteration to a drainage pattern. There is no stream or river on the site or in the vicinity that would be affected by construction of the Project.

Less than Significant Impact

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

The Project Site is approximately 7.5 miles downstream of the Seven Oaks Dam. The dam was constructed on the Santa Ana River to Seven Oaks is designed to withstand an 8.3 M_L earthquake and to protect downstream properties from 350-year flood events. The Project will not be impacted by inundation by seiche, tsunami, or mudflow, because the Project is not adjacent to any body of water that has the potential of seiche or tsunami. With protective levees in place along the Santa Ana River to the north, the Project Site is not in the path of any potential mudflow. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

SUBSTANTIATION:

a) Physically divide an established community?

Implementation of the proposed Project would not physically divide an established community, as the proposed Project is proposed in an urbanized area planned for a mix of commercial, industrial and residential land uses. The Project occurs in the Special Development (SD) land use zoning district of the East Valley Area Plan (EVAP), which is intended to allow a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. Multi-family residential uses are permitted uses in the SD District subject to approval of a Planned Development, when adequate buffering is provided from existing 'high impact' commercial and warehouse projects in the area and ensuring that the Project is provided with adequate amenities and infrastructure improvements.

The Proposed Project would provide greater connectivity between the existing community by integrating residential uses within walking and biking distance of local retail uses and employers, resulting in reduced vehicle trips and vehicle miles traveled. The Project Site occurs in close proximity to a regional shopping district (i.e., Citrus Plaza and Mountain Grove), and approximately two miles northeast of ESRI and Loma Linda University Medical Center, major employers in the area. The proposed Project is sited and designed to enhance and be integrated with an established community. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

No Impact

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, because the Project is consistent with all applicable land use policies and regulations of the County Development Code, General Plan and the East Valley Area Plan. The Project would comply with all hazard protection, resource preservation and land use modifying Overlay District regulations. As previously described, the Project site is designated as EV/SD and the proposed use is consistent with that designation, subject to the preparation and approval of a Planned Development application, as proposed. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XII. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

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

The Project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the Project Site and the site is not within a Mineral Resource Zone Overlay. Mineral extraction would be incompatible with existing and planned land uses in the area. Local aggregate resources are commercially available in the southern California region without constraint and the Project Site is not located within an area classified as containing aggregate resources. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

No impact

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The Project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources on the Project site. The underlying soils in the area could be recovered, but the surrounding area has already been developed with primarily commercial and industrial uses and it is impractical to recover those resources. As such the area has not been identified as a locally important mineral resource. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

No impact

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIII. NOISE - Would the project result in:				
The Project Site is not located in a Noise Hazard (NH) Overlay District and is not subject to severe noise levels according to the County General Plan Noise Element. A Noise Impact Analysis was prepared for the Project by Rincon Consultants, Inc. dated December 2019.				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of	☐	☒	☐	☐

	standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?	☐	☐	☒	☐

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

A Noise Study was prepared for the Project by Rincon Consultants, in December 2019. A copy of the report is available for review at the County of San Bernardino Land Use Services Department.

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

The Project would generate temporary noise from site preparation and grading; construction of five multi-family residential buildings, carports and garages, a pool and clubhouse; and paving of parking areas. Construction is anticipated to last approximately 24 months. The Project Site is surrounded by industrial development to the north and west, commercial offices to the south across Lugonia Avenue, and proposed residential development to the immediate east of the Project Site. Proposed residences to the east share a property line with the Project Site and would be the nearest noise-sensitive receptors during project construction. Therefore, for worst-case purposes, the Noise Analysis addressed construction noise levels as being conservatively modeled at the property line for the proposed residential receptors. Given the size of the Project Site and configuration of proposed site improvements, construction activities would occur, on average, approximately 330 feet from the adjacent residential property line. Typical heavy construction equipment would include bulldozers, excavators, dump trucks, front-end loaders, graders, and stationary equipment, such as compressors and generators. It is assumed that diesel engines would power all construction equipment. Noise levels were estimated based on three loaders/backhoes, a dozer, a grader, and an excavator operating simultaneously.

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). The RCNM estimate the maximum hourly noise levels to be approximately 85 Leq at 50 feet, as measured from the center of the construction site or activity. At 330 feet from these activities (noise levels would attenuate to approximately 68 dBA Leq. While this noise level is less than ambient levels measured near the southern boundary of the Project Site, which is dominated by roadway noise along Lugonia Avenue, construction noise would exceed ambient noise levels measured further north on the Project Site by approximately 12 dBA.

The County exempts noise associated with construction activities from noise ordinance standards as long as such activities occur between the hours of 7:00 a.m. and 7:00 p.m., and not on Sundays and holidays. Compliance with the construction restrictions contained in the County Development Code would result in less than significant effects to residences during normal sleep hours and would not represent a substantial, temporary increase in ambient noise levels. Nevertheless, standard

construction noise mitigation as provided in Mitigation Measure N-1 below would reduce potential impacts to a less than significant level.

Exterior Noise

Existing ambient noise on the Project Site is as high as 70.0 dBA Leq along Lugonia Avenue. Peak hourly Leq is approximately equivalent to the daily CNEL in a suburban setting (State Water Resources Control Board 1999). Therefore, noise on the Project Site is approximately 70 CNEL, primarily due to traffic. Table 83-3 of the San Bernardino County Code describes exterior and interior noise standards for adjacent mobile noise sources. For multi-family residential buildings, the exterior noise standard is 60 CNEL (or 65 CNEL with reasonable application of best available noise reduction technology) and the Code notes that this exterior standard applies only to private balconies or patios (Table 83-3 of the San Bernardino County Code). The project's proposed residential buildings would be situated around four interior courtyards. Private balconies and patios would be oriented toward these interior courtyards and away from Lugonia Avenue. While the Project Site is exposed to noise levels up to 70.0 CNEL along Lugonia Avenue, noise levels would be lower at residences and outdoor use areas because they are located further from Lugonia Avenue. Based on a 3 dBA attenuation rate for mobile sources and a minimum 5 dBA reduction due to intervening structures (FHWA 2011), noise levels at the private balconies nearest Lugonia Avenue would be approximately 59.0 CNEL. Other private balconies and patios would be located further from Lugonia Avenue and would experience lower noise levels. As a result, noise levels at exterior use areas would not exceed the County's 60 CNEL exterior noise standard for roadway noise.

Interior Noise

Proposed residences nearest to Lugonia Avenue would be located approximately 70 feet from the roadway. Therefore, roadway noise would be approximately 65 CNEL at the exterior of these residences, assuming an attenuation rate of 3 dBA. Applying an exterior-to-interior noise reduction of approximately 25 dBA (FHWA 2011), which is typical for standard construction with closed doors and windows, the interior of residential units would have a noise level of approximately 40 CNEL. Residences located farther from Lugonia Avenue would be exposed to lower levels of roadway noise and, thus, would have a lower interior noise level. Proposed residences would not be exposed to interior noise from mobile sources exceeding the County standard of 45 CNEL.

Stationary Source Noise Exposure

In addition to roadway noise, the County of San Bernardino has adopted standards for noise exposure from stationary noise sources. The nearest stationary noise generators in the vicinity of the Project Site are the distribution centers directly north and west. Ambient noise in the northern portion of the Project Site was measured at 56.1 dBA based on NM 2, which captured circulation of seven heavy duty trucks (3+ axel) at the northern distribution center during the 15-minute measurement. Ambient noise in the western portion of the Project Site was measured at 56.8 dBA based on NM 3, which captured circulation of five heavy duty trucks at the western distribution center. A previous traffic study conducted by Kunzman Associates, Inc. for the distribution center to the north estimates the distribution center generates approximately 20 peak hour truck trips daily (Kunzman Associates, Inc. 2012). Therefore, the truck circulation captured by these noise measurements is in line with typical distribution center operations and may provide a conservative estimate of noise generated by adjacent distribution centers.

The primary source of noise throughout the Project Site is traffic from Lugonia Avenue and I-10 to the south. Ambient noise measurements collected at the site are consistent with attenuated noise levels from these mobile sources. As shown in the Project Site plan (see Figure 3), the northern and western portions of the Project Site would be developed with open parking and garage uses. The nearest proposed residential receptors would be located approximately 50 feet from the distribution center to the west and approximately 70 feet from the distribution center to the north, allowing for attenuation of distribution center noise. Furthermore, all noise measurements were collected during the morning peak hour. Distribution center operations would be diminished during the overnight hours. Given that area roadways are the primary sources of noise on the Project Site, noise from adjacent distribution centers (stationary noise sources) does not contribute substantially to existing noise levels on the Project Site and would not expose residential uses to stationary source noise in excess of the County standards of 55 dBA Leq during the day or 45 dBA Leq at night.

Roadway Noise Impacts

Traffic along Lugonia Avenue and I-10 is the primary source of noise in the Project vicinity and the Project would incrementally increase traffic on the local roadway network. The analysis of anticipated roadway noise impacts is based on the TIA for the Project prepared by Ganddini (2019). The Project would generate a total of 1,534 daily trips, including 102 AM and 124 PM peak hour trips (Ganddini 2019a). The majority of Project traffic would use Lugonia Avenue between California Street and Nevada Street, resulting in an increase of approximately 21 percent. Traffic noise would increase roadway noise by up to 0.8 dBA, which is below the 3 dBA threshold of perception and would not represent a substantial permanent increase in ambient noise levels.

Project construction would temporarily increase noise and vibration in the area but would not expose residents to noise levels or vibration levels outside of the County's standards as long as construction occurs within the adopted construction hours of 7:00 a.m. to 7:00 p.m., except for Sundays and holidays. As described in Section 3.2.3, *Long Term Operational Noise Impacts*, HVAC units associated with proposed residential buildings on the eastern side of the Project Site would have the potential to exceed the County's 45 dBA Leq standard for stationary sources at future residences approved to the east. Therefore, Mitigation Measure N-1 is recommended to reduce noise impacts on residential receptors to the east associated with HVAC units installed as part of the project.

Mitigation Measure N-1:

> *HVAC Siting and Shielding - Site rooftop mounted HVAC equipment on the eastern-most residential building (Building 1) on the western portion of the building, at least 270 feet from future residential receptors to be constructed to the east. If rooftop-mounted HVAC units cannot be constructed in the western portion of the building, enclose the units with a screen or parapet. To be an effective noise barrier, the screen or parapet shall be extended at least one foot above the rooftop unit and be of sufficient length to block line-of-sight between the HVAC units and future off-site residences. The screen shall be designed to achieve at least a 4 dBA reduction.*

Less Than Significant Impact with Mitigation Incorporated

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

Vibration sensitive receivers are similar to noise sensitive receivers, such as residences, and institutional uses, such as schools, churches, and hospitals. However, vibration sensitive receivers also

include buildings where vibrations may interfere with vibration-sensitive equipment, including levels that may be well below those associated with human annoyance.

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would utilize vibration equipment including dozers, loaded trucks, and jackhammers during most construction phases. Use of this equipment may occur at the property line of the project site. As discussed in the Noise Analysis prepared for the Project, large bulldozers, loaded trucks, and jackhammers all generate groundborne vibration below 0.1 inches/second PPV at a reference distance of 25 feet. Therefore, operation of construction equipment would not generate groundborne vibration in excess of the County's 0.2 inches/second PPV standard. Furthermore, construction-related vibration is exempt from the County's standard as long as it occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Section 83.01.090 of the San Bernardino County Development Code. Therefore, construction-related vibration impacts would be less than significant. The Project does not include any substantial vibration sources associated with operation. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?

The Project is located within the airport land use plan area of the San Bernardino International Airport (SBIA), formerly Norton Air Force Base. The airport is used minimally for cargo planes, the fire department, and small private planes. The proposed Project is approximately 1.8 miles from the airport runway, outside the 65 CNEL noise contour mapped for SBIA. Therefore, considering the Project's proximity to this airport it is not expected that persons residing and working at the Project will be exposed to excessive noise levels. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

The MPDA of the SD District is 43,187 persons per square-mile in the Valley Region of San Bernardino County. This equates to 67.5 persons per acre. The proposed Project is 9.5 acres, which would allow for a maximum population of 614 persons in the SD District. Based on the 2010 Census for San Bernardino County, the average household size of renter-occupied housing units is 3.4 persons per unit. This is a Countywide average that does not take into consideration either lower or higher averages of specific geographic areas in the County. The proposed Project is located in the East Valley Area Plan. The nearest community to the Project Site is the City of Redlands. Based on the 2010 Census for the City of Redlands, the average household size of renter occupied units is 2.61 persons per unit. This ratio is more specific to this region than the Countywide average of 3.4 units per acre and is anticipated to be even lower (threshold of 2.0 persons per unit) with the proposed Project given that a majority of the units are studio and 1-bedroom.

Using the City of Redlands Census data of 2.61 persons per unit and considering the unit types proposed, the maximum anticipated number of residents would be 887. This projected population is much lower than the Countywide average of 3.4 persons per unit or a maximum population of 1,156 persons. The projected 887 persons within the SD district, which is substantially developed with commercial and industrial land uses, the development of the Project would not exceed the MPDA for the overall SD district, thereby keeping the population of the area well under the average contemplated in the General Plan.

Growth induced by a Project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for the Project will be provided by a number of public agencies, including the County of San Bernardino and the City of Redlands. Infrastructure exists in the immediate vicinity and no service provider has indicated an inability to serve the Project. There are benefits derived from the Project as it provides a 'transit oriented' environment and generous on-site amenities that reduce the dependency or need for residents to utilize existing and more traditional community services. Therefore, the population growth associated with the proposed Project is less than significant and no impacts are identified or anticipated, and no mitigation is required.

Less than Significant Impact

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

The proposed Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the Project site is currently undeveloped. Therefore, no impacts are identified or anticipated, and no mitigation measure is required.

No Impact

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XV. PUBLIC SERVICES				
a) Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☐	☒

SUBSTANTIATION:

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

Fire Protection

Fire protection services for the proposed Project will be provided by the City of Redlands Fire Department. There are three City of Redlands fire stations within a 10-minute response time of the Project site. The closest fire station is located at 1270 Park Street, which is 1.7 miles from the Project with a 5-minute response time. The proposed Project will generate additional need for fire protection but is not expected to require additional services beyond those currently available and planned. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Police Protection

Police services for the proposed Project will be provided by the City of Redlands Police Department. The proposed Project will generate additional need for police protection but is not expected to require additional services beyond those currently available. Standard lighting and crime prevention through

environmental design will be integrated into landscaping plans and other Project design features, which will serve as a safety feature and as a crime deterrent. The Project is proposed as gated community, which will further deter crime. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Schools

School services for the Project Site are provided by the Redlands Unified School District, including bus services to elementary and middle schools. The average multi-family student generation rate of 0.15 elementary school students per unit would yield 42 elementary school students from the proposed Project, who would attend Victoria Elementary School located at 1505 Richardson Street in San Bernardino. Victoria Elementary is approximately 2.25 miles from the Project. Middle school multi-family student generation at 0.06 students per unit will contribute 17 middle school students from the Project Site to attend Beattie Middle School, which is in the Redlands School District. Beattie Middle School is located at 7800 Orange Street in the City of Highland, approximately three miles north of the Project Site. High school students from the Project Site may attend Citrus Valley High School or Redlands High School, both in the Redlands School District. Citrus Valley High is located at 800 West Pioneer Avenue in Redlands and is approximately 1.5 miles northeast of the Project. Redlands High is located at 840 Citrus Avenue in Redlands and is approximately 2.5 miles east of the Project. The multi-family student generation rate of 0.08 high school students per unit would result in 23 high school students from the Project Site. The School District will receive School Fees to offset the cost of providing school facilities for these students of all levels. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Parks

The Project will be provided with an abundance of recreational facilities on site including a 7,584 square-foot clubhouse and a 1,000 square-foot pool house. The clubhouse/pool house buildings will include a leasing office, business center, clubhouse, fitness center, pool bathrooms and pool equipment room. A permanent non-leasable model unit and rooftop deck will be located above the fitness center. The Project also includes open space and recreation areas consisting of landscape courtyards, dog park, picnic and barbeque areas, water features and several outdoor dining areas. The total landscaped and open space area consists of 3.07 acres, which is 33.7 percent of the site area. The Santa Ana River Trail, a regional recreation trail, is located approximately one-mile from the Project Site. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

Other Public Facilities

The County Department of Public Works maintains most roads, drainage easements and regional flood control facilities in the general Project vicinity. The City of Redlands will provide police, fire, as well as water and sewer service to the Project Site per an existing agreement between the County and

the City. Therefore, no impacts have been identified or anticipated, and no mitigation measure is required.

No Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI.	**RECREATION**				
a)	Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

SUBSTANTIATION:

a) Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?

The proposed 282-unit multi-family residential Project is not expected to result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project includes a 7,584 square-foot clubhouse and a 1,000 square-foot pool house. The clubhouse/pool house buildings will include a leasing office, business center, clubhouse, fitness center, pool bathrooms and pool equipment room. The Project also includes open space and recreation areas consisting of landscape courtyards, dog park, picnic and barbeque areas, water features and several outdoor dining areas. The total landscaped and open space area consists of 3.52 acres, which is 38.2 percent of the site area. These recreational facilities will meet neighborhood park needs of future residents. It is anticipated that the Project's residential units will be predominantly occupied by young and mature adults without children and therefore will have limited impacts on community parks. Community parks are available throughout the City of Redlands. Existing regional parks are adequate to handle regional park needs of future residents in the 282 apartment units. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Less Than Significant Impact

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project includes a 7,584 square-foot clubhouse and a 1,000 square-foot pool house. The clubhouse/pool house buildings will include a leasing office, business center, clubhouse, fitness center, pool bathrooms and pool equipment room. The Project also includes open space and recreation areas consisting of landscape courtyards, dog park, picnic and barbeque areas, water features and several outdoor dining areas. The Project also includes open space and recreation areas consisting of landscape courtyards, dog park, picnic and barbeque areas, water features and several outdoor dining

areas. These recreational facilities will not have an adverse physical effect on the environment. The Project does not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	☐	☒	☐	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION:

A Traffic Impact Analysis (TIA) was prepared for the Project by Ganddini Group, Inc. dated April 5, 2019 and revised September 13, 2019; the document is available for review at the County of San Bernardino Land Use Services Department.

a, b) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?

Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The TIA was prepared to provide an assessment of traffic operations resulting from implementation of the proposed Project and to identify measures necessary to mitigate potentially significant traffic impacts. This report analyzes traffic impacts for the anticipated project opening in Year 2020, a reciprocal access condition in Year 2022, and for a Year 2040 scenario reflective of the County of San Bernardino General Plan buildout.

The study intersections currently operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Existing conditions, except California Street at I-10 Westbound Ramps (AM peak hour), that currently operates at Level of Service E. The necessary improvements to bring the intersection operations back to an acceptable Level of Service have been identified in the County of San Bernardino Nexus Program. The unsignalized study intersection at Nevada Street at Lugonia Avenue (AM/PM peak hour) currently

satisfies the California Manual on Uniform Traffic Control Devices (2014) peak hour volume warrant (Warrant 3).

The Project is estimated to generate a total of approximately 1,534 daily drips with approximately 102 AM peak hour trips and 124 PM peak hour trips.

Existing Plus Project conditions for the study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Existing Plus Project conditions, except for the following study intersection that is forecast to operate at Level of Service E, without improvements:

- California Street at I-10 Westbound Ramps - #2 (AM peak hour)
- Nevada Street at Lugonia Avenue - #7 (PM peak hour)

Opening Year (2020) Without Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Opening Year (2020) Without Project traffic conditions, with improvements.

Opening Year (2020) With Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Opening Year (2020) With Project conditions, with improvements.

Year 2022 Without Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Year 2022 Without Project conditions, with improvements.

Year 2022 With Project and Reciprocal Access: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Year 2022 With Project With Reciprocal Access conditions, with improvements.

General Plan Buildout (Year 2040) Without Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for General Plan Buildout (Year 2040) Without Project conditions, with improvements.

General Plan Buildout (Year 2040) With Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for General Plan Buildout (Year 2040) With Project conditions, with improvements.

General Plan Buildout (Year 2040) With Project With Reciprocal Access: Therefore, the study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for General Plan Buildout (Year 2040) With Project With Reciprocal Access conditions, with improvements.

The following improvements are recommended to maintain acceptable Levels of Service at the study intersections for Existing Plus Project traffic conditions at Nevada Street at Lugonia Avenue including:

- Install a traffic signal.
- Construct one southbound left turn lane.
- Construct one southbound right turn lane.
- Restripe northbound shared left-through lane to 1-left turn lane and 1-through-right lane.
- Restripe eastbound shared left-through lane to 1-left turn lane and 1-through with right lane.
- Restripe westbound shared left-through lane to 1-left turn, 1-through lane and 1-through-right lane.

The necessary improvements to bring the intersection (California Street at I-10 Westbound Ramps) operations back to an acceptable Level of Service have been identified in the County of San Bernardino Nexus Program. Since the intersection is currently deficient, the Project impact is considered indirect/cumulative. The Project fair share is based on the proportion of project peak hour traffic volume contributed to the improvement location relative to the total new peak hour traffic volume for General Plan Buildout (Year 2040) With Project traffic conditions. The cost estimates for the identified improvements have been obtained from the County of San Bernardino Congestion Management Program (2003 Update). The necessary improvements to bring the study area intersection operations back to an acceptable Level of Service have been identified in the County of San Bernardino Nexus Program for the following intersections: California Street at I-10 Westbound Ramps; Interchange improvements for: California Street at I-10 Eastbound Ramps, and traffic signal installation at Nevada Street at Lugonia Avenue.

Non-program improvements required to mitigate impacts of the Project are detailed in the TIA, and the project's fair share contributions toward the cost of the improvements are provided herein as mitigation measures:

Mitigation Measure TC-1:

The Project Proponent shall contribute its share of the cost to construct the necessary improvements through payment of applicable development impact fees. The Project proportional trip contributions have been calculated and the Project fair share cost estimate is estimated to be $67,749.

Mitigation Measure TC-2:

On-site improvements and improvements adjacent to the Project site shall be required in conjunction with the proposed development to ensure adequate circulation within the Project as provided in the TIA, Figure 56 Circulation Recommendations.

Mitigation Measure TC-3:

All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed Project shall be constructed in accordance with applicable engineering standards and to the satisfaction of the County of San Bernardino Public Works Department.

Mitigation Measure TC-4:

Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino Public Works Department.

Mitigation Measure TC-5:

In conjunction with standard County of San Bernardino development review procedures, on-site traffic signing and striping plans shall be prepared in accordance with applicable State and Federal standards.

Mitigation Measure TC-6:

Adequate off-street parking shall be provided to the satisfaction of County of San Bernardino Land Use Services based on supporting parking and density analysis prepared for the Project.

Mitigation Measure TC-7:

The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards.

Mitigation Measure TC-8:

As is the case for any roadway design, the County of San Bernardino shall periodically review traffic operations in the vicinity of the Project once the Project is constructed to assure that the traffic operations are satisfactory.

Mitigation Measure TC-9:

A construction work site traffic control plan shall be submitted to the City of Redlands for review and approval prior to the start of any construction work. The plans shall show the location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Temporary traffic controls used around the construction area should adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2014) and construction activities should adhere to applicable local ordinances. Site development would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction work at the site. Transportation of heavy construction equipment and or materials, which requires the use of oversized vehicles, will require the appropriate transportation permit.

Less Than Significant with Mitigation Incorporated.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The Project Site occurs within the East Valley Area Plan and has a zoning land use designation of East Valley Special Development (EV/SD) as identified in the San Bernardino County East Valley Area Plan (EVSD). The EVSD is intended to allow a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. The Proposed Project is an acceptable use within the EV/SD District and therefore would result in an amount of vehicle miles traveled that is already anticipated by the General Plan and evaluated in the General Plan EIR. Therefore, the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Proposed Project would not create substantial hazards due to site design feature or incompatible use. The driveway at Lugonia Avenue would serve as the main ingress and egress to the Proposed Project. A sight distance evaluation was conducted as part of the TIA. Sight distance is the continuous length of roadway visible to a driver traveling at a given speed. Based on the posted speed limit of 45 miles per hour on this section of Lugonia Avenue, vehicles would require 360 feet of stopping sight distance. Passenger cars exiting the Project driveway would require 495 feet of corner sight distance and semi-tractor trailer trucks would require up to 759 feet of line of sight for corner sight distance.

Given the relatively straight horizontal and vertical alignment of Nevada Street and Lugonia Avenue, physical roadway geometrics are not anticipated and no substantial obstructions would result. The landscape plan for the Project would be reviewed to ensure sight distance principals are implemented to avoid placing obstructions (such as dense trees or monument signs) within the limited use area on either side of the proposed Project access driveways. The area between the line of sight and the centerline of the nearest approaching lane is defined as the limited use area. The limited use area would be kept clear of obstructions, including landscaping over 18 inches in height to allow better visibility. It is recommended that trees within 50 feet of the driveway be outside of the limited-use area or as far back as reasonably possible. Ultimately, the final grading, landscaping, and street improvement plans would be required to demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards.

There are no incompatible uses (i.e., farm equipment) that occur within the Project vicinity. Discretionary actions for the Proposed Project by the County of San Bernardino includes approval of the Project design. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

d) Result in inadequate emergency access?

During construction and long-term operation, the Project Proponent would be required to maintain adequate emergency access for emergency vehicles as required by the County. The Proposed Project design features will be reviewed and approved during the County's Site Plan review process to ensure that the Project would not impede emergency access. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SUBSTANTIATION:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?

i,) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

California Assembly Bill 52 (AB 52) was approved by Governor Brown on September 25, 2014. AB 52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

In accordance with AB 52, the County of San Bernardino Land Use Services Department mailed out letters on April 24, 2019, to five tribes requesting information on projects received at the County. In

an e-mail from Travis Armstrong, Tribal Historic Preservation Officer for the Morongo Band of Mission Indians, dated May 14, 2019, a request for consultation was made. It was also expressed in the email that the proposed Project occurs within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians, and that projects within this area are potentially sensitive for buried deposits regardless of the presence of remaining surface artifacts and features. Mr. Armstrong requested a copy of the records search and any cultural assessments that had been made. In a follow up email sent on March 11, 2020, Mr. Armstrong, thanked the County for providing the requested reports and requested the close of consultation for the Project.

In an email provided on May 24, 2019, Ms. Jessica Mauck of the Cultural Resources Management Department for the San Manuel Band of Mission Indians (SMBMI), indicated that the proposed Project area occurs within a historic Sacred Lands File (SLF) for SMBMI and, therefore, is of interest to the Tribe. She further expressed that due to the existing level of disturbance within the proposed Project Site, SMBMI does not have any concerns with the Project's implementation, as planned, at this time, but requested that the following mitigation measures/conditions be made a part of the Project:

Mitigation Measure TCR-1:

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-3, regarding any finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

Mitigation Measure TCR-2:

If significant cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-3. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Mitigation Measure TCR-3:

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

Mitigation Measure TCR-4:

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

Ms. Mauck requested that a final copy of the Project Conditions be provided for SMBMI's review. Ms. Mauck concluded her email by indicated that SMBMI had no additional input on the Project at this time and no additional consultation is required unless there is an unanticipated discovery of cultural resources during Project implementation.

Less than Significant Impact with Mitigation Incorporated

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVIX. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

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

The proposed Project will not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed Project will be served by existing sewer and water lines in proximity to the Project, provided by the City of Redlands Municipal Utilities Department. The City of Redlands has a baseline water consumption level of 360 gallons per capita per day (GPCD) and has established a conservation target consumption of 290 GPCD. The proposed Project, including its water-efficient design features is anticipated to fall under the City's target rate. The reduced water consumption has a proportional effect on sewage disposal.

The proposed Project would provide onsite underground detention in addition to the water quality volume infiltration. A flow through underground detention basin comprised of large diameter perorated storm drainpipes for each subarea will be sized to accept the differential or increase in the runoff for a 100-year storm between the pre-project development condition and the post-project development condition.

Each subarea drainage system is designed to allow the initial storm water flow or water quality flow rate to pass directly to the water quality volume infiltration chamber. The water quality chambers are sized to capture and infiltrate 100 percent of the calculated water quality design volume. Flows and volumes from storm events greater than the initial runoff and water quality flow rates will continue through the storm drain system until the pre-developed condition flow rate is reached. Discharge to the storm drain system will be restricted to the pre-developed condition flow rate with the use of orifice control devices placed in the catch basin diversion structures. The flow greater than the pre-developed flow rate will be diverted to the detention basin chambers and the volume stored by a flow through detention basin.

Will serve letters were received from Edison, Southern California Gas Company and Frontier Communications, Inc. and indicated that available services and capacities exist in the area to serve the Project. The Project would not require or result in the construction or relocation of the above utilities which would result in significant environmental effects. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

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

The proposed Project will have sufficient water supplies available to serve the Project from existing entitlements and resources. The local water purveyor (City of Redlands Municipal Utilities Department) has indicated that it has adequate water service capacity to serve the projected demand for the Project in addition to the provider's existing commitments. According to the Regional Urban Water Management Plan, the average multi-family residence in the City of Redlands service area uses 2.66 acre-ft. per year, making the demand of the proposed Project 750 acre-ft. per year. The commitment by the City of Redlands indicates that the impact of the Project on water supplies will be less than significant. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The City of Redlands Municipal Utilities Department has notified the Project proponent and the County that the City will provide sewer collection and wastewater services to the Project. The City of Redlands Municipal Utilities Department has made the determination that it has adequate capacity to serve the projected wastewater treatment demand for the project, in addition to the provider's existing commitments. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

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

The Project site occurs within the solid waste collection service area of the City of Redlands. Waste stream from the Project area is hauled to either the California Street Sanitary Landfill (City-operated) or the San Timoteo Sanitary Landfill (County-operated). Based on average waste generation rates published by CalRecycle for multi-family units (4 pounds per unit per day), the Project would generate approximately 1,128 pounds of solid waste per day or 206 tons of solid waste per year. Existing landfills serving the Project area have sufficient permitted capacity to accommodate the project's solid waste disposal needs. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

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

The proposed Project would comply with all federal, state, and local statutes and regulation related to solid waste. The Project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and thus would not result in significant long-term construction waste generation. Post-construction waste generated by residents would be initially contained on-site in designated areas designed to Solid waste produced during the construction phase of the Project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance. Therefore, no significant impacts related to landfill capacity are anticipated from the proposed Project. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XX.	**WILDFIRE –** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a)	Substantially Impair and adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants, to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION:

The County of San Bernardino adopted a Multi-Jurisdictional *Hazard Mitigation Plan* (HMP) approved by FEMA on July 13, 2017. The purpose of the HMP is to establish a plan for reducing and/or eliminating risks associated with flooding, earthquake, wildfire, hazardous material, and drought hazards within the County unincorporated areas. The HMP identifies mitigation goals, objectives, and projects to reduce risk; the recommendations and goals of the HMP have been incorporated into the County's General Plan.

a) Substantially Impair and adopted emergency response plan or emergency evacuation plan?

The Project Site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and post-construction activities, the Project Proponent would be required to maintain adequate emergency access for emergency vehicles as required by the County. The Proposed Project would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

No Impact

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

The Project Site occurs within an inland, urbanized area that is not located within or adjacent to an area that is susceptible to wildfires. In an effort to reduce the threat of wildfires, the San Bernardino County Fire Hazard Abatement Program enforces the fire hazard requirements outlined in San Bernardino County Code Section 23.0301–23.0319, including weed abatement. The primary function of the Fire Hazard Abatement Program is to reduce the risk of fires within communities by pro-actively establishing defensible space and reduction/removal of flammable materials on properties. Implementation of the Proposed Project would develop the site with buildings, paved drive aisles, walkways, parking areas and landscape, ultimately reducing the need for weed abatement and the potential for fire. No impacts have been identified or are anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is located on the northside of Lugonia Avenue west of Nevada Street. Proposed off-site and on-site improvements include two driveways along Lugonia Avenue as well as installation of curb, gutter and sidewalk. The Proposed Project would connect to existing utilities and service systems within the area. The implementation of the Proposed Project would not require the construction or addition of new utilities and service system infrastructure. Therefore, the Proposed Project is not anticipated to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant

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

The Project Site is located within a 500-year Floodplain (Zone X) which is defined as areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square-mile; and areas protected by levees from one percent annual chance flood. Implementation of the Proposed Project is not anticipated to impede or redirect flood flows within a 100-year flood zone.

As stated in Section X(c) of this Initial Study, the Proposed Project is not anticipated to substantially alter the existing drainage pattern of the site or area, substantially increase the rate or amount of surface runoff, or impede or redirect potential flood flows. In addition, the Project Site is not located in an area likely to become unstable as a result of on- or off-site landslides as the area is relatively flat. Additionally, the Project Site is located inland and does not occur within an area or adjacent to an area associated with the risk of wildland fires. Implementation of the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts have been identified or are anticipated, and no mitigation measures are required.

No Impact

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal	☐	☐	☒	☐

	community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

SUBSTANTIATION:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The Habitat Assessment prepared for the Project Site concluded that all direct, indirect, and cumulative impacts would be reduced to a less than significant impact with implementation of Mitigation Measures BIO-1. Therefore, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. Potential impacts to cultural resources were identified in the Cultural Resources Investigation prepared for the Proposed Project. As discussed in this Initial Study, all direct, indirect, and cumulative can be reduced to a less than significant level with implementation of Mitigation Measures CR-1 through CR-2. Adherence to mitigation measures as presented in this Initial Study would ensure that important examples of the major periods of California history or prehistory are not eliminated as a result of the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Impacts associated with the Proposed Project would not be considered individually or cumulatively adverse or considerable. Impacts identified in this Initial Study can be reduced to a less than significant impact. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant Impact

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

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

Less than Significant Impact

GENERAL REFERENCES

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County of San Bernardino. *General Plan Hazard Overlay Map*.

County of San Bernardino. *2007 General Plan*. Adopted March 13, 2007 and Amended April 24, 2014.

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PROJECT-SPECIFIC REFERENCES

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ELMT Consulting, Habitat Assessment for the West Grove 9.5 Apartment Project Located in the City of Redlands, San Bernardino County, California. January 2020.

Ganddini Group, Inc., West Grove Apartments Traffic Impact Analysis, County of San Bernardino, April 5, 2019 (Revised 13, 2019).

Rincon Consultants, Air Quality and Greenhouse Gas Emission Study, The Standard Apartment Project December 2019.

Rincon Consultants, Greenhouse Gas Screening Table Checklist for The Standard Apartments Project West Lugonia Avenue, San Bernardino County. December 2019

Rincon Consultants, Noise Study, The Standard Apartment Project, December 2019.

Soils Southwest, Inc. Updated Report of Soils and Foundation Evaluations. May 22, 2019.

Transtech Engineers, Preliminary Drainage Study, West Grove, San Bernardino County, California, Assessor Parcel Number 0292-053-08, December 2018.

Transtech Engineers, Preliminary Water Quality Management Plan, West Grove, San Bernardino County, California, Assessor Parcel Number 0292-053-08

EXHIBIT D

Findings

FINDINGS: Planned Development Permit (PDP)

A PLANNED DEVELOPMENT PERMIT (PDP) THAT INCLUDES A PRELIMINARY AND FINAL DEVELOPMENT PLAN FOR A 282 UNIT MULTI-FAMILY RESIDENTIAL PROJECT WITH A TOTAL OF FIVE STRUCTURES RANGING IN HEIGHT FROM TWO-STORIES TO THREE-STORIES, AND A RECREATION CENTER ON 9.54 ACRES. (PROJECT).

Required findings. Before approving a request for a Planned Development Permit, the review authority shall first find that all of the following are true:

1. THE PROPOSED DEVELOPMENT IS CONSISTENT WITH THE GENERAL PLAN AND ANY APPLICABLE PLAN.

The proposed development is consistent with the General Plan and any other applicable plan, because the proposed development conforms to the proposed General Plan Land Use Zoning designation for the Project site, which is East Valley Special Development (EV/SD). The proposed Project is consistent with the Maximum Population Density Average for the Special Development (SD) District of the County General Plan. The proposed Project further promotes sustainable growth and walkable communities' concepts, as well as the following General Plan Goals and Policies by providing a well-integrated residential Project in an area that has been developed as a commercial and employment center:

- GOAL LU 1. The County will have a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses that are fiscally viable and meet general social and economic needs of the residents.

  POLICY LU 1.1. Develop a well-integrated mix of residential, commercial, industrial and public uses that meet the social and economic needs of the residents in the three geographic regions of the County: Valley, Mountains, and Desert.

  POLICY LU 1.3. Promote a mix of land uses that are fiscally self-sufficient.

- GOAL LU 2. Residential land uses will be provided in a range of styles, densities, and affordability and in a variety of areas of live, ranging from traditional urban neighborhoods to more rural neighborhoods.

- GOAL LU 5. Reduce traffic congestion and air pollution and improve the quality of life for the County residents by providing employment and housing opportunities in close proximity to each other.

- GOAL LU 6. Promote, where applicable, compact land use development by mixing land uses, creating walkable communities, and strengthening and directing development towards existing communities.

2. **THE PHYSICAL CHARACTERISTICS OF THE SITE HAVE BEEN ADEQUATELY ASSESSED AND THE SITE FOR THE PROPOSED DEVELOPMENT IS ADEQUATE IN TERMS OF SHAPE AND SIZE TO ACCOMMODATE THE USE AND ALL LANDSCAPING, LOADING AREAS, OPEN SPACES, PARKING AREAS, SETBACKS, WALLS AND FENCES, YARDS, AND OTHER REQUIRED FEATURES**.

   The physical characteristics of the site have been adequately assessed and the site for the proposed development is adequate in terms of shape and size to accommodate the use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features because the proposed development has been designed to adequately address the development standards of the County Development Code and the East Valley Area Plan. The proposed Project is consistent with the Maximum Population Density Average for the Special Development (SD) District and the site is adequate in shape and size to accommodate the proposed residential uses along with all required landscaping, open space, setbacks, walls, fences, yards, noise attenuation measures, fuel modification measures, access roads, drainage improvements and other features.

3. THE SITE FOR THE PROPOSED DEVELOPMENT HAS ADEQUATE ACCESS, IN THAT THE SITE DESIGN AND DEVELOPMENT PLAN CONDITIONS CONSIDER THE LIMITATIONS OF EXISTING STREETS AND HIGHWAYS AND PROVIDES IMPROVEMENTS TO ACCOMMODATE THE ANTICIPATED REQUIREMENTS OF THE PROPOSED DEVELOPMENT.

   The site for the proposed Planned Development has adequate access, in that the site design and development plan conditions consider the limitations of existing streets and highways and provides improvements to accommodate the anticipated requirements of the proposed development, because the proposed Project has been designed with adequate internal circulation and has been conditioned to provide adequate access to the nearest publicly maintained road. This includes requirements to construct street improvements on Lugonia Avenue and contribute a fair share contribution for the construction of street and intersection improvements to specific roadways in the surrounding area.

4. ADEQUATE PUBLIC SERVICES AND FACILITIES EXIST, OR WILL BE PROVIDED, IN COMPLIANCE WITH THE CONDITIONS OF DEVELOPMENT PLAN APPROVAL, TO SERVE THE PROPOSED DEVELOPMENT AND THE APPROVAL OF THE PROPOSED DEVELOPMENT WILL NOT RESULT IN A REDUCTION OF PUBLIC SERVICES TO PROPERTIES IN THE VICINITY TO BE A DETRIMENT TO PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE.

   Adequate public services and facilities exist, or will be provided, in compliance with the conditions of the development plan approval, to serve the proposed development and the approval of the proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare, because the City of Redlands by special agreement, provides sewer, water, sanitation, police and fire services for the area. The Project will be served by the Redlands Unified School District for all grade levels.

5. THE PROPOSED DEVELOPMENT, AS CONDITIONED, WILL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON SURROUNDING PROPERTY OR THEIR ALLOWED USE, AND WILL BE COMPATIBLE WITH THE EXISTING AND PLANNED LAND USE CHARACTER OF THE SURROUNDING AREA.

The proposed development, as conditioned, will not have a substantial adverse effect on surrounding property or their allowed use, and will be compatible with the existing and planned land use character of the surrounding area because the proposed multi-family residential Project is located adjacent to four other residential projects in an urbanizing area planned for a mix of commercial, industrial and residential land uses.

6. THE IMPROVEMENTS REQUIRED BY THE PROPOSED CONDITIONS OF DEVELOPMENT PLAN APPROVAL, AND THE MANNER OF DEVELOPMENT ADEQUATELY ADDRESS ALL NATURAL AND MAN-MADE HAZARDS ASSOCIATED WITH THE PROPOSED DEVELOPMENT AND THE PROJECT SITE INCLUDING FIRE, FLOOD, SEISMIC, AND SLOPE HAZARDS.

The improvements required by the proposed conditions of the Planned Residential Development Plan approval, and the manner of development adequately address all natural and manmade hazards associated with the proposed development and the Project site including fire, flood, seismic, and slope hazards because the proposed Project has included specific studies addressing emergency access, geology, seismic, drainage, air quality, and noise. These and other potential hazards have been adequately addressed through the development review process by incorporating as mitigation measures and conditions of approval the recommendations proposed in the various studies, and by incorporating the requirements and standards of the County Development Code, including the Airport Safety Review (AR-3) Area and the County noise standards.

7. THE PROPOSED DEVELOPMENT CARRIES OUT THE INTENT OF THE PLANNED DEVELOPMENT PERMIT PROVISIONS BY PROVIDING A MORE EFFICIENT USE OF THE LAND AND AN EXCELLENCE OF DESIGN GREATER THAN THAT WHICH WOULD BE ACHIEVED THROUGH THE APPLICATION OF CONVENTIONAL DEVELOPMENT STANDARDS.

The proposed development carries out the intent of the Planned Development Permit provisions by providing a more efficient use of the land and an excellence of design greater than that which would be achieved through the application of conventional development standards, because the proposed Project is a Planned Development that has been designed as a private gated community that incorporates open space and recreational amenities, and architectural design features that have achieved a more efficient use of land through the Planned Development Permit process.

8. IF THE DEVELOPMENT PROPOSES TO MIX RESIDENTIAL AND COMMERCIAL USES WHETHER DONE IN A VERTICAL OR HORIZONTAL MANNER, THE RESIDENTIAL USE IS DESIGNED IN A MANNER THAT IT IS BUFFERED FROM THE COMMERCIAL USE AND IS PROVIDED SUFFICIENT AMENITIES TO CREATE A COMFORTABLE AND HEALTHY RESIDENTIAL ENVIRONMENT AND TO PROVIDE A POSITIVE QUALITY OF LIFE FOR THE RESIDENTS. THE AMENITIES MAY INCLUDE LANDSCAPING, PRIVATE OPEN SPACE, PRIVATE OR SEPARATED ENTRANCES, ETC.

The residential use is designed in a manner that it is buffered from industrial uses and provides sufficient amenities to create a comfortable and healthy residential environment to allow for a positive quality of life for the residents. The Project has been designed in a manner that provides landscaped setbacks and sound walls between the proposed residential Project and the adjacent warehouse uses.

ENVIRONMENTAL FINDING:

There is no substantial evidence that the Project will have a significant effect on the environment because an Initial Study has been completed for the proposed Project and it is determined, on the basis of the County's independent evaluation, that the Project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The proposed Mitigated Negative Declaration for this Project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.

EXHIBIT E

Preliminary Development Plan



FINAL DEVELOPMENT PLAN REPORT FOR 'THE STANDARD'

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IX. CULTURAL RESOURCES

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XI. HABITAT ASSESSMENT

XII. DRAINAGE, WATER QUALITY AND UTILITIES

XXII. ECONOMIC IMPACTS of "The Standard"

XII. CONCLUSION

SUPPORTING Reference documents (*on file with LUSD*)

1. PRELIMINARY TITLE REPORT

Prepared By: Orange Coast Title

2. FISCAL IMPACT REPORT

Prepared By: Economics & Politics Inc.

3. ENDANGERED SPECIES/BIOLOGICAL REPORT

Prepared By: EMLT Consulting

4. AIR QUALITY STUDY AND HEALTH RISK ASSESSMENT / GHG

Prepared By: Rincon Consultants

5. ACOUSTIC STUDY

Prepared By: Rincon Consultants

6. PRELIMINARY WATER QUALITY MANAGEMENT PLAN (WQMP)

Prepared By: Transtech Engineers

7. TRAFFIC STUDY (TIA)

Prepared By: Ganddini

8. PRELIMINARY DRAINAGE STUDY

Prepared By: Transtech Engineers

9. SOILS REPORT / GEOLOGIC HAZZARDS

Prepared By: Soils Southwest, Inc.

10. CULTURAL RESOURCES ASSESSMENT

Prepared By: BCR Consulting LLC

PRELIMINARY and FINAL DEVELOPMENT PLAN REPORT FOR 'THE STANDARD'

I. INTRODUCTORY SECTION

Property Description

The street address of the subject property is 24000 W. Lugonia Avenue, Redlands, CA, 92374 and is comprised of one parcel totaling approximately 9.5 acres in size and designated as APN# 0292-053-08. The site is vacant land bounded on the south by Lugonia Street on the south (and an office building complex); on the east by the 360-unit development(approved but not constructed) known as ***The Redlands (P201700245 approved Multi-Family);*** and on the west by an existing logistics center/ distribution warehouse facility; and on the north by a logistics center/distribution warehouse facility. Further to the east are two (2) existing/under construction multi-family developments and the existing Redlands Town Center, which is anchored by JC Penney and Toys "R" Us, as well as two other major retail centers located at the same intersection. These three centers combined contain approximately 1,000,000 square feet of retail space and dining facilities with a wide variety of major nationally known tenants.



Project Description

The Standard Apartments is a proposed 282-unit market-rate apartment project located on approximately 9.5 acres on the north side of Lugonia Avenue, and approximately 660 feet west of Nevada Street and immediately north of the City of Redlands in an area of the County commonly referred to as 'The Donut Hole'. A seasoned team of professionals has been assembled to assist in the design and development of the project.

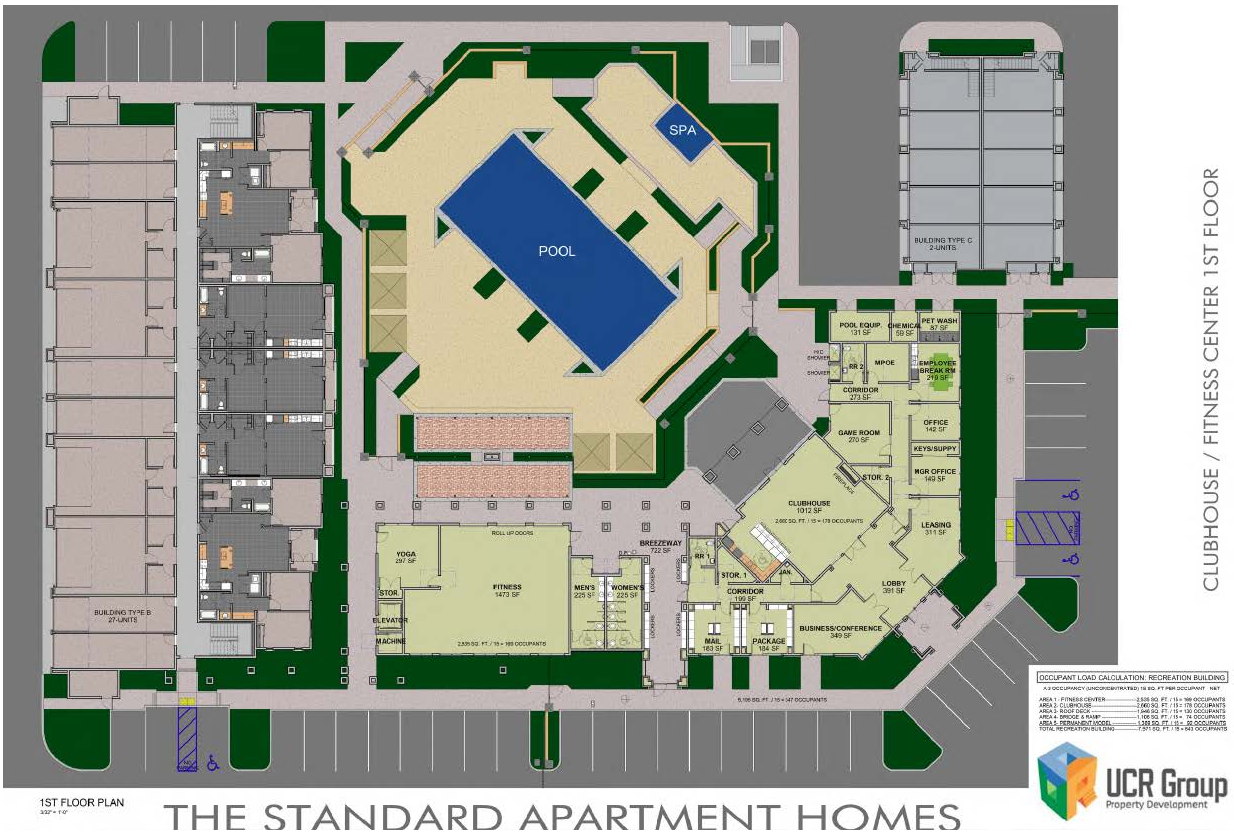
The development process begins with this pre-application for a Planned Development ('PD'), which is intended to facilitate the development of properties in a manner that allows greater flexibility in design and provides more efficient land use than is possible through the strict application of district regulations and development codes. One key objective of the San Bernardino County General Plan for this area is to promote a combination of residential and commercial activities to maximize the utilization of natural and man-made resources.

We believe we have achieved this purpose with our proposed plan, and that the quality of our project will complement the quality of other new projects along the Lugonia Avenue and Alabama Street corridors while fulfill longstanding pent-up demand for Class-A multi-family housing in the County. This letter summarizes the proposed project named **The Standard Apartments**. It is accompanied by a Planned Development pre-application and supporting materials, e.g. conceptual site plan, landscape concept plan and statistical analysis.



The Standard Apartments (the 'Project') will consist of 282 apartments (280 leasable units, 1 permanent managers unit and 1 model unit for preleasing activities) in five (5) three story buildings, two (2) two story buildings and a 'clubhouse' with multi-purpose facilities. The 'Project' incorporates design elements proven to have high market appeal and complements the diverse architecture and design of existing apartment communities nearby.

The project includes a variety of studio, one, two, and three bedroom floor plans with appealing amenities such as island kitchens, walk-in closets, private assigned parking garages, secure gated access, resort-style recreational pool and clubhouse, enhanced landscaping, water features, open and community space and numerous other Class A amenities.



The maximum building height will not exceed 38 feet tall. Within the residential buildings there are four building types. Buildings 5, 6 and 7 are type 'A', building 4 is type 'D' and all defined as three stories in height and contain a total of approximately 331,134 gross square feet. Building 3 is type 'B' which contains three stories and a total of approximately 34,101 gross square feet. Buildings 1 & 2 are type 'C' which is two stories in height and contains a total of approximately 10,000 square feet. The clubhouse / pool house building will be used by the residents of the project and will be approximately 9,153 sq. ft. in size. The clubhouse/pool house buildings will host leasing offices, business center, clubhouse, fitness center, pool bathrooms and pool equipment room. A permanent non-leasable model unit and rooftop deck will set on top of the fitness center.

An elevator will provide access from the ground level and connect the clubhouse roof deck to building 3 via pedestrian bridge at the second-floor level. Each of the two carriage buildings (type 'C') will house two single level units over ground floor garages. Prospective tenants may choose form ten (10) distinct apartment unit floor plans. One (1) Studio plan approximately 594 net SF (approximately 643 SF gross), three (3) one-bedroom plans ranging from 737 SF to 865 net SF (791 SF to 922 SF gross), five (5) two-bedroom plans ranging from 1057 SF to 1209 net SF (1137 SF to 1303 SF gross) and one (1) three-bedroom plan offering 1380 net SF (1465 SF gross). There are 22 studio units, 103 one-bedroom units, 142 two-bedroom units, four(4) carriage units, and 10 three-bedroom units and 1 permanent model for a total of 282 units of which 280 are leasable apartments within the entirety of **The Standard Apartments**. In addition, one manager unit and one non-leasable model will also be provided. The total footprint area of the buildings is approximately 133,662 SF, which covers 32.2% of the total "coverage area" within the site.

The Standard Apartments is ideally located and designed to meet a continuing demand seeking upscale apartment stock in San Bernardino County, Redlands, Loma Linda and surrounding areas.

This project is unique in that apartment buildings are clustered around (4) four landscaped courtyards that are characterized by varied and distinctive designs and themes. One of the courtyards will include recreational amenities, including play equipment, B-B-Q facilities, seating, shade and shelter, decorative paved surfaces, potted flowering plants, seat walls, ornamental lighting and, in some cases, water features and/or statuary.

A parking/landscape buffer has been provided between the project and the proposed industrial use to the north and west by proposing a series of carports, garages and landscape screening with the closet residential structure over 60 feet from any common property line. Contiguous pedestrian-scale connections from any point of the project to the enhanced amenity zones will be available for the convenience and pleasure of the residents. Approximately 4500 square feet of courtyard/landscaped open space will separate apartment clusters, creating a much more engaging residential atmosphere than the typical apartment complex.

The Standard Apartments will provide 'connections' to the adjacent CR THE REDLANDS development. This 'interface' will be incorporated into the site plan for the walking convenience of apartment residents and guests.

At the main entrance to the apartments on Lugonia Avenue, a beautifully landscaped entry feature has been integrally designed that approaches the custom entry and exit gates. The leasing area appears westerly of the entry drive of the project to serve as the marketing window of the project. Beyond the gates and clubhouse/pool amenity, expansive landscaped courtyards anchor the main axis of the project. Pedestrian linkages emanate easterly and westerly from this core to tie all the neighborhood courtyards together.

PARKING SUMMARY:
PARKING REQUIRED:
1.27 SPACES PER BEDROOM AS PER GANDDINI GROUP, INC. PARKING MEMORANDUM AND ANALYSIS DATED: MARCH 19, 2019
448 BEDROOMS ON SITE x 1.27 SPACES PER BEDROOM = 569 TOTAL SPACES REQUIRED

PARKING PROVIDED:				
TYPE OF PARKING SPACE:	QUANTITY	PERCENT (%)	H/C SPACES	EV SPACES
GARAGE SPACES: (180) 1-CAR / (8) 2-CAR / (12) TANDEM	200	41.70 %	4	6
CARPORT SPACES:	134	28.00 %	3	5
OPEN SPACES: (RESIDENT PARKING)	115	24.00 %	3	3
OPEN SPACES: (LEASING & EMPLOYEEE PARKING)	11	2.20 %	1	1
LIFT SPACES: (OCCUR IN BUILDINGS 1 & 2 ONLY)	20	4.10 %	0	0
TOTAL ON-SITE PARKING PROVIDED: (INCLUDES 11 H/C SPACES)	480	100.0 %	11	15
TOTAL ON-SITE RESIDENT PARKING PROVIDED:	469			
H/C PARKING PROVIDED (2% REQUIRED OF PROVIDED SPACES):		2.30 %	11	
OFF-SITE PARKING PROVIDED:	95 *			
TOTAL PARKING PROVIDED:	575 STALLS *			

* IN ADDITION TO THE TOTAL SHOWN, 95 SPACES FROM THE ADJACENT PROJECT HAVE BEEN RESERVED FOR THIS PROJECT.
480 ON-SITE STALLS + 95 OFF-SITE STALLS = 575 TOTAL STALLS

GRAND TOTAL FOR OVERALL PROJECT: 575 STALLS PROVIDED = 2.05 STALLS PER DWELLING UNIT / 1.29 STALLS PER BEDROOM

The proposed project will provide 200 parking spaces within garages (20 spaces incorporating lifters), 134 carports, 115 open tenant spaces and 11 open visitor/leasing spaces. The total parking provided is 480. The ratio is 1.7 spaces per unit. Of the 480 parking spaces provided within the development, 11 spaces will be designated handicap parking spaces.

Note: 95 offsite parking spaces provided on the adjacent property, for a total of 575 spaces.



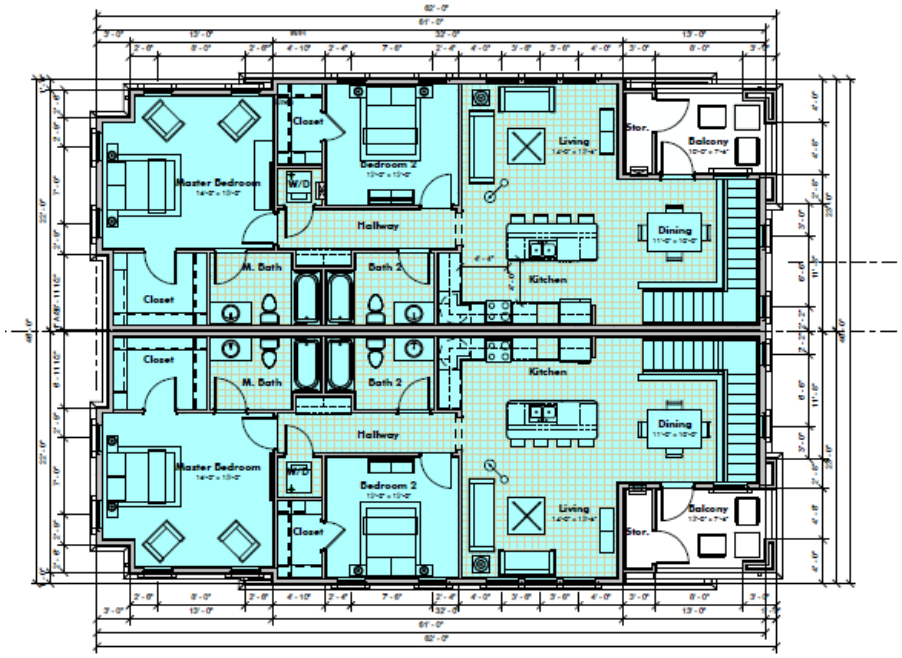
Project will include one new primary public access/drive approach per County Standards along Lugonia Ave located at the east property line. that will be gated. Additionally, the project will provide a secondary exit only drive with a knox-box along Lugonia Ave. located at the west property line for tenant use and emergency services access. Both drives will be constructed per San Bernardino County Fire Department Standards that will access 30-foot wide drive aisles throughout the project.

PROJECT SUMMARY

PROJECT SITE AREA:	
SITE AREA:	9.54 ACRES (415,686.27 SQ.FT.)
SITE AREA NET OF RIGHT-OF-WAY (R.O.W.)	

PROJECT DENSITY:	
TOTAL UNITS:	280 LEASABLE UNITS + 1-PERMANENT MODEL + 1 MANAGER UNIT = 282 UNITS
NET DENSITY:	280 D.U. / 9.54 ACRES = 29.35 DWELLING UNITS PER ACRE

BUILDING TYPE DESCRIPTION:	
TYPE A: 62-UNITS	3 - BUILDINGS 3 - STORY, REMOTE ELEVATOR SERVES ALL FLOORS
TYPE B: 27-UNITS	1 - BUILDING 3 - STORY, REMOTE ELEVATOR SERVES ALL FLOORS AND CLUBHOUSE ROOF DECK
TYPE C: 4-UNITS	2 - BUILDINGS 2 - STORY, NO ELEVATOR
TYPE D: 64-UNITS	1 - BUILDING 3 - STORY, REMOTE ELEVATOR SERVES ALL FLOORS
CLUBHOUSE:	1 - BUILDING 1 & 2 - STORY WITH ROOF DECK, ELEVATOR SERVES ALL FLOORS & BUILDING TYPE B



Plan 2-CU - CARRIAGE UNIT - 4 UNITS
2-BEDROOM / 2-BATH

SITE AREA TABULATIONS:			
	SITE AREA ACRES	SITE AREA SQ. FT.	PERCENT %
SITE AREA	**9.54**	**415,562.00**	
LANDSCAPE / OPEN SPACE		**144,818.00**	**34.8%**
TURF / DG		12,595.00	3.0%
SHRUBS		30,659.00	7.5%
POOL DECK		12,467.00	3.0%
BARK PARK		875.00	0.2%
PRIVATE BALCONIES		15,898.00	3.8%
POOL / SPA		2,317.00	0.5%
ENTRY HARDSCAPE FEATURES		4075.00	1.0%
SIDEWALKS & COMMON PATIOS		32,162.00	7.7%
DECORATIVE PAVING		23,790.00	5.7%
CONCRETE APRON		9,980.00	2.4%
PAVING		**137,082.00**	**33.0%**
ASPHALT PRIVATE DRIVE & ROADWAY		137,082.00	33.0%
BUILDING COVERAGE		**133,662.00**	**32.2%**
APARTMENT BUILDINGS		120,746.00	29.0%
CLUBHOUSE / POOL HOUSE		7,716.00	1.9%
CARRIAGE UNITS		5,200.00	1.3%
TOTALS	**9.54**	**415,562.00**	**100%**

Some of the features **The Standard Apartments** will offer are: a pool & spa, 6 trash chute/recycle rooms contained within the three-story buildings, a clubhouse, fitness center, shared outdoor spaces, 4 bar-b-que areas, cabanas, playgrounds, roof-top terrace, bark park, washers & dryers in units and landscaping. Landscaping and open area will encompass 144,818 sq. ft. (34.8%) of the "coverage area" within the site. In addition, 5.7% of the site shall be treated with decorative pavers for further enhancement and softening of the hardscape.

CLUBHOUSE /POOL AREA



NORTH FACING ELEVATION



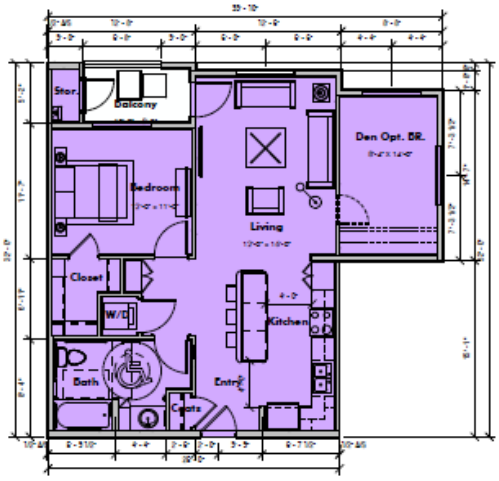
BUILDING AREA: (FOOTPRINT / GROSS / NET / LEASABLE)						
BUILDING DESIGNATION	**SITE DESIGNATION**	**QUANTITY**	**FOOTPRINT AREA**	**GROSS BLDG. AREA**	**NET BLDG. AREA**	**LEASABLE AREA**
TYPE A - 3 STORY TUCK UNDER	BUILDINGS - 5, 6 & 7	3	27,375 X 3 =82,125	248,250	201,082	170,544
TYPE B - 3 STORY TUCK UNDER	BUILDING - 3	1	11,065	34,101	28,909	24,049
TYPE C - 2 STORY CARRIAGE	BUILDINGS - 1 & 2	2	2,600 X 2 =5,200	10,000	9,744	9,936
TYPE D - 3 STORY TUCK UNDER	BUILDING - 4	1	27,556	82,884	67,960	57,108
SUB-TOTAL		**7**	**125,946**	**375,235**	**307,695**	**261,637**
CLUBHOUSE / LEASING / FITNESS	CLUBHOUSE	1	7,716	9,153	8,313	-
TOTALS		**8**	**133,662**	**384,388**	**316,008**	**261,637**

NOTE: LEASABLE AREAS ARE TOTAL OF NET UNIT AREA + STORAGE AREA / NET AREAS ARE AIRSPACE OF USEABLE AREA

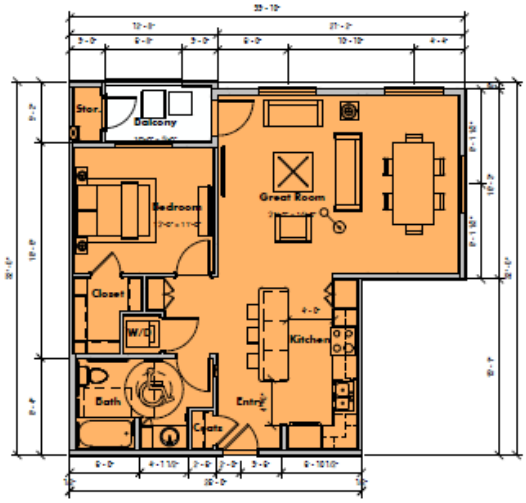
PRIVATE OPEN SPACE

UNIT	QTY.	PATIO / BALCONY	TOTAL
1-S (STUDIO)	22	31	682
1-A	79	55	4345
1-C	12	47	564
1-D	12	47	564
2-A	48	30	1440
2-B	16	57	912
2-C	63	65	4095
2-CU (CARRIAGE)	4	94	376
2-D	16	140	2240
3-A	10	68	680
TOTAL UNITS	***282**		**15,898**
PERMANANT MODEL / COMMUNITY	1		

*** 280 LEASABLE UNITS, 1-PERMANENT MANAGER UNIT & 1-MODEL UNIT FOR PRE-LEASING ACTIVITIES**



Plan 1-C BUILDINGS 1 & 3 - 12 UNITS
1-BEDROOM + DEN / BEDROOM



Plan 1-D BUILDINGS 2 & 4 - 12 UNITS
1-BEDROOM WITH GREAT ROOM

AMENITY ROOMS	AREA S.F.	AMENITY POINT
CLUBHOUSE / POOL HOUSE / FITNESS BLDG.		
CLUBHOUSE ROOM	7,688	4
FITNESS		4
GAME ROOM		4
YOGA ROOM		4
RESTROOMS		3
ROOFTOP DECK (NOT PART OF BLDG. AREA)	1,877	3
SUB TOTAL	**9,565**	**22**
RESIDENT BUILDINGS		
OPEN LOUNGE 1	194	1
OPEN LOUNGE 2	194	1
OPEN LOUNGE 3	194	1
OPEN LOUNGE 4	194	1
OPEN LOUNGE 5	194	1
OPEN LOUNGE 6	194	1
OPEN LOUNGE 7	194	1
OPEN LOUNGE 8	194	1
OPEN LOUNGE 9	194	1
OPEN LOUNGE 10	194	1
OPEN LOUNGE 11	194	1
OPEN LOUNGE 12	194	1
SUB-TOTAL	**2,328**	**12**
OUTDOOR AMENITIES		
POOL	1912	4
ENTRY HARDSCAPE FEATURES (2)	3095 + 980 = 4075	4
SPA	275	2
BAR B QUE AREAS	20 X 5 = 100	5
CHILDRENS PLAYGROUNDS (2)	2 X 125 = 250	2
BARK PARK	875	1
SUB-TOTAL	**7,487**	**18**
GRAND TOTAL	**19,740**	**52**

TRASH SUMMERY - OVERALL

UNITS SERVED		280		
WASTE GENERATED (LBS)		7.5	LBS PER DAY	2100
CUBIC YARD CONVERSION		0.01	CU YD PER DAY	21.0
WEEKLY MULTIPLIER	7	CU YD	CU YD PER WEEK	147
CONTAINER SIZE	3	COMPACTION RATIO		0.33
PICK UPS PER WEEK	2	NUMBER OF BINS REQUIRED		8

QUANTITY OF REQUIRED BINS: 8 TRASH + 8 RECYCLE BINS PROVIDED

WASTE STORAGE REQUIREMENT

	REFUGE SF	RECYCLE SF
WASTE GENERATED (LBS)	512	512
CUBIC YARD CONVERSION	630	630

TRASH NARRATIVE

The written Solid Waste Management and Recycling is explained as follows:

Trash route :

Trash trucks will approach the site from the East and enter the site through the South entrance at which point they will travel to the north east corner of Building 7; where (1) 3 yard garbbage bin and a (1) 3 yard bin for recycling will be in a trash enclosure. At which point the driver may drive around Building 3 to the North East corner where the trash room is located. After, they may proceed down the isle to the next encosure located South West of Building 3. Drivers will then proceed to go West on the main drive isle in between Building 1 and Building 2. They may go north in between Building 1 and 2 to the trash room on the north east corner of building. After they may go West to Building 1's trash room located at the North West corner. Once done they will be able to leave the site directly south.

Management:

Upon many of the duties bestowed on management trash duties area as fallowed.
On the day of trash removal, management must open trash enclosures and trash rooms for drivers to drive up land load/unload.

Trash enclosures will be accessible by management with the exception of Building 6 and 7. Building 6 occupants will require access to the enclosure to the west. Building 7 occupants will need access to trash enclosure located in the East . In the event that a bin is at capacity, locking doors in located in trash shoots and terminals will engage to prevent garbage from dropping with no bin.

Please refer to Architects plan set sheet A-O3.3 for further details and locations of trash areas.



The Standard was designed to bring about sustainable growth; reduce traffic congestion and air pollution; reduce green-house gases and improve the environment; promote a compact land use development, one which is a more efficient use of existing infrastructure; create a walkable community; improve the quality of life for the County residents by providing diverse housing which is in close proximity to major employment centers, existing transportation corridors (including in the near future rail service) and direct walking access to 4 major retail centers

Policy. This high-end, gated complex would enhance and complement projects in the 'East Valley' providing luxury attached living accommodations aimed at young professionals and aging empty nester, a trend already maturing in the West-end and the coastal counties. Importantly, it would provide the county and the city with dwelling units conforming to state, regional and local housing policies, including:

SB 375 which encourages the approval of higher density, multi-family transit-oriented projects that put families within walking distance of where they can live, work and play.

San Bernardino County's Sustainable Community Strategy that aims to focus new housing and job growth in transit areas among existing main streets, downtowns, and commercial areas to improve jobs-housing balance and transit-oriented development.

Redlands's 2013-2021 Housing Element that adopts green policy initiatives requiring land use policies promoting walkable communities, preservation of open space and reduced sprawl plus promoting alternative transportation such as public transit and cycling.

We believe we have achieved these objectives with our proposed plan, and that the quality of our project will meet or exceed the quality of other new projects in the region and will fulfill long standing pent-up demand for Class-A multi-family housing in the County, particularly for professionals employed in the east end of the valley.

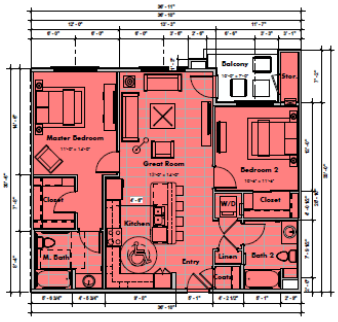
The information contained in this report and technical studies provided by reference herein, summarizes the proposed project named ***The Standard*** and is accompanied by a Planned Development pre-application and supporting materials including site views, site plan, open space, landscape and architectural imagery, market analysis, and a parking and density analysis of apartment communities within San Bernardino County and surrounding cities, all of which suggest and support modification of existing development standards for this project.

Anticipated Land Use Applications

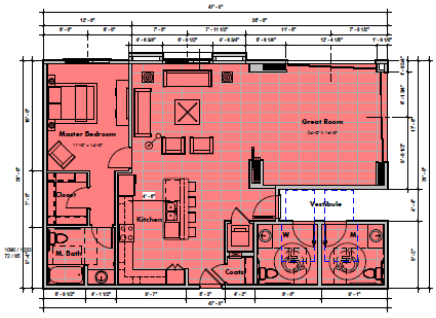
We presently anticipate the filing of the following land use applications:

1. Planned Development application for the development of the proposed project.

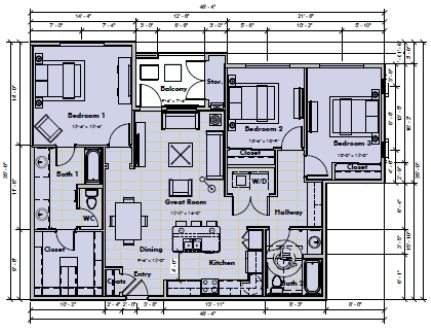




Plan 2-C • INTERIOR UNIT • 62 UNITS
2•BEDROOM / 2•BATH



Plan 2-C • PERMANENT MODEL • 1 UNIT
1•BEDROOM + GREAT ROOM / 3•BATH



Plan 3-A • END UNIT • 10 UNITS
3•BEDROOM / 2•BATH



II. LAND USE SECTION

State law requires each county and city to have a comprehensive general plan that establishes the guidelines for all development within its jurisdictional boundaries. The San Bernardino County General Plan is the foundation of all land use policies in the unincorporated portions of the county. The land use element of the general plan identifies the location, distribution, and density (expressed in dwelling units per acre) of development and land uses. The general plan housing element plans for housing and residential uses in a manner that is consistent with the goals and policies contained in the land use element and other chapters of the general plan.

The San Bernardino County General Plan includes four residential land use districts for the unincorporated areas of the County (Rural Living, Single Residential, Multiple Residential, and Special Development). The County also employs a single-map system, meaning that general plan land use districts also serve as the County's zoning districts.

The subject property is located in an unincorporated area of the County of San Bernardino and within the City of Redlands sphere of influence. This property is located within the County of San Bernardino east valley Area plan, otherwise known as the "Donut Hole". Although the City of Redlands does not have land use authority within the East Valley Area Plan, they do provide water, sewer, fire and police services to the area by formal agreement with the County.
The land use designation of the subject property is East Valley/Special Development (EV/SD), which is intended to allow a mix of residential, commercial, and/or manufacturing uses that maximizes the utilization of natural as well as man-made resources.

Multi-family residential projects are permitted in EV/SD, subject to approval of a Planned Residential Development (PRD), ensuring that the project with adequate amenities and infrastructure improvements. Further, the PRD itself is a type of a Planned Development that is designed to provide flexibility in the application of Development Code standards under limited and unique circumstances. This process is intended to allow consideration of innovation in site planning and other aspects of the project design, while providing effective design responses to site features and environmental impacts. As a result, any project proposed as a PRD should exceed a higher quality than would be achieved through conventional design practices and development code standards.

The proposed development is consistent with the General plan and any other applicable plan, because the proposed development conforms to the proposed General Plan Land Use Zoning designation, which is East Valley Special Development (EV/SD). The proposed project is consistent with the Maximum Population Density Average for the Special Development (SD) District of the County General Plan. The proposed project further promotes sustainable growth and walkable community's concepts as well as the following General Plan Goals and Objectives by providing a well-integrated residential mixed-use project in an area that has been developed as a commercial and employment center with proximity to mass transit, major transportation corridors and special community service providers:

- GOAL LU 1. The County will have a compatible and harmonious arrangement of land uses providing a type and mix of functionality well-integrated land uses that are fiscally viable and meet general social and economic needs of the residents.

- POLICY LU 1.1 Develop a well-integrated mix of residential, commercial, industrial and public uses that meet the social and economic needs of the residents in the three geographic regions of the county: Valley, Mountains, and Desert.

- POLICY LU 1.3 Promote a mix of land uses that are fiscally self-sufficient.

- GOAL LU 2. Residential land uses will be provided in a range of styles, densities, and affordability and in a variety of area of line, ranging from traditional urban neighborhoods to more rural neighborhoods.

- GOAL LU 5. Reduce traffic congestion and air pollution and improve the quality of life for the County residents by providing communities and strengthening and directing development towards existing communities.

- GOAL LU 6. Promote, where applicable, compact land use development by mixing land uses, creating walkable communities, and strengthening and directing development towards existing communities.



III. HOUSING SECTION

The County is committed to facilitating and encouraging the production, maintenance and improvement of housing in our region. However, various factors may limit that goal, such as governmental regulations and the housing market. Whereas land use policy and municipal codes provide a regulatory framework, existing regulations cannot address every situation. In order to facilitate desired development and realize the greatest community benefits, the County's regulatory framework must be flexible, and incentive based. The development review process must be time sensitive, predictable, and thorough. The review process must support long-term community benefits, rather than just short-term gain. Finally, the regulatory framework must contain incentives to stimulate desired private investment and realize community features that improve quality of life.

The Valley Region of San Bernardino County is generally the most urbanized area, although certain areas remain quasi-rural, maintaining animal raising and agricultural uses. This underscores the need for a great diversity in housing options in this region. Some unincorporated areas of the Valley Region are island areas surrounded by cities, or areas within cities' spheres of influence, where availability of infrastructure presents urban infill opportunities.

In a complete community, the availability of different housing products is important for residents. Ideally, residents of different age and income levels will have a wide choice of housing available in their community of choice. In an area as vast as San Bernardino County, where urban form ranges from rural to suburban to urban densities, a broad mix of housing is less possible. Outside of more urban areas, this diversity may not exist due to infrastructure constraints. Infrastructure is typically cost prohibitive to build until a certain density of population and housing occur, and the associated density provides significant revenues to fund infrastructure. This explains why higher density housing clusters in County unincorporated islands or city spheres of influence.

The Standard Apartments (the 'Project') will consist of 282 apartments (280 leasable units, 1 permanent managers unit and 1 model unit for preleasing activities) in five (5) three story buildings, two (2) two story buildings and a 'clubhouse' with multi-purpose facilities. The 'Project' incorporates design elements proven to have high market appeal and complements the diverse architecture and design of existing apartment communities nearby.

The Standard is ideally located and designed to meet the evolving and ever growing demand from white collar professionals and other rental households seeking upscale alternatives to the older existing apartment stock in San Bernardino County, Redlands, Loma Linda and surrounding areas.

The courtyards are characterized by varied and distinctive designs and themes.

All courtyards will include recreational amenities, including pools or spas, recreational areas/equipment, B-B-Q facilities, seating, shade and shelter, decorative paved surfaces, potted flowering plants, seat walls, trellis', ornamental lighting and, in some cases, water features.

This project is particularly unique because ***The Standard*** is complimentary in their design and appeal. This potential 'linkage' to adjacent developments would allow generous pedestrian-scale connections to the enhanced amenity areas. The proposed project further promotes sustainable growth and walkable communities' concepts as well as the following General Plan Housing Element Goals and Objectives by providing a well-integrated residential mixed-use project as follows:

- GOAL VH 1. Encourage a diversity of housing and neighborhood improvement and preservation strategies that will address the needs of residents living in County islands and spheres of influence.

- V/H-1.1 Encourage housing types and designs that are compatible with established land use patterns and the environment of the region, including single-family dwellings, mobile home parks/manufactured homes and land-leased communities, and apartments.

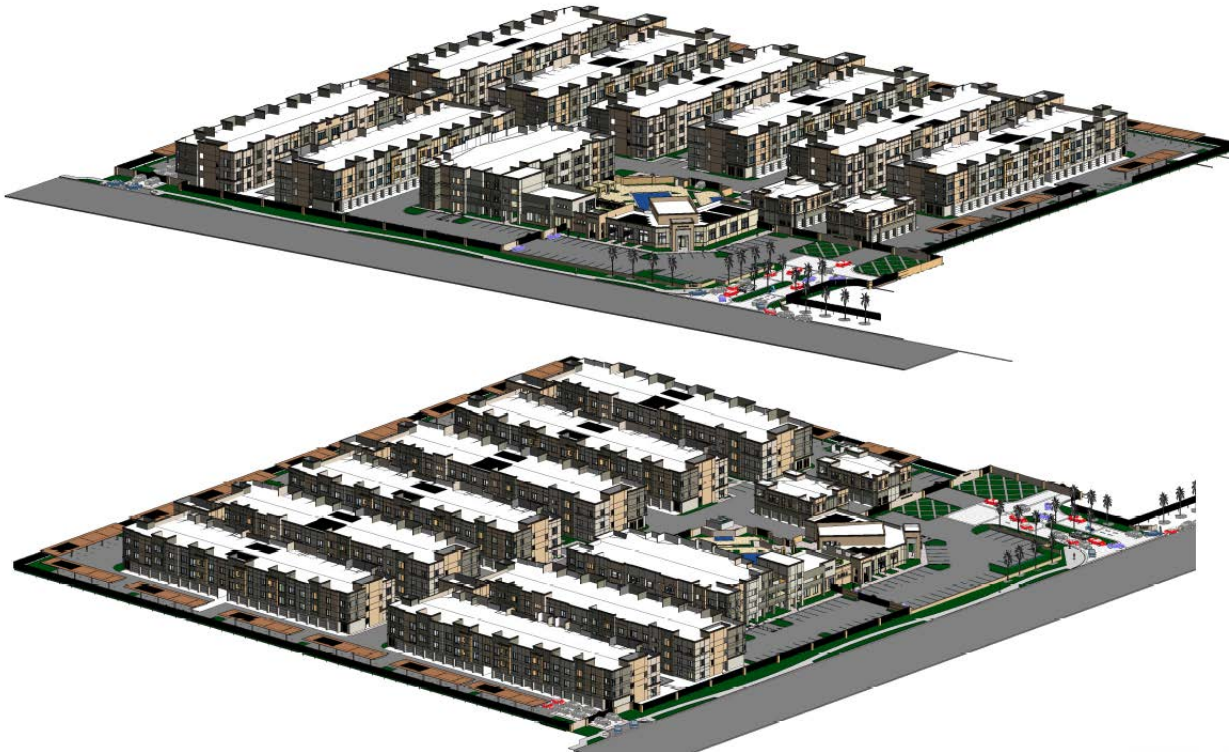
- GOAL H-5. Ensure an integrated planning and monitoring system whereby housing, employment, environmental, and other program data are integrated in a cohesive manner to implement the County's housing vision.



- H-5.1 Support the planning and reporting of housing activities throughout the County in a manner that can be readily integrated into the housing element and useful for the development and refinement of policy and programs.

- H-5.2 Support the integrated planning and provision of appropriate Infrastructure (including water, sewer, and roadways) as a means to create more livable residential environments.

Additional information addressing the economic segments of the project as it relates to the surrounding community and jobs/employment market is contained in the economic impact analysis submitted as a technical reference to the 'PD' application request.



IV. PUBLIC SERVICES SECTION

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

Fire Protection. Fire protection services for the proposed project will be provided by the City of Redlands Fire Department. There are three City of Redlands fire stations within a 10-minute response time of the project site. The closest fire station is located at 1270 Park Street, which is 1.7 miles from the project with a 5-minute response time.

The proposed project will generate additional need for fire protection but is not expected to require additional services beyond those currently available and planned.

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

Schools. School services for the project site are provided by the Redlands Unified School District, including bus services to elementary and middle schools. According to the Redlands School District there are no elementary schools within the district close enough or with capacity to serve the proposed project. The average multi-family student generation rate of 0.15 elementary school students per unit would yield 51 elementary school students from the proposed project, who would attend Victoria Elementary School located at 1505 Richardson Street in San Bernardino.

Victoria Elementary is approximately 2.25 miles from the project. Middle school multi-family student generation at 0.06 students per unit will contribute 20 middle school students from the project site to attend Beattie Middle School, which is in the Redlands School District. Beattie Middle School is located at 7800 Orange Street in the City of Highland, approximately 3 miles north of the project site. High school students from the project site may attend Citrus Valley High School or Redlands High School, both in the Redlands School District. Citrus Valley High is located at 800 West Pioneer Avenue in Redlands and is approximately 1.5 miles northeast of the project. Redlands High is located at 840 Citrus Avenue in Redlands and is approximately 2.5 miles east of the project.

The multi-family student generation rate of 0.08 high school students per unit would result in 27 high school students from the project site. The School District will receive School Fees to offset the cost of providing school facilities for these students of all levels.

Parks. This project will be provided with an abundance of recreational facilities on site that includes generously proportioned courtyards characterized by varied and distinctive designs and themes. All courtyards will include recreational amenities, including pools or spas, recreational areas/equipment, B-B-Q facilities, seating, shade and shelter, decorative paved surfaces, potted flowering plants, seat walls, trellis', ornamental lighting and, in some cases, water features.



The potential 'linkage' with adjacent developments would allow generous pedestrian-scale connections to the enhanced amenity areas.

Interior amenities include a fitness center, a library with conference rooms for business meetings, yoga studio, game rooms, roof terrace and other accommodations.

The Santa Ana River Trail, a regional recreation trail, is located approximately 1 mi. from the project site. Therefore, no impacts to recreational amenities are expected.

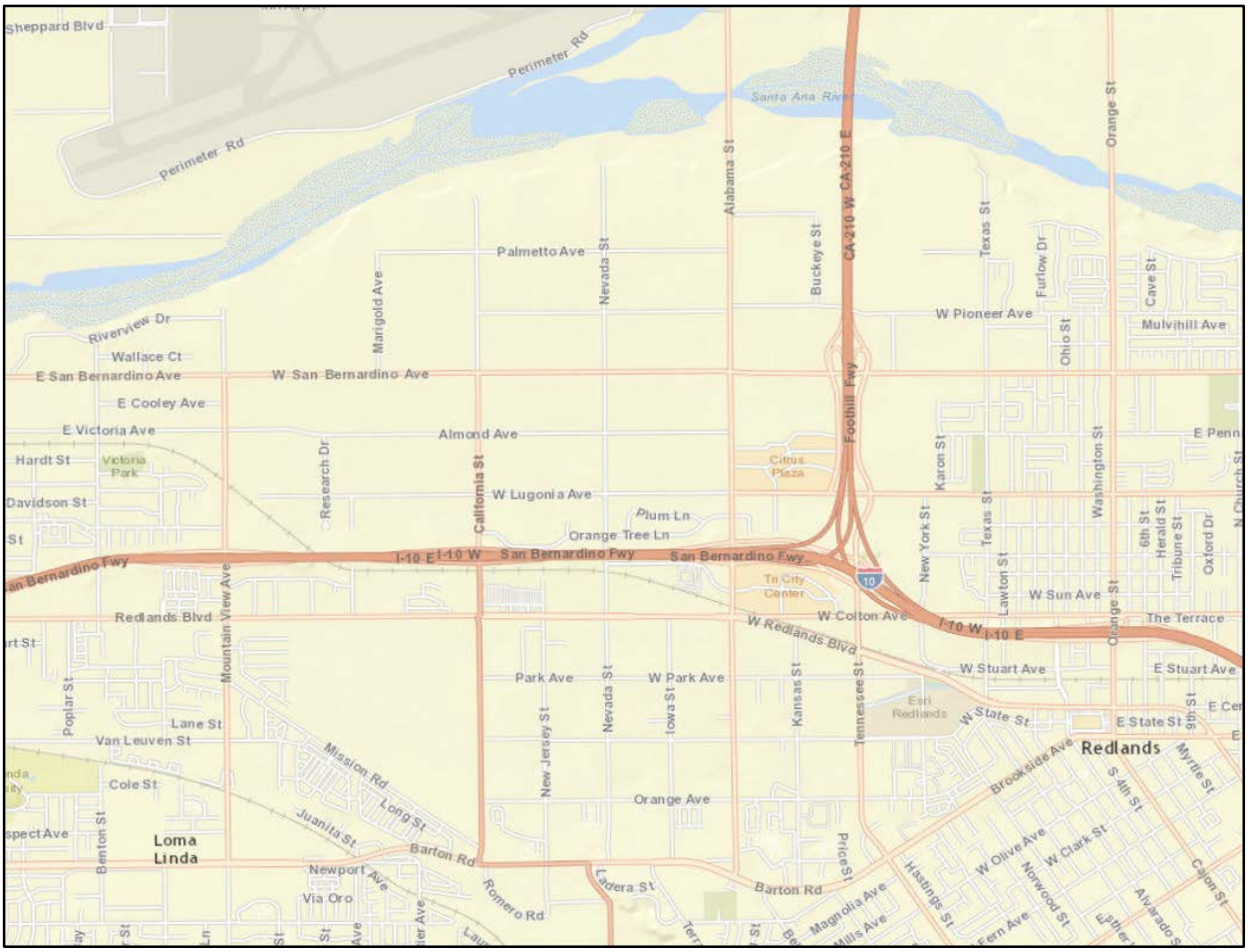
Other Public Facilities: The County Department of Public Works maintains most roads, drainage easements and regional flood control facilities in the general project vicinity.

The City of Redlands will provide water and sewer service to the project site per an existing agreement between the County and the City.

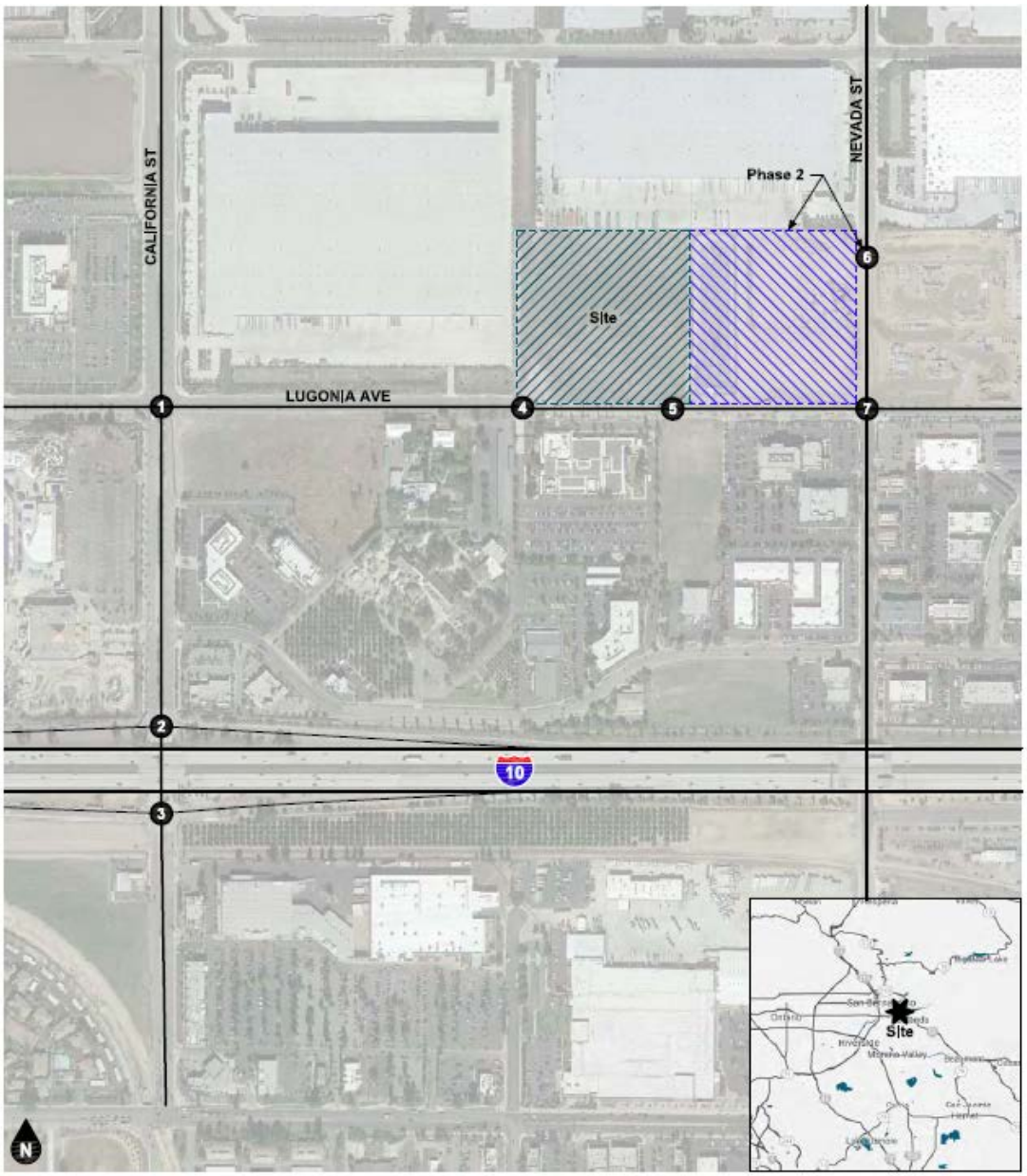
V. CIRCULATION SECTION

The County of San Bernardino is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation.

Study Area



The purpose of this Traffic Impact Analysis is to provide an assessment of traffic operations resulting from development of the proposed Westgrove Apartments project and to identify measures necessary to mitigate potentially significant traffic impacts. This report analyzes traffic impacts for the anticipated project opening in Year 2020, a reciprocal access condition in Year 2022, and for a Year 2040 scenario reflective of the County of San Bernardino General Plan buildout.



Legend
- Study Intersection
- Site
- Adjacent Project

Figure 1
Project Location Map

Westgrove Apartments
Traffic Impact Analysis

EXISTING OPERATIONS

The study intersections currently operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Existing conditions, except for the following study intersection that currently operates at Level of Service E:

 California Street at I-10 Westbound Ramps - (AM peak hour)

The necessary improvements to bring the intersection (California Street at I-10 Westbound Ramps - #2) operations back to an acceptable Level of Service have been identified in the County of San Bernardino Nexus Program.

The following unsignalized study intersection currently satisfies the California Manual on Uniform Traffic Control Devices (2014) peak hour volume warrant (Warrant 3):

 Nevada Street at Lugonia Avenue - (AM/PM peak hour)

PROJECT TRIPS

The proposed project is forecast to generate a total of approximately 1,534 daily trips, including 102 trips during the AM peak hour and 124 trips during the PM peak hour (see Table 2 of TIA on file with LUSD).

FORECAST OPERATIONS

Existing Plus Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Existing Plus Project conditions, except for the following study intersection that is forecast to operate at Level of Service E, without improvements (see Table 4 of TIA on file with LUSD):

 California Street at I-10 Westbound Ramps - #2 (AM peak hour)
 Nevada Street at Lugonia Avenue - #7 (PM peak hour)

The following improvements are recommended to maintain acceptable Levels of Service at the study intersections for Existing Plus Project traffic conditions:

 Nevada Street at Lugonia Avenue - #7
□ Install a traffic signal.
□ Construct one southbound left turn lane.
□ Construct one southbound right turn lane.
□ Restripe northbound shared left-through lane to 1-left turn lane and 1-through-right lane.
□ Restripe eastbound shared left-through lane to 1-left turn lane and 1-through with defacto right lane.

□ Restripe westbound shared left-through lane to 1-left turn, 1-through lane and 1-through-right lane.

The necessary improvements to bring the intersection (California Street at I-10 Westbound Ramps - #2) operations back to an acceptable Level of Service have been identified in the County of San Bernardino Nexus Program. Furthermore, since the intersection is currently deficient, the project impact is considered to be indirect/cumulative. Therefore, as mitigation for the project share of the impact, the project shall contribute its share of the cost to construct the necessary improvements through payment of applicable development impact fees.

Opening Year (2020) Without Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Opening Year (2020) Without Project traffic conditions, with improvements (see Table 5).

Opening Year (2020) With Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Opening Year (2020) With Project conditions, with improvements (see Table 5).

Year 2022 Without Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Year 2022 Without Project conditions, with improvements (see Table 6).

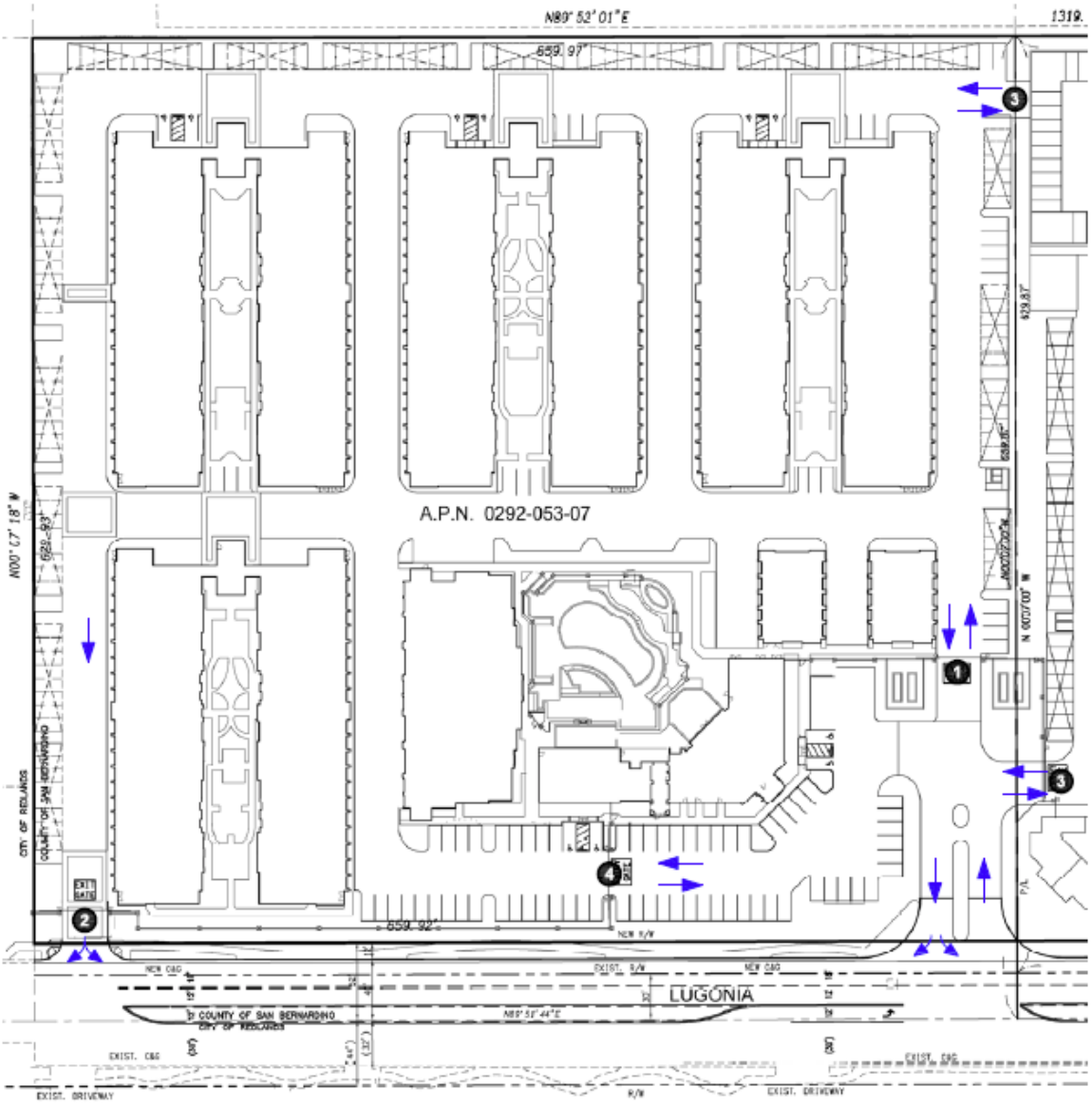
Year 2022 With Project With Reciprocal Access: The study intersections are forecast to operate within
acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for Year 2022 With Project With Reciprocal Access conditions, with improvements (see Table 6).

General Plan Buildout (Year 2040) Without Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for General Plan Buildout (Year 2040) Without Project conditions, with improvements (see Table 7).

General Plan Buildout (Year 2040) With Project: The study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for General Plan Buildout (Year 2040) With Project conditions, with improvements (see Table 7).

General Plan Buildout (Year 2040) With Project With Reciprocal Access: Therefore, the study intersections are forecast to operate within acceptable Levels of Service (D or better for San Bernardino County and C or better for City of Redlands) during the peak hours for General Plan Buildout (Year 2040) With Project With Reciprocal Access conditions, with improvements (see Table 7).

TRIP DISTRIBUTIONS AND INTERNAL CIRCULATION EXHIBIT



Legend
1. Main Full Access Gate (Resident/Guest) (1-Left and 1-Right)
2. Secondary Exit Only (1-Shared Left-Right)
3. Reciprocal Access Gate (Phase 2)
4. Residential Gate

Figure 2
Site Plan

gandini

Westgrove Apartments
Traffic Impact Analysis

MITIGATION MEASURES

The proposed project shall contribute its fair share, through the adopted development impact fee program, to the following measures to mitigate the impact of the project at the study intersections:

 California Street at Lugonia Avenue - #1
□ Install eastbound right-turn overlap signal phasing.
□ Restripe the westbound approach to consist of one left turn lane, one shared through/left turn lane, and one right turn lane.
 California Street at I-10 Westbound Ramps - #2
□ Construct a second northbound left turn lane.
□ Construct a third northbound through lane.
□ Reconfigure existing southbound right turn lane to a free right turn lane.
□ Reconfigure the westbound approach to consist of two left turn lanes, one shared through/right turn lane, and one right turn lane by constructing two additional lanes.
 Nevada Street at Lugonia Avenue - #7
□ Install a traffic signal.
□ Construct one southbound left turn lane.
□ Construct one southbound right turn lane.
□ Restripe northbound shared left-through lane to 1-left turn lane and 1-through-right lane.
□ Restripe eastbound shared left-through lane to 1-left turn 1-through lane and 1-through-right lane □ Restripe westbound shared left-through lane to 1-left turn, 1-through lane and 1-through-right lane Since improvements at the California Street at I-10 interchange improvements are identified in the Development Mitigation Nexus Study and would be constructed simultaneously, Level of Service operations with improvements at the intersection of California Street at I-10 Eastbound Ramps (Study Intersection #3) have also been identified, even though these improvements are not required to mitigate the proposed project impact. The following improvements are assumed to be constructed in conjunction with California Street at I-10 interchange improvements:

 California Street at I-10 Eastbound Ramps - #3
□ Construct a second southbound left turn lane.
□ Construct a third southbound through lane.
□ Reconfigure the eastbound approach to consist of two left turn lanes, one shared through/right turn lane, and one right turn lane by constructing three additional lanes.
Figure 55 graphically illustrates the identified improvements. Improvements at the project driveways are project design features which shall be constructed by the project. Site-adjacent improvements shall be constructed in conjunction with the project.

GENERAL RECOMMENDATIONS

On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project. Figure 56 of the TIA summarizes the circulation recommendations for the proposed project.

All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the County of San Bernardino Public Works Department.

Site-adjacent roadways should be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino Public Works Department.

In conjunction with standard County of San Bernardino development review procedures, on-site traffic signing and striping plans should be prepared in accordance with applicable State and Federal standards. Adequate off-street parking should be provided to the satisfaction of County of San Bernardino Land Use Services based on supporting parking and density analysis prepared for the project.

The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards. As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

The proposed project shall contribute its fair share, through the adopted development impact fee program, to mitigate the impact of the project at the study intersections as identified in the project TIA on file with the County.

Note: The San Bernardino Traffic Division and the City of Redlands Public Works Department have reviewed and commented on the materials contained in the project TIA. Conditions, mitigations and impact fees have been identified accordingly and contained in both the project description and environmental documentation.

VI. AIR QUALITY and GREENHOUSE GAS

The Standard, in the County of San Bernardino, has prepared an analysis of the potential air quality and greenhouse gas impacts. The report has been prepared by Rincon Consultants, Inc. under contract to CR The Redlands LLC, to support preparation of the environmental documentation pursuant to the California Environmental Quality Act (CEQA) by the County of San Bernardino. This study analyzes the potential for temporary impacts associated with construction activity and long- term impacts associated with operation of the proposed project. The analysis herein is based partially on traffic volumes in *The Redlands Traffic Impact Analysis* prepared by Ganddini Group, Inc. (Ganddini, September 13, 2019).

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The EPA is the federal agency designated to administer air quality regulation, while the California Air Resources Board (ARB) is the state equivalent in California. Federal and state standards have been established for six criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility- reducing particles. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except lead and the eight-hour average for CO.

Local control in air quality management is provided by the ARB through county-level or regional (multi-county) APCDs. The ARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide. Redlands is located within the South Coast Air Basin (Basin), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." The Basin, in which the project area is located, is a non-attainment area for both the federal and state standards for ozone and PM_{10}. The Basin is in attainment for the state and federal standards for nitrogen dioxide, and for carbon monoxide.

The project air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993). The handbook includes thresholds for emissions associated with both construction and operation of proposed projects. All emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2013.2.2.

Construction activities such as clearing, grading and excavation would generate diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. It was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed project by estimating the types of equipment (including the number) that would be used on-site during each of the construction phases. Construction emissions were analyzed using the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook.*

Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by motor vehicle trips associated with operation of the project. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coating. To determine whether a regional air quality impact would occur, the increase in emissions would be compared to the SCAQMD's recommended regional thresholds for operational emissions.

Local Regulations and CEQA Requirements

SCAG Sustainable Communities Strategy. San Bernardino is a member agency of the Southern California Association of Governments (SCAG). In April 2012, SCAG adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375.

State CEQA Guidelines. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, but contain no suggested thresholds of significance for GHG emissions. Instead, they give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The general approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state towards climate stabilization. If a project would generate GHG emissions above the threshold level, its contribution to cumulative impacts would be considered significant. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. However, in March 2013 the Bay Area's thresholds were overruled by the Alameda County Superior Court (*California Building Industry Association v. Bay Area Air Quality Management District*), on the basis that adoption of the thresholds constitutes a "project" under CEQA, but did not receive the appropriate environmental review. As a result, BAAQMD has elected to not recommend specific GHG thresholds for use in CEQA documents.

South Coast Air Quality Management District CEQA Guidelines. SCAQMD is currently in the process of updating its Air Quality CEQA Guidelines, and has developed an Air Quality Guidance document for addressing air quality issues in general plans. At the present time, the SCAQMD has not adopted thresholds for non-industrial projects such as the one analyzed in this Draft EIR. In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD has considered a tiered approach to determine the significance of residential and commercial projects. The draft-tiered approach is outlined in the meeting minutes, dated September 29, 2010.

Greenhouse Gas Emissions Reduction Plan

The County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan), which includes reducing 159,423 metric tons (MT) of Carbon Dioxide Equivalents (CO2e) per year from new development by 2020 as compared to the 2020 unmitigated conditions. As part of the implementation of the County GHG Plan, a uniform set of performance standards will be applied to development projects as noted in the projects screening table (copy provided with this application).

The complete Development Review Process, including the use of performance standards for assessing and mitigating GHGs is outlined in the air quality report filed with this application.

Regulatory Requirements

The project would comply with all applicable regulatory standards. In particular, the project would comply with the 2016 California Green Buildings Standards Code (CALGreen) (California Code of Regulations [CCR], Title 24, Part 11), in addition to SCAQMD Rules 403, 445, and 1113 and all other applicable provisions of the SCAQMD. CALGreen applies to all new constructed residential, nonresidential, commercial, mixed-use, and State-owned facilities, as well as schools and hospitals. The code includes mandatory measures for residential and nonresidential uses and more stringent voluntary measures (Tiers I and II). Compliance with Rules 403, 445, and 1113 were included as mitigation in CalEEMod, as discussed below. For the purposes of construction emissions modeling, it was assumed that the project would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located in the SCAB. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the site preparation and grading phases of construction.

1. Minimization of Disturbance. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

2. Soil Treatment. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or

roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

3. Soil Stabilization. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. In addition, a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide, shall be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the site. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. No Grading During High Winds. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. Street Sweeping. Construction contractors should sweep all onsite driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

The architectural coating phase involves the greatest release of ROG. The emissions modeling also includes the use of low-VOC paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113. SCAQMD Rule 445 restricts wood burning devices in all new developments within the basin; therefore, only CalEEMod defaults for gas-burning fireplaces were included in the analysis.

Construction Impacts

The AQ/GHG report summarizes maximum daily emissions of pollutants associated with construction of the proposed project during each year of construction. Maximum daily estimates account for compliance with the above described requirements, but do not include any additional mitigation. Emissions of CO, PM10, PM2.5, NOX, and ROG would not exceed SCAQMD regional or LSTs, assuming adherence to the conditions listed above required by SCAQMD Rule 403 and 1113.

VII. NOISE

The most common and primary existing source of noise in the project site vicinity is vehicular traffic along Lugonia Avenue. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds. Ambient noise from Interstate 10 (I-10) approximately 0.25 mile to the south is also perceptible throughout the site. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses. Additional sources of noise in the project site vicinity include activities associated with nearby industrial uses, including delivery trucks at adjacent distribution centers. There are no existing sources of noise on the project site, which is currently undeveloped.

To characterize ambient sound levels at and near the project site, Rincon Consultants collected three, 15-minute measurements (Leq[15] dBA) during a weekday morning peak hour on January 25, 2019 using an Extech Model 407780A, ANSI Type II integrating sound level meter. Noise Measurements were collected along Lugonia Avenue adjacent to the project site to characterize roadway noise, in the northeast corner of the project site to characterize noise at proposed residences on the project site and near future residences on the adjacent parcel to the east, and finally on the western border of the project site to capture noise associated with existing distribution center operations near the project site.

Existing Project Area Noise Levels

The San Bernardino County Code includes noise standards for noise generated by mobile and stationary sources for residential land uses. Exterior and interior noise levels for the project were determined using noise levels from traffic along Lugonia Avenue and distribution center operation and compared to standards for residential land uses. Noise generated by roadways and the adjacent distribution centers were determined through 15-minute noise measurements collected on January 25, 2019.

The noise environment would be incompatible with residential uses if: roadway noise levels exceeded 60 CNEL (or 65 CNEL with reasonable application of best available noise reduction Impact Analysis Noise Study 13 technology) in outdoor use areas; roadway noise levels would exceed 45 CNEL at the interior of residential units; distribution center noise levels would exceed 55 dBA Leq between 7:00 a.m. and 10:00 p.m.; or distribution center noise levels would exceed 45 dBA Leq between 10:00 p.m. and 7:00 a.m. 3.1.4

On-Site Stationary Sources Noise levels from on-site operational noise sources were estimated at the nearest noise sensitive receptors using noise levels from equipment or facilities, obtained either from manufacturer specifications or comparable studies, and the distance to receptors. On-site operational noise would be significant if noise levels exceeded the County's 55 dBA Leq daytime standard (7:00 a.m. – 10:00 p.m.) or 45 dBA Leq nighttime standard (10:00 p.m. – 7:00 a.m.) for stationary noise sources at existing or proposed residential receptors located east of the project site.

West Grove 9.5, LLC
The Standard Apartments Project

Figure 3 Noise Measurement Locations



Roadway Noise The analysis of anticipated roadway noise impacts is based on the Traffic Impact Analysis (TIA) for the project prepared by Ganddini Group, Inc. (Ganddini, September 13, 2019) (2019a), which estimates traffic generated by the project and traffic distribution amongst area roadways, as well as the Nevada Alternative Analysis TIA, which describes shared access between project traffic and parking, ingress, and egress at the adjacent approved multi-family residential project to the east (November 7, 2019) (Ganddini 2019b). The percentage increase in traffic volumes on area roadways was calculated to determine the increase in traffic noise. A 10 percent increase in traffic volumes would raise traffic noise by approximately 0.4 dBA, a 20 percent increase would raise traffic noise by approximately 0.8 dBA, and a 30 percent increase would result in approximately 1.1 dBA increase in traffic noise. The project would have a significant effect due to traffic noise if it would increase roadway noise levels by more than the 3 dBA threshold of perception, which would occur if traffic on area roadways doubled.

Sensitive Receptors

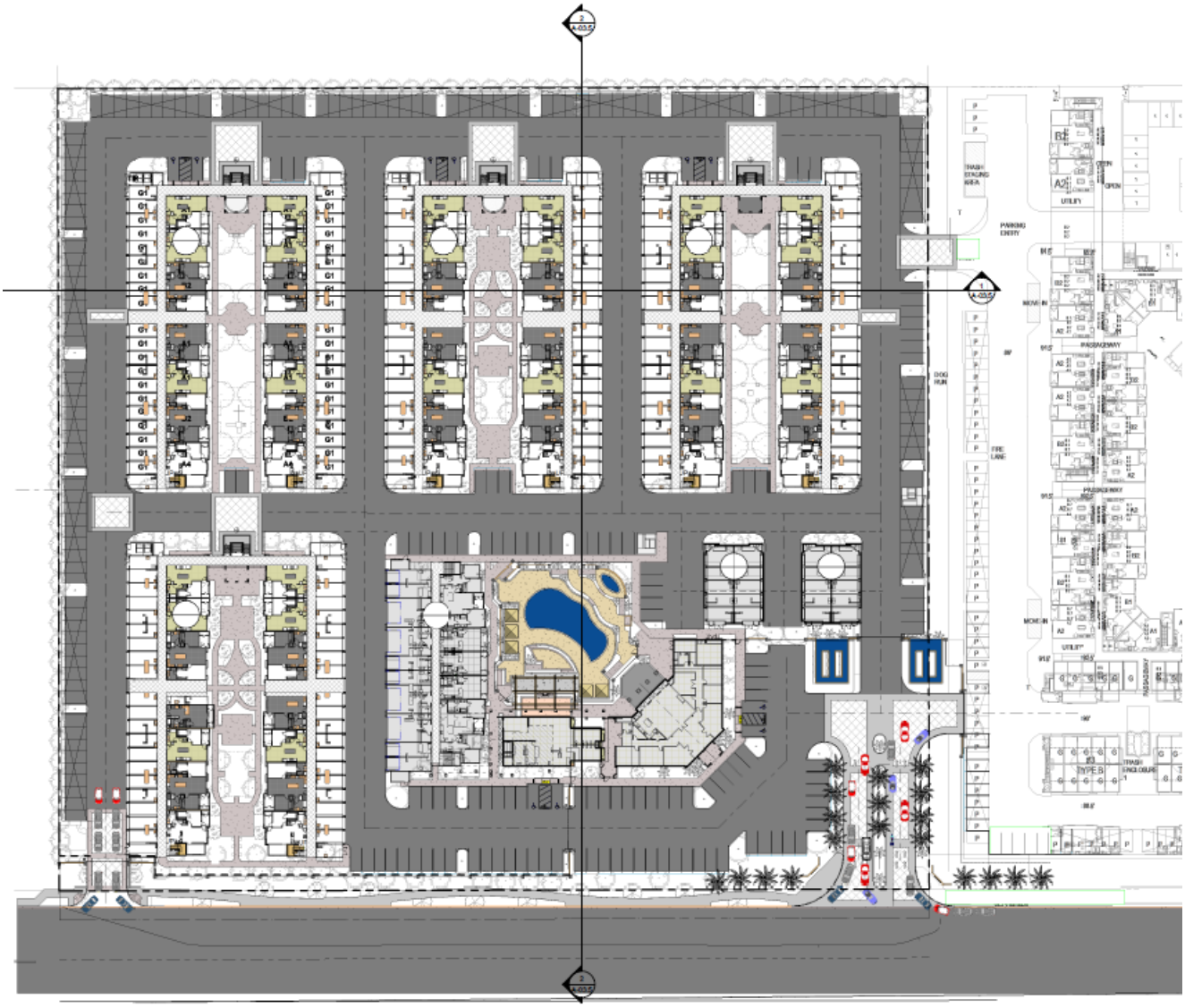
Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. According to Section 83.01.080(b) for the San Bernardino County Code, noise-sensitive land uses include residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses. Sensitive receptors likely to be affected by noise impacts associated with construction of the proposed project include existing multi-family residences, approximately 1,300 feet east, and approved multi-family residences that will be located approximately 680 feet east of the project site at the northeast corner of Lugonia Avenue and Nevada Street. While currently undeveloped, the property immediately east of the project site is slated for construction of 360 multi-family residential units associated with The Redlands, an approved project. Therefore, to provide a conservative analysis, potential future sensitive receptors sharing the eastern property line of the project site are also considered in this analysis. Project residences would also be sensitive receptors.

Vibration sensitive receivers are similar to noise sensitive receivers, such as residences, and institutional uses, such as schools, churches, and hospitals. However, vibration sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment, including levels that may be well below those associated with human annoyance.

Temporary Construction Vibration Impacts

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would utilize vibration equipment including dozers, loaded trucks, and jackhammers during most construction phases. Use of this equipment may occur at the property line of the project site. Large bulldozers, loaded trucks, and jackhammers all generate groundborne vibration below 0.1 inches/second PPV at a reference distance of 25 feet. Therefore, operation of construction equipment would not generate groundborne vibration in excess of the County's 0.2 inches/second PPV standard. Furthermore, construction-related vibration is exempt from the County's standard as long as it occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Section 83.01.090 of the San Bernardino County Development Code.

Therefore, construction-related vibration impacts would be less than significant. The project does not include any substantial vibration sources associated with operation. Therefore, operational vibration impacts would not be significant.



Temporary Construction Noise Impacts

The project would generate temporary noise and includes site preparation and grading, construction of five multi-family residential buildings, carports and garages, a pool and clubhouse, and paving of parking areas. Construction is anticipated to last approximately 24 months.

The project site is surrounded industrial distribution centers to the north and west, offices to the south across Lugonia Avenue, and proposed residences approved for the site immediately to the

east. Proposed residences to the east share a property line with the project site and would be the nearest noise-sensitive receptors during project construction. Therefore, construction noise levels were conservatively modeled at the property line for the proposed residential receptors. Given the size of the project site and configuration of proposed site improvements, construction activities would occur, on average, approximately 330 feet from the adjacent residential property line. Typical heavy construction equipment would include bulldozers, excavators, dump trucks, front-end loaders, graders, and stationary equipment, such as compressors and generators. It is assumed that diesel engines would power all construction equipment. For assessment purposes and to be conservative, the loudest hour has been used for this assessment. Noise levels are based on three loaders/backhoes, a dozer, a grader, and an excavator operating simultaneously1. Using the RCNM to estimate noise associated with construction equipment, maximum hourly noise levels are calculated to be approximately 85 Leq at 50 feet, as measured from the center of the construction site or activity. At 330 feet from these activities (i.e., the adjacent property line), noise levels would attenuate to approximately 68 dBA Leq. While this noise level is less than ambient levels measured near the southern boundary of the project site, which is dominated by roadway noise along Lugonia Avenue, construction noise would exceed ambient noise levels measured further north on the project site by approximately 12 dBA.

Construction equipment estimates used for the construction phase analysis are representative of worst case conditions because it is assumed that all the equipment would operate simultaneously and continuously. Therefore, the noise levels presented above represent a conservative estimate of construction noise.

The County exempts noise associated with construction activities from noise ordinance standards as long as such activities occur between the hours of 7:00 a.m. and 7:00 p.m., except for Sundays and holidays. Assuming compliance with the construction timing restrictions contained in the County Development Code, construction noise would not affect proposed residences during normal sleep hours and would not represent a substantial, temporary increase in ambient noise levels. Nevertheless, standard construction noise mitigation is included as a recommended noise abatement measure in Section 3.3.1, *Project Noise Recommendations* of the Project Noise Analysis on file with the County.

Noise Abatement Measure-1 Construction Noise Reduction

While construction-related noise would be exempt from noise ordinance noise restrictions during permitted construction hours pursuant to Section 83.01.080(g)(3) of the San Bernardino County Code, implement the following to minimize construction noise:

 Limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and Saturday.
 Limit the use of signals, such as horns, alarms, and bells, to safety warning purposes.
 Conduct construction staging as far from noise-sensitive receptors as possible.
 Use electrical power to run air compressors and similar power tools. Equip internal combustion engines with a muffler of a type recommended by the manufacturer and in good repair. Operate diesel equipment with closed engine doors and factory-recommended mufflers.

Noise Abatement Measure-2 HVAC Siting and Shielding

Site rooftop mounted HVAC equipment on the eastern-most residential building (Building 1) on the western portion of the building, at least 270 feet from future residential receptors to be constructed to the east. If rooftop-mounted HVAC units cannot be constructed in the western portion of the building, enclose the units with a screen or parapet. To be an effective noise barrier, the screen or parapet should extend at least one foot above the rooftop unit and be of sufficient length to block line-of-sight between the HVAC units and future off-site residences. The screen should be designed to achieve at least a 4 dBA reduction.

Conclusion

As described in Section 3.2, *Project Impacts,* of the Project Noise Analysis, potential vibration impacts associated with the project ***would be less than significant***. The project would not expose residents to mobile source or stationary source noise in excess of applicable County standards and would not result in a substantial permanent increase in ambient noise levels due to roadway noise.

Noise Abatement Measure-1 would minimize temporary construction noise at planned sensitive receptors to the east. Siting proposed rooftop mounted HVAC units at Building 1 at least 270 feet from future residences to the east would reduce noise at these residences to 44.9 dBA Leq. If locating HVAC units on the western side of Building 1 is not feasible, shielding with a screen or parapet would reduce noise levels at these residential receptors to approximately 44.4 dBA Leq.

In both cases, compliance with Noise Abatement Measure-2 would reduce HVAC noise below the County's stationary noise source daytime and nighttime standard of 55 dBA Leq and 45 dBA Leq, respectively. Therefore, compliance with Noise Abatement Measure-1 and Noise Abatement Measure-2 would reduce potential noise impacts to a less than significant level.

VIII. SOILS AND GEOLOGIC CONSTRAINTS

A report was prepared on May 22, 2019 and filed as a part of this application that concludes the conditions and requirements for construction of the proposed development. Based on the investigations completed at this time, the soils encountered consist, in general, of upper dry, disturbed, moderately compressible deposits of silty fine to medium coarse sand and gravelly fine sand of Older Holocene Alluvium of variable consistency up to an approximate depth of about 5 to 8 feet below grade, overlying compressible deposits of silty gravelly fine to coarse sand of variable consistency. ***Based on USGS (California Geologic Survey) Bulletin 1898, Plate 4, it is understood that the site is not within an AP Special Studies Zone, and the site is considered non-susceptible to soil liquefaction in event of a strong motion earthquake. No shallow depth groundwater was encountered.***

Groundwater was not encountered at the time of exploratory borings advanced to the maximum 46 feet below grade.

No groundwater was encountered during geotechnical test borings. Site soils primarily consist of upper disturbed, very loose, dry, fine to medium coarse sand, overlying natural deposits of silty fine sands and gravelly fine to medium coarse of moderate consistency with minor pebbles and rocks. Based on above, with the SPT blow-counts as recorded and with the historical groundwater table at a depth in excess of 50 feet, it is our opinion that *the site should be considered non-susceptible to soil liquefaction in event of* a *strong motion earthquake.*

Faulting and Seismicity

Based on the information published by the USGS (currently known as California Geologic Survey) Department of Conservation, State of California, it is understood that the site is *not* situated within an A-P Special Study Zone *(where* a *fault(s) runs through or adjacent to the subject* site), and in absence of shallow depth (less than 50') groundwater and with the gravelly sandy nature of the soils as encountered, the site soils are considered non-susceptible to soil liquefaction in event of a strong motion earthquake.

Considering Southern California is in a seismically risky area for building structures, it is not economically feasible to construct structures that are totally resistant to earthquake-related hazards. However, the implementation of the current CBC seismic design parameters, along with the recommendations for design and construction as provided herein, it is our opinion that seismically induced structural damage can be "reduced" to some acceptable tolerable limits.

Based on the investigations completed at this time, it is our opinion that the site soils encountered primarily consist of upper dry disturbed, loose, and compressible alluviums of consistency, overlying deposits of dry to damp, compressible silty gravelly sand and gravelly sand of moderate consistency to the depth explored. Based on USGS (California Geologic

Survey) Bulletin 1898, Plate 4 it is understood that the site is not situated within an AP Special Studies Zone, and the site is considered not susceptible to earthquake induced soils liquefaction.

Potential for geologic hazards, such as flooding, debris flow or landslides are considered remote.

PLOT PLAN AND TEST LOCATIONS
(Not to Scale)

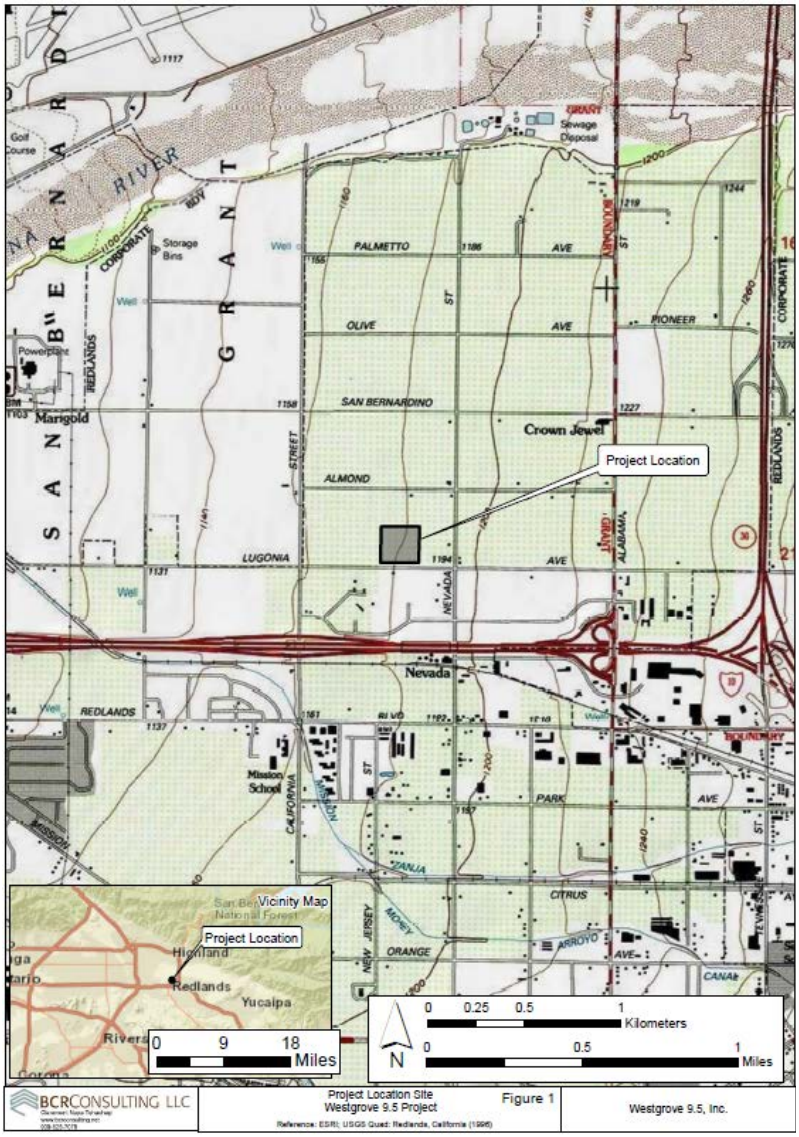


Legend: ● B-1 Approximate Location of Test Boring Plate 1

Based on the evaluations completed at this time, it is concluded that, from geotechnical viewpoint, the site should be considered suitable for the development proposed subject to the requirements and recommendations contained within the report as submitted and on file with the County.

IX. CULTURAL RESOURCES

BCR Consulting LLC (BCR Consulting) is under contract to Westgrove 9.5, Inc. ('The Standard') to conduct a Cultural Resources Assessment of the Project (9.5 Acres; the project) located in unincorporated San Bernardino County (County), California. Tasks completed for the scope of work include a cultural resources records search, a reconnaissance-level pedestrian cultural resources survey, compilation of this technical report (prepared April 2019), and a paleontological resources overview. These tasks were performed in partial fulfillment of California Environmental Quality Act (CEQA) requirements. The records search revealed that 23 cultural resource studies have taken place resulting in the recording of 11 cultural resources (all historic-period) within one mile of the project site. None of the previous cultural resource studies have assessed the project site, and no cultural resources have been recorded within its boundaries.



During the field survey, BCR Consulting archaeologists did not identify any cultural resources, including prehistoric or historic archaeological sites or historic-period buildings, within the project site boundaries. As a result, BCR Consulting recommends that no additional cultural resources work or monitoring is necessary for proposed project activities within the project site boundaries. However, if previously undocumented cultural resources are identified during earthmoving activities, a qualified archaeologist shall be contacted to assess the nature and significance of the find, diverting construction excavation if necessary.

If human remains are encountered during the undertaking, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

X. CONSEVARTION OPEN SPACE SECTION

As the proposed development is considered 'urban in-fill' the circumstances present themselves in a non-traditional setting in address the following County Conservation and Open Space elements of:

- Preservation of natural resources.
- Production of natural resources.
- Outdoor Recreation
- Public Health and Safety

That being said, ***The Standard*** project was designed to bring about sustainable growth; reduce traffic congestion and air pollution; reduce green-house gases and improve the environment; promote a compact land use development, one which is a more efficient use of existing infrastructure; create a walkable community; improve the quality of life for the County residents by providing diverse housing in an vibrant urban area which is in close proximity to major employment centers, existing transportation corridors (including in the near future commuter rail service) and direct walking access to 4 major retail centers providing the residents a wide range of retailing, goods and services, a large number and type of restaurants and entertainment; and in general meet the social, environmental and economic needs of the public.

This project has all of the characteristics of a Transit Oriented Development (TOD) project given its proximity to major transportation and rail corridors. The benefits associated with urban in-fill and clustering of mixed uses results in the indirect 'preservation of natural resources' by limiting urban sprawl, promoting a safe and secure lifestyle and reduce

dependencies on vehicle usage which supports reducing the carbon footprint caused by development.

THE STANDARD includes a variety of recirculating water features, designed for maximum efficiency and minimal water loss that are mindfully placed in key locations throughout the site. These water features help to provide the sensation and cooling effect, which will help compensate the reduction of lawn use and other high-water consuming plant materials in a much more environmentally conscious manner.

Other on-site amenities are located throughout the project and are 'linked' to the adjacent development(s) recently approved and those completed and currently under construction. The linkage of these adjacent urban villages provides a unique opportunity to enjoy a variety of amenities offering both indoor and outdoor recreation and exercise opportunities while being extremely sensitive to the ever-growing need for water conservation and management.

Designed into the project are features that recognize the direction of the State of California to achieve a Zero Net Energy (ZNE) baseline for all new development. The project will be introducing LED lighting components, solar panels and other construction standards to reduce energy consumption that offsets demands on existing resources.

XI. HABITAT ASSESSMENT

ELMT Consulting conducted a habitat assessment (dated January 2019) for The Standard 282unit multi-family residential project (project site or site) located in the City of Redlands, San Bernardino County, California. The assessment was conducted by biologist Travis J. McGill on December 18, 2018 to document baseline conditions and assess the potential for special-status plant and wildlife species to occur within the project site that could pose a constraint to implementation of the proposed project.

The habitat assessment was conducted to characterize existing site conditions and to assess the probability of occurrence of sensitive plant and wildlife species that could pose a constraint to development. The habitat assessment was conducted to characterize existing site conditions and to assess the probability of occurrence for special-status1 plant and wildlife species that could pose a constraint to implementation of the proposed project. The report, on file with the County, provides an in-depth assessment of the suitability of the habitat on-site to support federally and State endangered species, as well as several other special-status plant and wildlife species identified by the California Natural Diversity Data Base (CNDDB) and other electronic databases as potentially occurring in the vicinity of the project site.

Jurisdictional Areas

No jurisdictional drainage and/or wetland features were observed on the project site during the habitat assessment that would be considered jurisdictional by the Corps, Regional Board, or CDFW. Therefore, ***regulatory approvals from the Corps, Regional Board, and/or CDFW will not be required for implementation of the project.***

Special-Status Plants

According to the CNDDB and CNPS, eighteen (18) special-status plant species have been recorded in the Redlands quadrangle (refer to Attachment C). No special-status plant species were observed on-site during the habitat assessment. The project site primarily consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances including on-going weed abatement activities. These disturbances have eliminated the natural plant communities that once occurred on-site which has removed suitable habitat for special-status plant species known to occur in the general vicinity of the project site.

Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the project site does not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from the project site. ***No focused surveys are recommended.***

Special-Status Plant Communities

According to the CNDDB, three (3) special-status plant communities have been reported in the Redlands USGS 7.5-minute quadrangle: Riversidean Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, and Southern Sycamore Alder Riparian Woodland. Based on the results of the field investigation, no special-status plant communities were observed on-site.

The project site is not located with federally designated Critical Habitat. Refer to Exhibit 7, *Critical Habitat*in Attachment A. The nearest designated Critical Habitat is located approximately 1.5 miles north of the project site for San Bernardino kangaroo rat (*Dipodomys merriami parvus*) and Santa Ana sucker (*Catostomus santaanae*). Implementation of the proposed project will not impact Critical Habitat. ***Therefore, the loss or adverse modification of Critical Habitat from site development will not occur and consultation with the USFWS for impacts to Critical Habitat will not be required for implementation of the proposed project.***

Conclusion

The entire project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances (i.e. agricultural activities, weed abatement activities, and surrounding development). On-site and surrounding land uses have eliminated naturally occurring habitats around the project footprint, reducing the ability of the project site to support special-status plant and wildlife species.

As a result, and based on the results of the habitat assessment, it was determined that the project site has a low potential to provide suitable foraging habitat for Cooper's hawk and California horned lark. All remaining special-status plant and wildlife species are presumed absent from the project site.

Based on the proposed project footprint and existing site conditions discussed in this report, none of the special-status plant or wildlife species known to occur in the general vicinity of the project site are expected to be directly or indirectly impacted from implementation of the proposed project. With completion of the recommendations provided above, no impacts to year-round and seasonal avian residents will occur from implementation of the proposed project. ***Therefore, it was determined that implementation of the project will have "no effect" on federally or State listed species known to occur in the general vicinity of the project site. Additionally, the project will not impact designated Critical Habitats or regional wildlife movement corridors/linkages.***

Recommendations

Migratory Bird Treaty Act and Fish and Game Code
Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs). In order to protect migratory bird species, a nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the birds during the nesting season.

If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.

XII. DRAINAGE, WATER QUALITY AND UTILITIES

The proposed project storm drain system will collect runoff from the building roofs, parking areas and other impervious surfaces in an on-site storm drainage system.

Hydraulic Conditions

Natural drainage on the site tends to flow in a southeasterly to northwesterly direction. Natural slope across the site is approximately two percent. There are not any natural drainage courses on the site due to farming and flows tend to be sheet flow. Runoff from the site is conveyed along the sides of the streets in a westerly and northerly direction.

The frontage street of Lugonia Avenue is a paved street but does not have storm drain improvements such as curbs and gutters along the project frontage. There is an existing 48 and 51-inch reinforced concrete pipe storm drain located on the south side of Lugonia Avenue adjacent to the subject property. This storm drain pipe conveys flows from watersheds to the east of the site. Flows are conveyed westerly in this storm drain system to the Mission Channel and finally into the Santa Ana River.

The proposed project storm drain system will collect runoff from the building roofs, parking areas and other impervious surfaces in an on-site storm drainage system. Storm water runoff will generally be conveyed and directed to the southwesterly portion of the project site. The low flow water quality flows will be diverted to a combination of underground water quality infiltration/detention chambers.

To mitigate the project's impact to the storm drainage system, the proposed project will install an onsite underground detention system. The detention system will collect storm water runoff from the onsite catch basins, detain the volume necessary to release a flow rate of the project's site predeveloped condition. The water quality volume will continue to be retained and infiltrated into the underlying soils.

Water quality flows from the project will be conveyed via the onsite storm drain system to underground infiltration chambers located throughout the project site. The water quality volumes will be infiltrated under the parking areas and in the landscaped areas. Storm water flows greater than the water quality storm event would overflow and be detained in the underground detention chambers. The restricted peak flow rate or the detained storm water flows will be discharged to the existing 51-inch storm drain pipe located in Lugonia Avenue.

Existing Water Quality

This project is one of three projects being developed where the water quality mitigation for these projects is with the joint use of a water quality infiltration basin. The joint use of the water quality infiltration basin was approved as an amendment (Revision to an Approved Action) to the Conditional Use Permit for a Planned residential Development for "University Crossings." The amendment was approved for County of San Bernardino project number P201200086.

The three projects contributing water quality flows to the infiltration basin are 1) University Crossings (Circa 2020), 2) Crossings at Redland (this project) and 3) the future Nevada site development (commonly referred to as 'The Redlands'). The water quality infiltration basin is located at the southwest portion of the Nevada site. The water quality basin has been constructed pursuant to the University Crossing Revision to an Approved Action and is operational.

Proposed Detention Facilities

The proposed project will provide onsite underground detention in addition to the water quality volume infiltration. A flow through detention basin for each subarea will be sized to accept the differential or increase in the runoff fora 100 year storm between the pre-project development condition and the post-project development condition.

Each subarea drainage system is designed to allow the initial storm water flow or water quality flow rate to pass directly to the water quality volume infiltration chamber. The water quality chambers are sized to capture and infiltrate 100 percent of the calculated water quality design volume.

Flows and volumes from storm events greater than the initial runoff and water quality flow rates will continue through the storm drain system until the pre-developed condition flow rate is reached. Discharge to the storm drain system will be restricted to the pre-developed condition flow rate with the use of orifice control devices placed in the catch basin diversion structures. The flow greater than the pre-developed flow rate will be diverted to the detention basin chambers and the volume stored by a flow through detention basin. The required volume for the detention basins was calculated using the AES software for flow through detention basin.

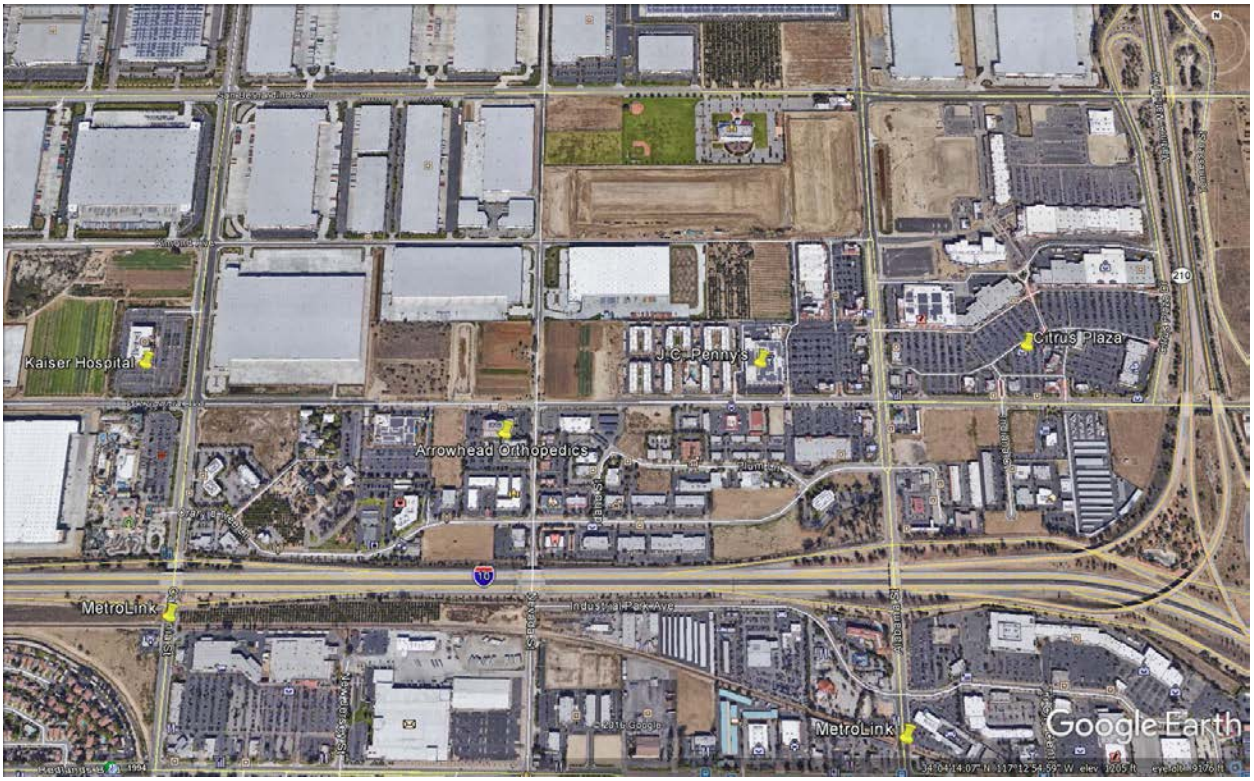
HYDROLOGY/WATERQUALITY CONCLUSIONS

The proposed project will increase peak runoff rates as indicated in Table 4.1 of the report on file with the County. ***The installation of the underground storm drainage detention improvements will control project storm water discharge to predeveloped levels.***

The design of the water quality system will provide for infiltration chambers to capture the water quality volume from the project and infiltrate onsite. All other wet and dry utilities are available to the site and are located within Lugonia Avenue public right-of-way. Any additional dedications for roadway widening and other public improvement shall be offered.

XXII. ECONOMIC IMPACTS of "The Standard"

The UCR Group has proposed a 282 unit upscale apartment complex on 9.5 acres as a continuation of their development of multi-family transit-oriented units along Lugonia Avenue. This project will be at the intersection with Nevada Street and lies in the unincorporated portion of San Bernardino County adjacent to Redlands. It is under a one-mile walk to two proposed MetroLink Stations, Citrus Plaza and Redlands Town Center, three key medical centers and city's major office and industrial complexes.



Policy. This high-end, gated complex would be UCR Group's fourth East Valley project to provide luxury attached living accommodations for young professionals and aging empty nesters, a trend that matured in the Westend and coastal counties. Importantly, it would provide the county and the city with dwelling units conforming to state, regional and local housing policies, including:

- SB 375 which encourages the approval of higher density, multi-family transit oriented projects that put families within walking distance of where they can live, work and play.
- San Bernardino County's Sustainable Community Strategy that aims to focus new housing and job growth in transit areas among existing main streets, downtowns and commercial areas to improve jobs-housing balance and transit-oriented development.
- Redlands's 2013-2021 Housing Element that adopts green policy initiatives requiring land use policies promoting walkable communities, preservation of open space and reduced sprawl plus promoting alternative transportation such as public transit and cycling.

Demand. While meeting these policy considerations as well as the East Valley Area Plan/Special Development zoning where it is sited, Westgate 9.5 also responds to growing market needs as proven by the demand for UCR Group's adjacent completed facilities:

- Upscale attached housing units demanded by highly paid young professionals, an important need expressed by major technology and health care firms in the East Valley as well as conforming to San Bernardino County's need to be competitive for such firms.
- Modern multi-tenant units in Redlands, where only 112 attached units have been proposed and approved from 1999-2015, none of which were designed for the growing upscale professional and empty nester markets.
- Safe, high-end gated attached units that put minimal stress on public safety resources.

Fees. In addition, The Standard project would pay approximately $1.2 million in one-time fees to San Bernardino County to permit the project.

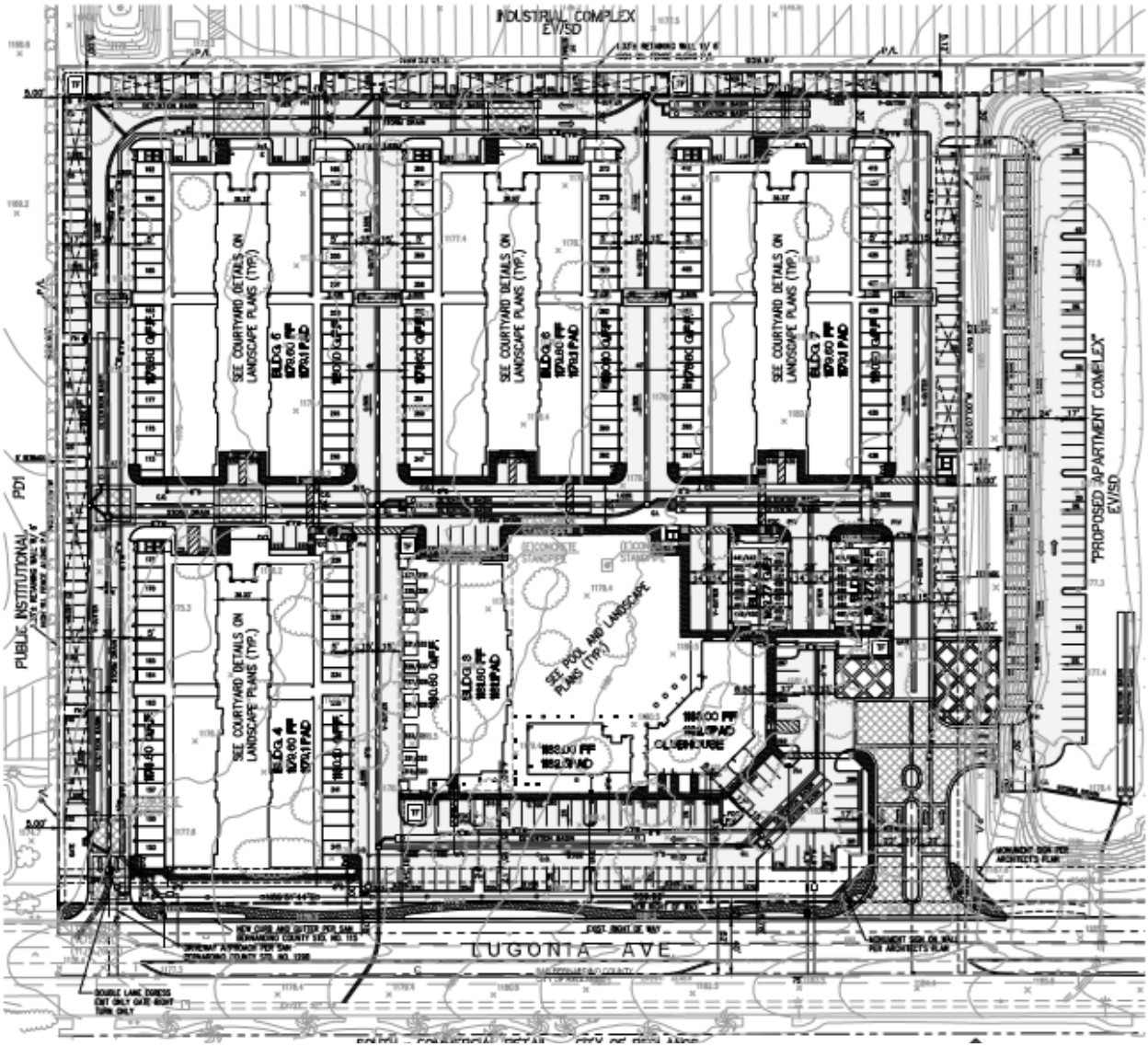
Construction Impact. The design, permitting and construction phases of The Standard complex would generate 345 full time jobs and $21.5 million in payroll. The East Valley's gross regional product (*explained on page 9*) would rise by $30.6 million in this period, with the activity concentrated in or near Redlands. East Valley firms would see sales grow by $65.4 million**.**

Revenue. Using these tenant and valuation assumptions for The Standard complex, the revenues added to San Bernardino County's general fund would total **$345,124**

Total Increased Revenue. Adding new assessed valuation, new retail spending in unincorporated areas and increasing the population by 571 people with The Standard complex would increase San Bernardino County's revenues by **$267,190**

Costs. Using the San Bernardino County budget, the service population levels and the tenant assumptions, the costs added to San Bernardino County's general fund from The Standard complex would total **$98,834**

Budgetary Impact. An analysis at build-out of the impact of The Standard on San Bernardino County's General Fund indicates it would generate **$267,190** in extra revenue and **$98,134** in extra costs, resulting in a net budgetary benefit of **$168,355**, a revenue:cost ratio of **2.70**. Assuming inflation affects both sides of the budget equally, this would continue indefinitely.



PROJECT SITE PLAN N.T.S.

XII. CONCLUSION

The Planned Development (PD) process maximizes land use flexibility by allowing developments to meet changing community needs, and ***The Standard*** will continue to fulfill market demand for a Class A apartment community in this region. Comparable developments in cities located throughout San Bernardino County have successfully provided a balance between residential, work and retail needs for individuals and families, and ***The Standard*** is designed to meet or exceed the performance of those projects.

We respectfully request that the County review the attached documentation for approval of this project and provide modifications to the parking and density requirements in the EV/SD Development Code to allow this project to meet or exceed what has already been done within the Lugonia and Palm Avenue corridors and in surrounding communities which already has proven to be successful and beneficial.

Looking forward, we anticipate a community where individuals and families will have an opportunity to enjoy a quality lifestyle in this Southern California location with jobs created that will continue to provide revenue support to the County of San Bernardino for decades to come.

Specifically, we believe ***The Standard*** positively contributes to each of the elements of ***THE SAN BERANDINO COUNTY VISION*** re-stated below:

WE ENVISION a *complete county* that capitalizes on the diversity of its people, its geography, and its economy to *create a broad range of choices* for its residents in how they live, work, and play.

WE ENVISION a vibrant economy with skilled workforce that attracts employers who seize the opportunities presented by the county's *unique advantages* and provide the *jobs that create countywide prosperity.*

WE ENVISION a *sustainable system* of high-quality education, community health, public safety, housing, retail, recreation, arts, and culture, and infrastructure, in which development compliments our natural resources and environment.

WE ENVISION a *model community* which is governed in an open and ethical manner, where *great ideas are replicated and brought to scale*, and *all sectors work collaboratively* to reach shared goals.

From our valleys, across our mountains, and into our deserts, we envision a County that is a destination for visitors and a home for anyone seeking a sense of community and the best life has to offer.

Respectfully Submitted by,
David Mlynarski on behalf of ***The Standard***
March 16, 2020

EXHIBIT F

Plans

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Rendering-One

SCALE: 12" = 1'-0"

THE STANDARD APARTMENT HOMES

UCR Group
Property Development

IDEArc
ARCHITECTURE + PLANNING

24000 W. LUGONIA AVENUE
REDLANDS, CA, 92374

DESIGN DEVELOPMENT PLANS

01-19-UCR

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Rendering - Two

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LUGONIA AVE.

ILLUSTRATED SITE PLAN

SCALE: 1" = 40'-0"

THE STANDARD APARTMENT HOMES

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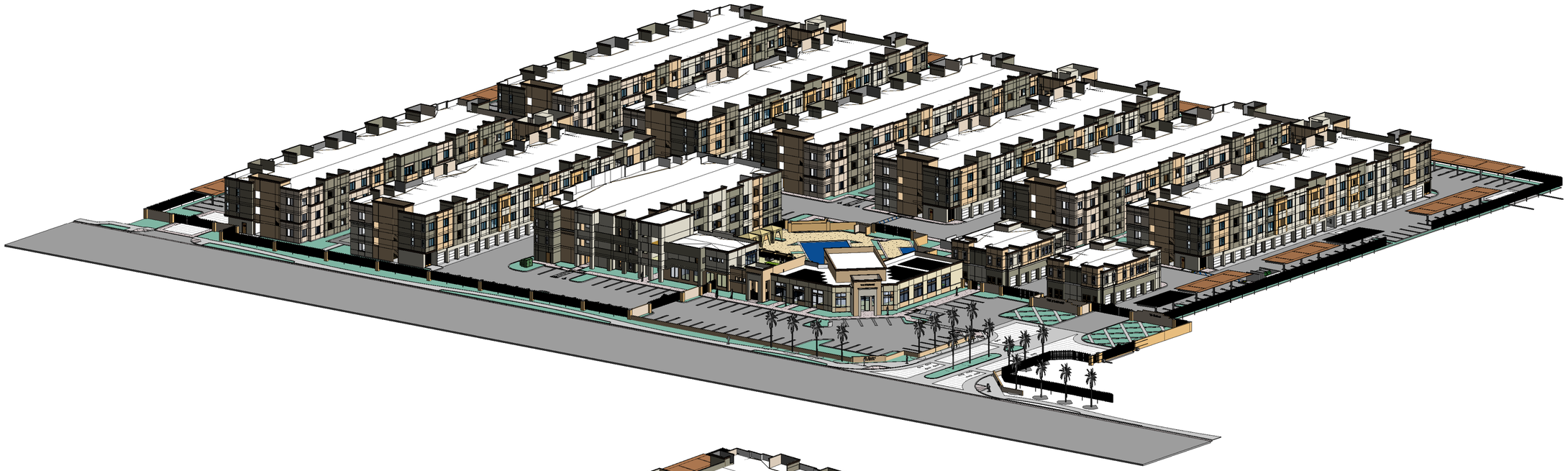

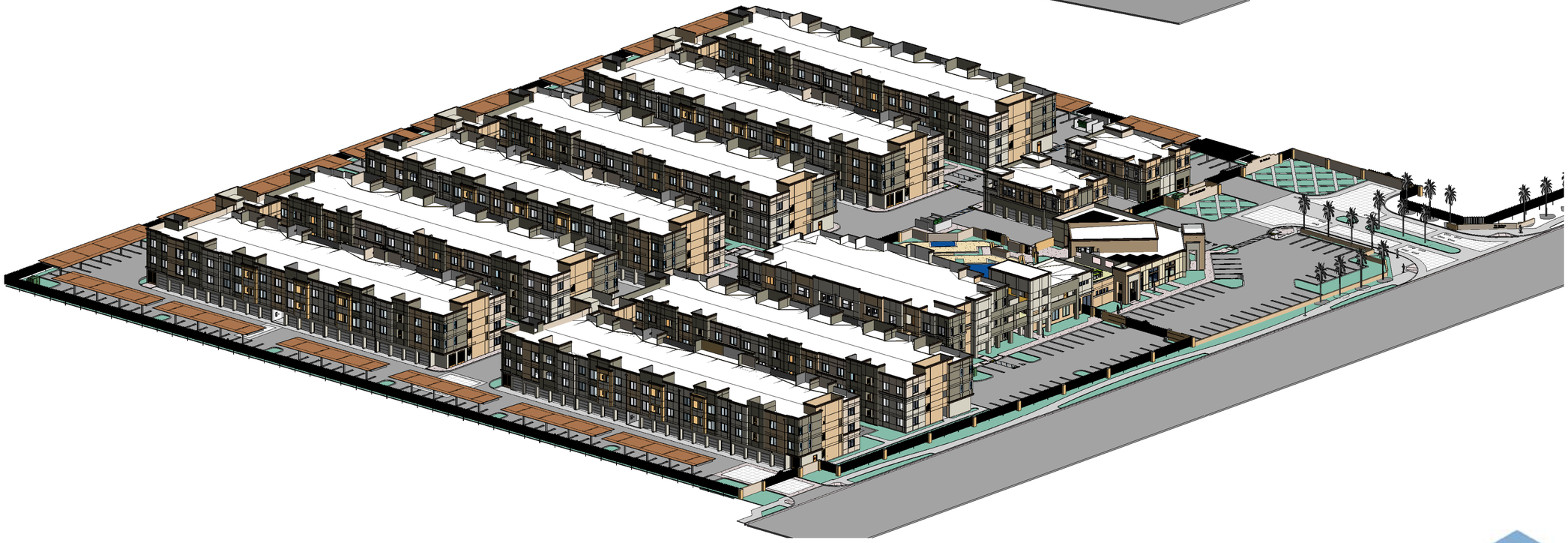

OVERALL 3D VIEWS

SCALE:

THE STANDARD APARTMENT HOMES

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PROJECT SUMMARY

PROJECT SITE AREA:	
SITE AREA:	9.54 ACRES (415,686.27 SQ.FT.)
SITE AREA NET OF RIGHT-OF-WAY (R.O.W.)	

PROJECT DENSITY:	
TOTAL UNITS:	280 LEASABLE UNITS + 1-PERMANENT MODEL + 1 MANAGER UNIT = 282 UNITS
NET DENSITY:	280 D.U. / 9.54 ACRES = 29.35 DWELLING UNITS PER ACRE

BUILDING TYPE DESCRIPTION:	
TYPE A: 62-UNITS	3 - BUILDINGS 3 - STORY, REMOTE ELEVATOR SERVES ALL FLOORS
TYPE B: 27-UNITS	1 - BUILDING 3 - STORY, REMOTE ELEVATOR SERVES ALL FLOORS AND CLUBHOUSE ROOF DECK
TYPE C: 4-UNITS	2 - BUILDINGS 2 - STORY, NO ELEVATOR
TYPE D: 64-UNITS	1 - BUILDING 3 - STORY, REMOTE ELEVATOR SERVES ALL FLOORS
CLUBHOUSE:	1 - BUILDING 1 & 2 - STORY WITH ROOF DECK, ELEVATOR SERVES ALL FLOORS & BUILDING TYPE B

BUILDING AREA: (FOOTPRINT / GROSS / NET / LEASABLE)

BUILDING DESIGNATION	SITE DESIGNATION	QUANTITY	FOOTPRINT AREA	GROSS BLDG. AREA	NET BLDG. AREA	LEASABLE AREA
TYPE A - 3 STORY TUCK UNDER	BUILDINGS - 5, 6 & 7	3	27,375 X 3 =82,125	248,250	201,082	170,544
TYPE B - 3 STORY TUCK UNDER	BUILDING - 3	1	11,065	34,101	28,909	24,049
TYPE C - 2 STORY CARRIAGE	BUILDINGS - 1 & 2	2	2,600 X 2 =5,200	10,000	9,744	9,936
TYPE D - 3 STORY TUCK UNDER	BUILDING - 4	1	27,556	82,884	67,960	57,108
SUB-TOTAL		**7**	**125,946**	**375,235**	**307,695**	**261,637**
CLUBHOUSE / LEASING / FITNESS	CLUBHOUSE	1	7,716	9,153	8,313	-
TOTALS		**8**	**133,662**	**384,388**	**316,008**	**261,637**

NOTE: LEASABLE AREAS ARE TOTAL OF NET UNIT AREA + STORAGE AREA / NET AREAS ARE AIRSPACE OF USEABLE AREA

SITE AREA TABULATIONS:

	SITE AREA ACRES	SITE AREA SQ. FT.	PERCENT %
SITE AREA	**9.54**	**415,562.00**	
LANDSCAPE / OPEN SPACE		**144,818.00**	**34.8%**
TURF / DG		12,595.00	3.0%
SHRUBS		30,659.00	7.5%
POOL DECK		12,467.00	3.0%
BARK PARK		875.00	0.2%
PRIVATE BALCONIES		15,898.00	3.8%
POOL / SPA		2,317.00	0.5%
ENTRY HARDSCAPE FEATURES		4075.00	1.0%
SIDEWALKS & COMMON PATIOS		32,162.00	7.7%
DECORATIVE PAVING		23,790.00	5.7%
CONCRETE APRON		9,980.00	2.4%
PAVING		**137,082.00**	**33.0%**
ASPHALT PRIVATE DRIVE & ROADWAY		137,082.00	33.0%
BUILDING COVERAGE		**133,662.00**	**32.2%**
APARTMENT BUILDINGS		120,746.00	29.0%
CLUBHOUSE / POOL HOUSE		7,716.00	1.9%
CARRIAGE UNITS		5,200.00	1.3%
TOTALS	**9.54**	**415,562.00**	**100%**

UNIT MIX BY BUILDING:

	STUDIOS	ONE - BEDROOM PLANS			TWO - BEDROOM PLANS					THREE - BEDROOM PLANS		PERMANENT MODEL	
	1 - S	1 - A	1 - C	1 - D	2 - A	2 - B	2 - C *	2 - CU	2 - D	3 - A		P - M	TOTAL
BUILDING - 1 (BUILDING TYPE C)	-	-	-	-	-	-	-	2	-	-		-	2
BUILDING - 2 (BUILDING TYPE C)	-	-	-	-	-	-	-	2	-	-		-	2
BUILDING - 3 (BUILDING TYPE B)	17	-	-	-	-	-	-	-	-	10		-	27
BUILDING - 4 (BUILDING TYPE D)	5	19	3	3	12	4	14	-	4	-		-	64
BUILDING - 5 (BUILDING TYPE A)	-	20	3	3	12	4	16	-	4	-		-	62
BUILDING - 6 * (BUILDING TYPE A)	-	20	3	3	12	4	16	-	4	-		-	62
BUILDING - 7 (BUILDING TYPE A)	-	20	3	3	12	4	16	-	4	-		-	62
PERMANENT MODEL (REC BLDG)													1
PLAN TOTALS	22	79	12	12	48	16	62	4	16	10		1	282 - UNITS
PERCENTAGE OF UNIT MIX	7.80 %	28.10%	4.30%	4.30%	17.00%	5.65%	22.3%	1.40%	5.65%	3.50%		0.3%	100%
PLAN TOTALS	22 - STUDIOS	103 - ONE - BEDROOM PLANS (103 BEDROOMS)			146 - TWO - BEDROOM PLANS (292 BEDROOMS)					10 - THREE - BEDROOM PLANS (30 BEDROOMS)		1-PERMANENT MODEL	282 - UNITS (448 BEDROOMS)
PERCENTAGE OF TOTAL UNITS	7.8%			36.7%					51.7%		3.5%	0.3%	100%

* (1) PLAN 2-C UNIT DEDICATED FOR MANAGER

UNIT AREAS:

	STUDIOS	ONE - BEDROOM PLANS			TWO - BEDROOM PLANS					THREE - BEDROOM PLANS		PERMANENT MODEL	
	1 - S	1 - A	1 - C	1 - D	2 - A	2 - B	2 - C	2 - CU	2 - D	3 - A		P - M	
GROSS UNIT AREA	627 SQ. FT.	734 SQ. FT.	860 SQ. FT.	874 SQ. FT.	1,070 SQ. FT.	1,070 SQ. FT.	1,075 SQ. FT.	1,305 SQ. FT.	1,225 SQ. FT.	1,395 SQ. FT.		1,369 SQ. FT.	
GROSS BALCONY AREA	16 SQ. FT.	57 SQ. FT.	48 SQ. FT.	48 SQ. FT.	67 SQ. FT.	67 SQ. FT.	67 SQ. FT.	**106 SQ. FT.**	**78 SQ. FT.**	70 SQ. FT.		-	
TOTAL GROSS AREAS	**643 SQ. FT.**	**791 SQ. FT.**	**908 SQ. FT.**	**922 SQ. FT.**	**1,137 SQ. FT.**	**1,143 SQ. FT.**	**1,142 SQ. FT.**	**1,411 SQ. FT.**	**1,303 SQ. FT.**	**1,465 SQ. FT.**		**1,369 SQ. FT.**	
NET UNIT AREA	582 SQ. FT.	688 SQ. FT.	808 SQ. FT.	823 SQ. FT.	996 SQ. FT.	990 SQ. FT.	1,015 SQ. FT.	1,206 SQ. FT.	1,135 SQ. FT.	1,315 SQ. FT.		-	
NET BALCONY AREA	31 SQ. FT. AVG.	49 SQ. FT.	42 SQ. FT.	42 SQ. FT.	61 SQ. FT.	61 SQ. FT.	61 SQ. FT.	94 SQ. FT.	74 SQ. FT.	65 SQ. FT.		-	
TOTAL NET AREAS	**594 SQ. FT.**	**737 SQ. FT.**	**850 SQ. FT.**	**865 SQ. FT.**	**1,057 SQ. FT.**	**1,051 SQ. FT.**	**1,076 SQ. FT.**	**1,300 SQ. FT.**	**1,209 SQ. FT.**	**1,380 SQ. FT.**		**-**	
STORAGE AREA	0	17 SQ. FT.	16 SQ. FT.	16 SQ. FT.	16 SQ. FT.	17 SQ. FT.	22 SQ. FT.	24 SQ. FT.	26 SQ. FT.	21 SQ. FT.		-	
TOTAL LEASABLE AREAS	**582 SQ. FT.**	**705 SQ. FT.**	**824 SQ. FT.**	**839 SQ. FT.**	**1,012 SQ. FT.**	**1,007 SQ. FT.**	**1,037 SQ. FT.**	**1,230 SQ. FT.**	**1,161 SQ. FT.**	**1,336 SQ. FT.**		**-**	

NOTE: LEASABLE AREAS ARE TOTAL OF NET UNIT AREA + STORAGE AREA

PARKING SUMMARY:

PARKING REQUIRED:

1.27 SPACES PER BEDROOM AS PER GANDDINI GROUP, INC. PARKING MEMORANDUM AND ANALYSIS DATED: MARCH 19, 2019

448 BEDROOMS ON SITE x 1.27 SPACES PER BEDROOM = 569 TOTAL SPACES REQUIRED

PARKING PROVIDED:

TYPE OF PARKING SPACE:	QUANTITY	PERCENT (%)	H/C SPACES	EV SPACES
GARAGE SPACES: (180) 1-CAR / (8) 2-CAR / (12) TANDEM	200	41.70 %	4	6
CARPORT SPACES:	134	28.00 %	3	5
OPEN SPACES: (RESIDENT PARKING)	115	24.00 %	3	3
OPEN SPACES: (LEASING & EMPLOYEEE PARKING)	11	2.20 %	1	1
LIFT SPACES: (OCCUR IN BUILDINGS 1 & 2 ONLY)	20	4.10 %	0	0
TOTAL ON-SITE PARKING PROVIDED: (INCLUDES 11 H/C SPACES)	**480**	100.0 %	11	15
TOTAL ON-SITE RESIDENT PARKING PROVIDED:	**469**			
H/C PARKING PROVIDED (2% REQUIRED OF PROVIDED SPACES):		2.30 %	11	
OFF-SITE PARKING PROVIDED:	**95 ***			
TOTAL PARKING PROVIDED:	**575 STALLS ***			

*** IN ADDITION TO THE TOTAL SHOWN, 95 SPACES FROM THE ADJACENT PROJECT HAVE BEEN RESERVED FOR THIS PROJECT.**
480 ON-SITE STALLS + 95 OFF-SITE STALLS = 575 TOTAL STALLS

GRAND TOTAL FOR OVERALL PROJECT: 575 STALLS PROVIDED = 2.05 STALLS PER DWELLING UNIT / 1.29 STALLS PER BEDROOM

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L-1 CONCEPTUAL LANDSCAPE PLAN
L-2 CONCEPTUAL COURTYARD PLAN

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PROJECT SITE



PROJECT SUMMARY
SCALE: 12" = 1'-0"

THE STANDARD APARTMENT HOMES

24000 W. LUGONIA AVENUE
REDLANDS, CA, 92374
DESIGN DEVELOPMENT PLANS

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02/12/2020

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INFORMATION TO BE PROVIDED BY TRANSTECH

SITE PHOTOS

SCALE:

THE STANDARD APARTMENT HOMES

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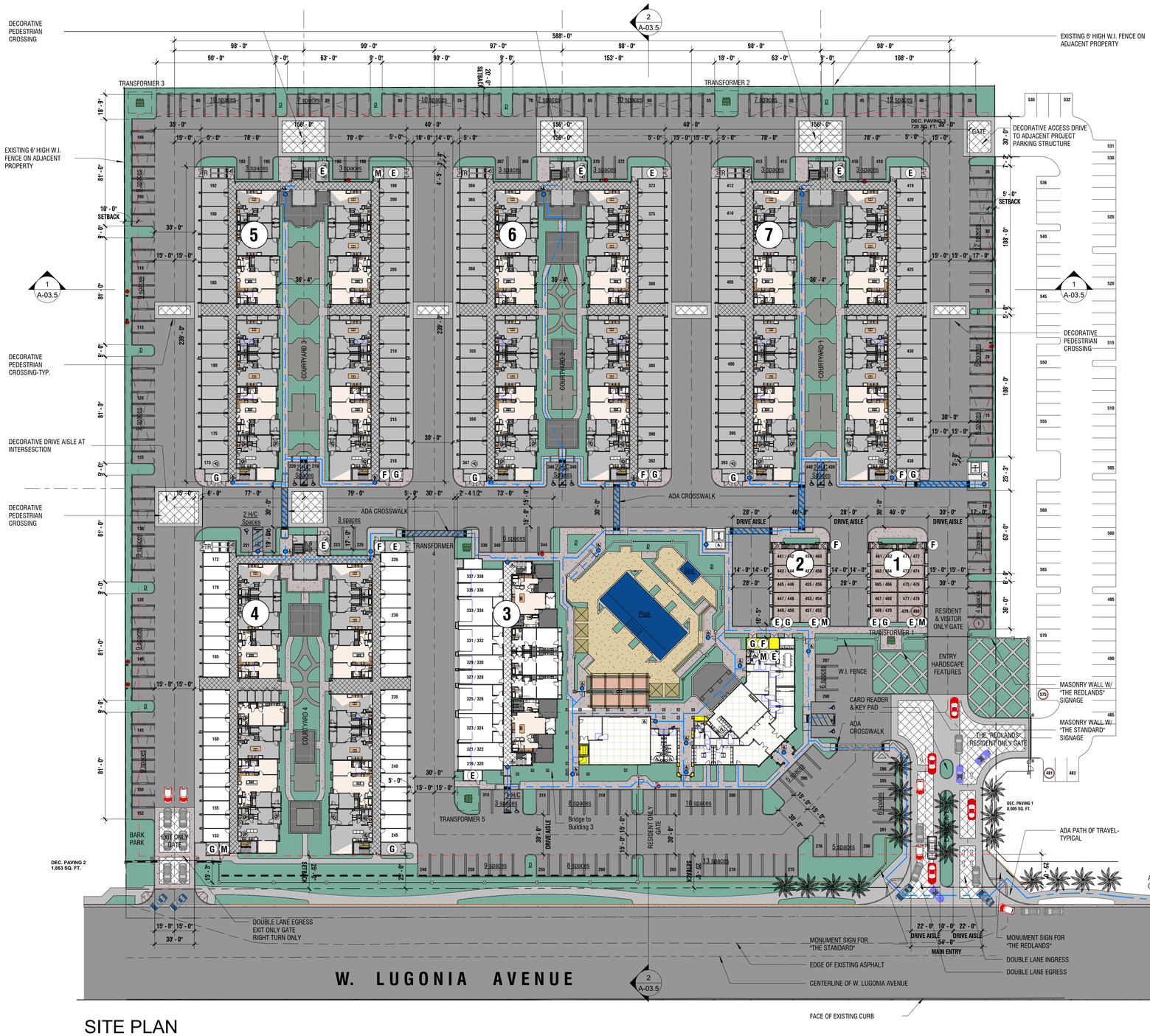

SITE PLAN
1" = 40'-0"

SITE PLAN LEGEND

- ADA POINT OF ACCESS
- ADA PATH OF TRAVEL 4'-0" (48") MIN. CLEAR
- PROPERTY LINE
- SETBACK LINE
- FENCE LINE
- PAVED DRIVE AISLE
- BUILDING FOOTPRINT
- DEDICATION
- T — TRASH / RECYCLE ENCLOSURE (2 - ENCLOSURES, 2 - TRASH BINS & 2 - RECYCLE BINS)
- TR — TRASH / RECYCLE ROOM WITH CHUTES (4 - ROOMS, 8 - TRASH BINS & 8 - RECYCLE BINS)
- DECORATIVE PAVING WITH CONCRETE BANDING
- INDICATES CARPORT
- INDICATES EV CHARGING STATION
- (E) ELECTRICAL ROOM LOCATION
- (G) GAS METER LOCATION
- (F) FIRE RISER LOCATION
- (M) M.P.O.E. LOCATION

SITE PLAN
SCALE: As indicated

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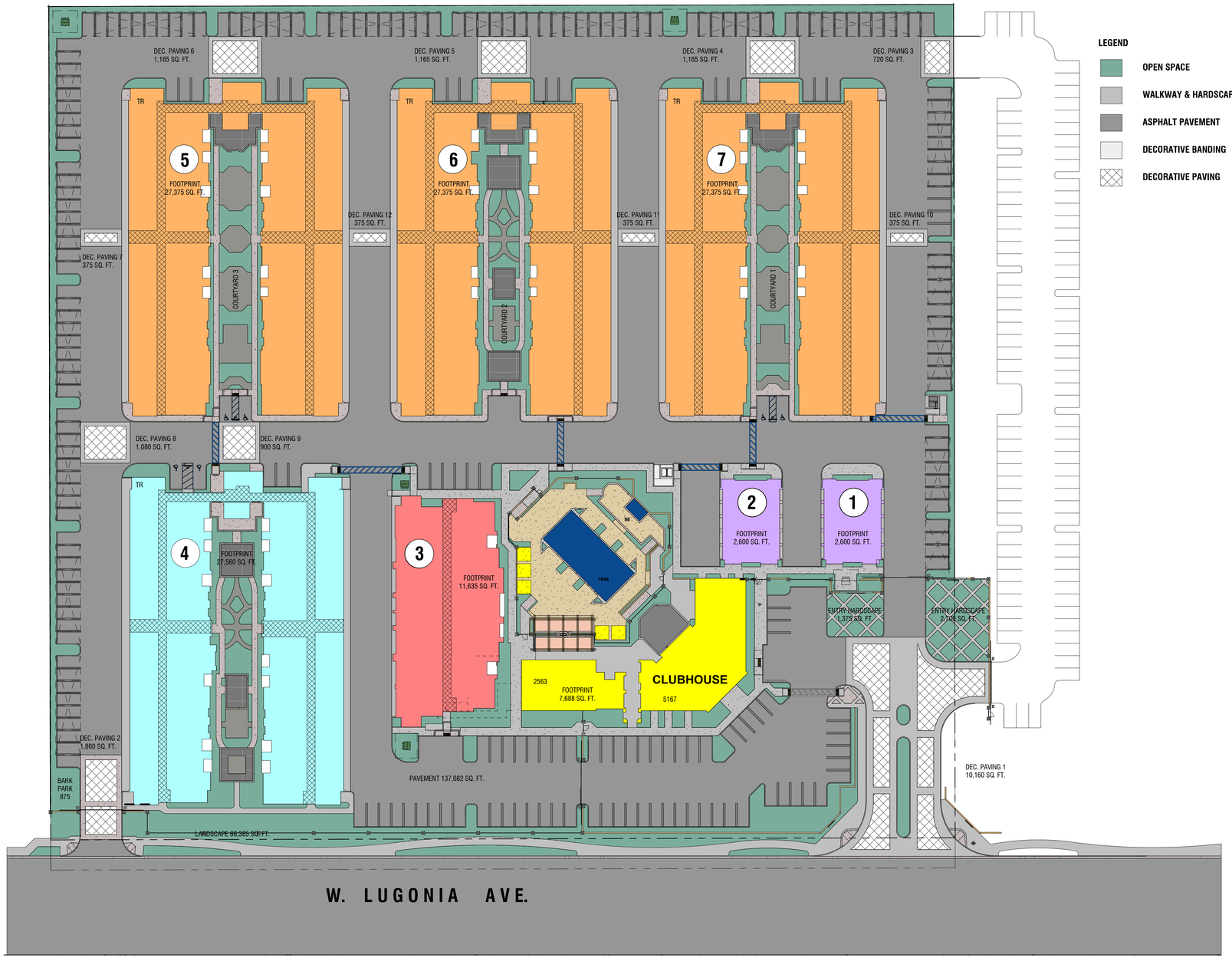

SITE PLAN-AREAS

1" = 40'-0"

LEGEND

- OPEN SPACE
- WALKWAY & HARDSCAPE
- ASPHALT PAVEMENT
- DECORATIVE BANDING
- DECORATIVE PAVING

SITE AREA TABULATIONS:

	SITE AREA ACRES	SITE AREA SQ. FT.	PERCENT %
SITE AREA	**9.54**	**415,562.00**	
LANDSCAPE / OPEN SPACE		**144,818.00**	**34.8%**
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CARRIAGE UNITS		5,200.00	1.3%
TOTALS	**9.54**	**415,562.00**	**100%**

AMENITY ROOMS	AREA S.F.	AMENITY POINT
CLUBHOUSE / POOL HOUSE / FITNESS BLDG.		
CLUBHOUSE ROOM	7,688	4
FITNESS		4
GAME ROOM		4
YOGA ROOM		4
RESTROOMS		3
ROOFTOP DECK (NOT PART OF BLDG. AREA)	1,877	3
SUB TOTAL	**9,565**	**22**
RESIDENT BUILDINGS		
OPEN LOUNGE 1	194	1
OPEN LOUNGE 2	194	1
OPEN LOUNGE 3	194	1
OPEN LOUNGE 4	194	1
OPEN LOUNGE 5	194	1
OPEN LOUNGE 6	194	1
OPEN LOUNGE 7	194	1
OPEN LOUNGE 8	194	1
OPEN LOUNGE 9	194	1
OPEN LOUNGE 10	194	1
OPEN LOUNGE 11	194	1
OPEN LOUNGE 12	194	1
SUB-TOTAL	**2,328**	**12**
OUTDOOR AMENITIES		
POOL	1912	4
ENTRY HARDSCAPE FEATURES (2)	3095 + 980 = 4075	4
SPA	275	2
BAR B QUE AREAS	20 X 5 = 100	5
CHILDRENS PLAYGROUNDS (2)	2 X 125 = 250	2
BARK PARK	875	1
SUB-TOTAL	**7,487**	**18**
GRAND TOTAL	**19,740**	**52**

PRIVATE OPEN SPACE

UNIT	QTY.	PATIO / BALCONY	TOTAL
1-S (STUDIO)	22	31	682
1-A	79	55	4345
1-C	12	47	564
1-D	12	47	564
2-A	48	30	1440
2-B	16	57	912
2-C	63	65	4095
2-CU (CARRIAGE)	4	94	376
2-D	16	140	2240
3-A	10	68	680
TOTAL UNITS	***282**		**15,898**
PERMANANT MODEL / COMMUNITY	1		

*** 280 LEASABLE UNITS, 1-PERMANENT MANAGER UNIT & 1-MODEL UNIT FOR PRE-LEASING ACTIVITIES**

SITE COVERAGE / OPEN SPACE / AMENITY PLAN

SCALE: As indicated

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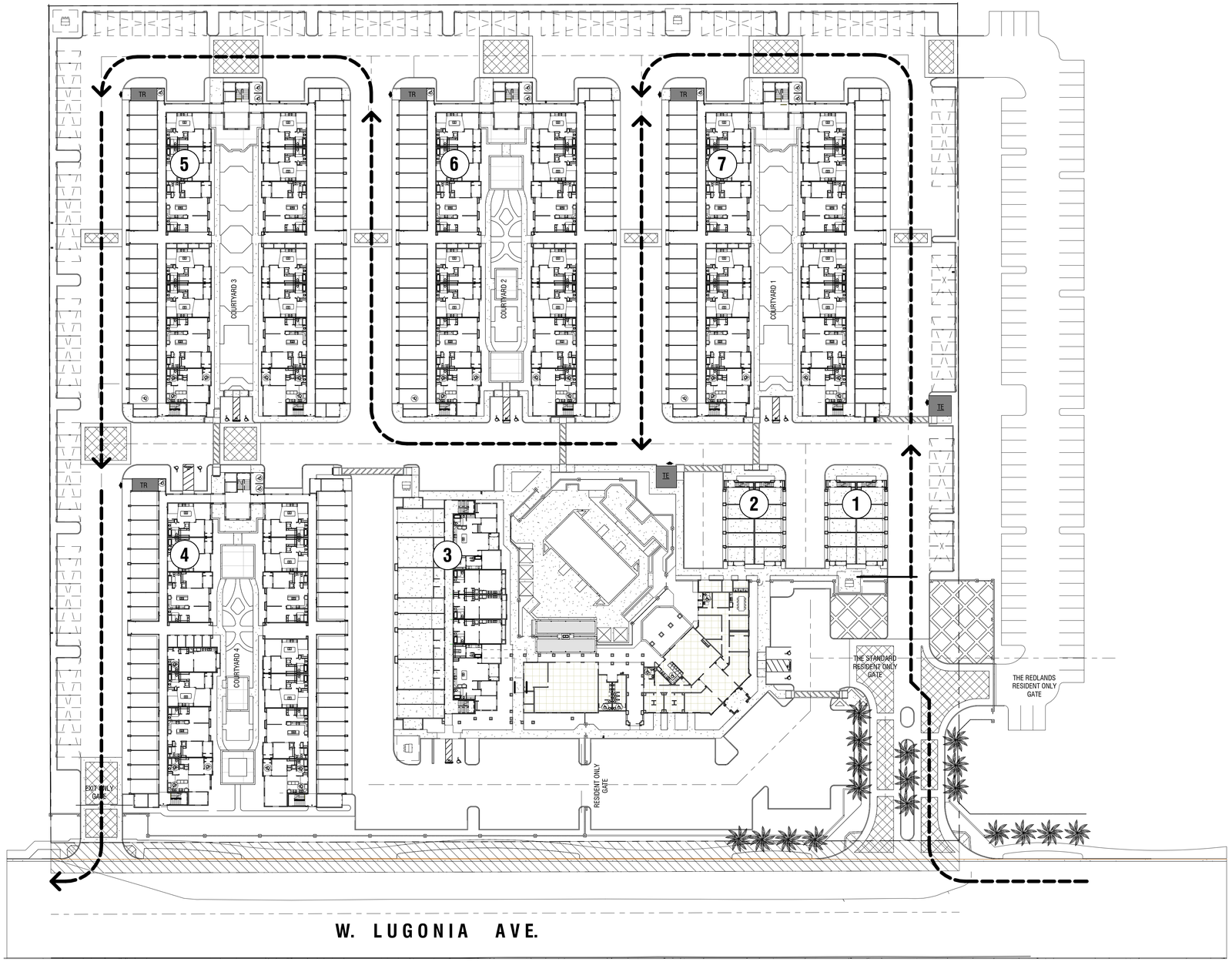

TRASH AND RECYCLING PLAN
1" = 40'-0"

TRASH SUMMERY - OVERALL

UNITS SERVED		280		
WASTE GENERATED (LBS)		7.5	LBS PER DAY	2100
CUBIC YARD CONVERSION		0.01	CU YD PER DAY	21.0
WEEKLY MULTIPLIER	7	CU YD	CU YD PER WEEK	147
CONTAINER SIZE	3	COMPACTION RATIO		0.33
PICK UPS PER WEEK	2	NUMBER OF BINS REQUIRED		8

QUANTITY OF REQUIRED BINS: 8 TRASH + 8 RECYCLE BINS PROVIDED

WASTE STORAGE REQUIREMENT

	REFUGE SF	RECYCLE SF
WASTE GENERATED (LBS)	512	512
CUBIC YARD CONVERSION	630	630

TRASH / RECYCLE LEGEND

- TE — TRASH ENCLOSURE / RECYCLE ENCLOSURE
- TR — TRASH / RECYCLE ROOM & CHUTE LOCATIONS
- TRASH / RECYCLE ACCESS

TRASH NARRATIVE

The written Solid Waste Management and Recycling is explained as follows:

Trash route :

Trash trucks will approach the site from the East and enter the site through the South entrance at which point they will travel to the north east corner of Building 7; where (1) 3 yard garbbage bin and a (1) 3 yard bin for recycling will be in a trash enclosure. At which point the driver may drive around Building 3 to the North East corner where the trash room is located. After, they may proceed down the isle to the next encosure located South West of Building 3. Drivers will then proceed to go West on the main drive isle in between Building 1 and Building 2. They may go north in between Building 1 and 2 to the trash room on the north east corner of building. After they may go West to Building 1's trash room located at the North West corner. Once done they will be able to leave the site directly south.

Management:

Upon many of the duties bestowed on management trash duties area as fallowed.
On the day of trash removal, management must open trash enclosures and trash rooms for drivers to drive up land load/unload.

Trash enclosures will be accessible by management with the exception of Building 6 and 7. Building 6 occupants will require access to the enclosure to the west. Building 7 occupants will need access to trash enclosure located in the East . In the event that a bin is at capacity, locking doors in located in trash shoots and terminals will engage to prevent garbage from dropping with no bin.

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TRASH AND RECYLING PLAN
SCALE: As indicated

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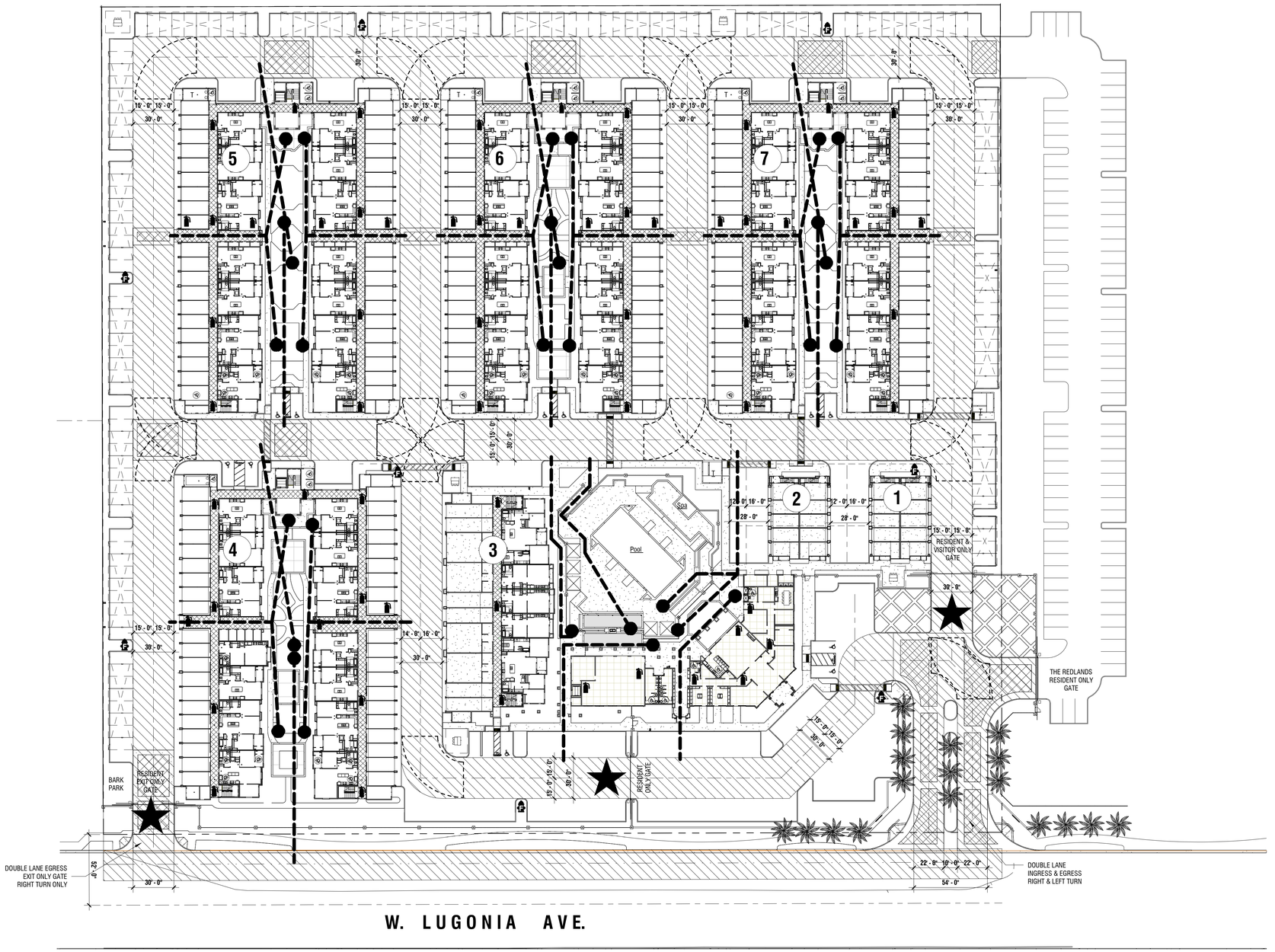

FIRE ACCESS PLAN LEGEND

- FIRE EXTINGUISHER AND ALARM PULL BOX LOCATION
- HOSE PULL DISTANCE (150')
- TRUCK TURN RADIUS (R 45'-0", R 19'-0")
- FIRE LANE ACCESS DRIVE AISLE (30'-0")
- DEVELOPMENT ACCESS GATE LOCATION
- FIRE HYDRANT LOCATION REFER TO CIVIL AND UTILITY DRAWINGS

FIRE ACCESS PLAN
1" = 40'-0"

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FIRE ACCESS PLAN
SCALE: 1" = 40'-0"

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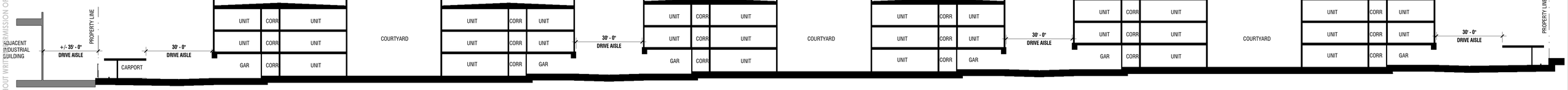
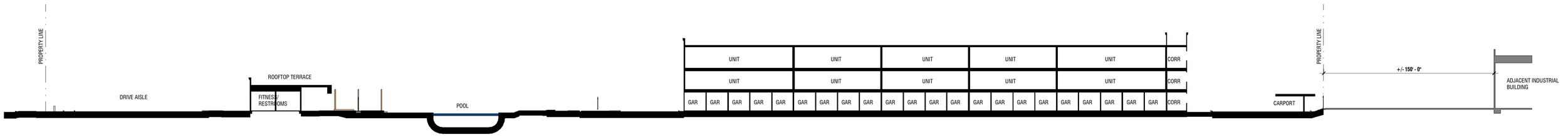


EAST / WEST CROSS SECTION THRU SITE

1" = 20'-0"



NORTH / SOUTH CROSS SECTION THRU SITE

3/64" = 1'-0"

SITE SECTIONS

SCALE: As indicated

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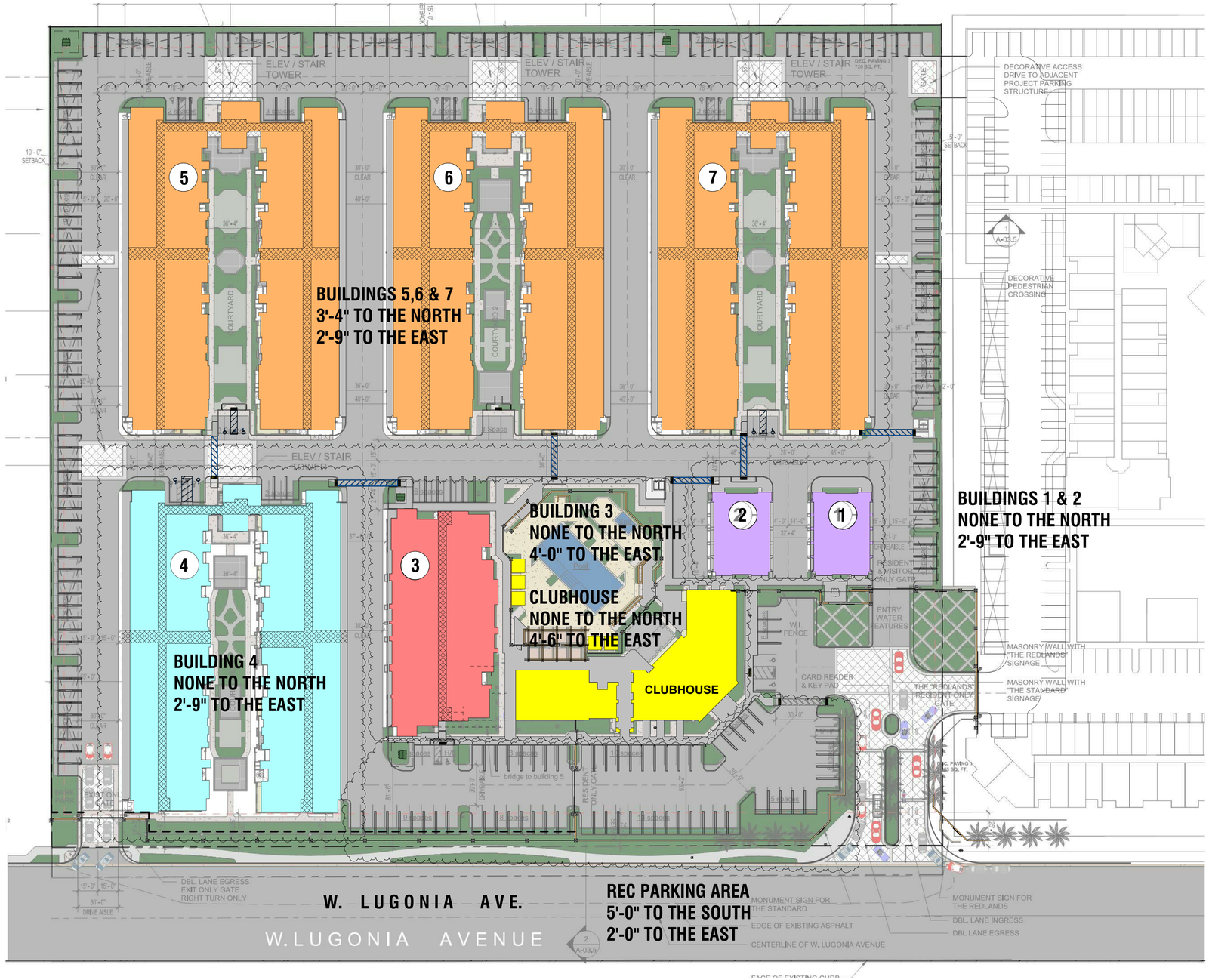

BUILDING RELOCATION PLAN

SCALE: 1" = 40'-0"

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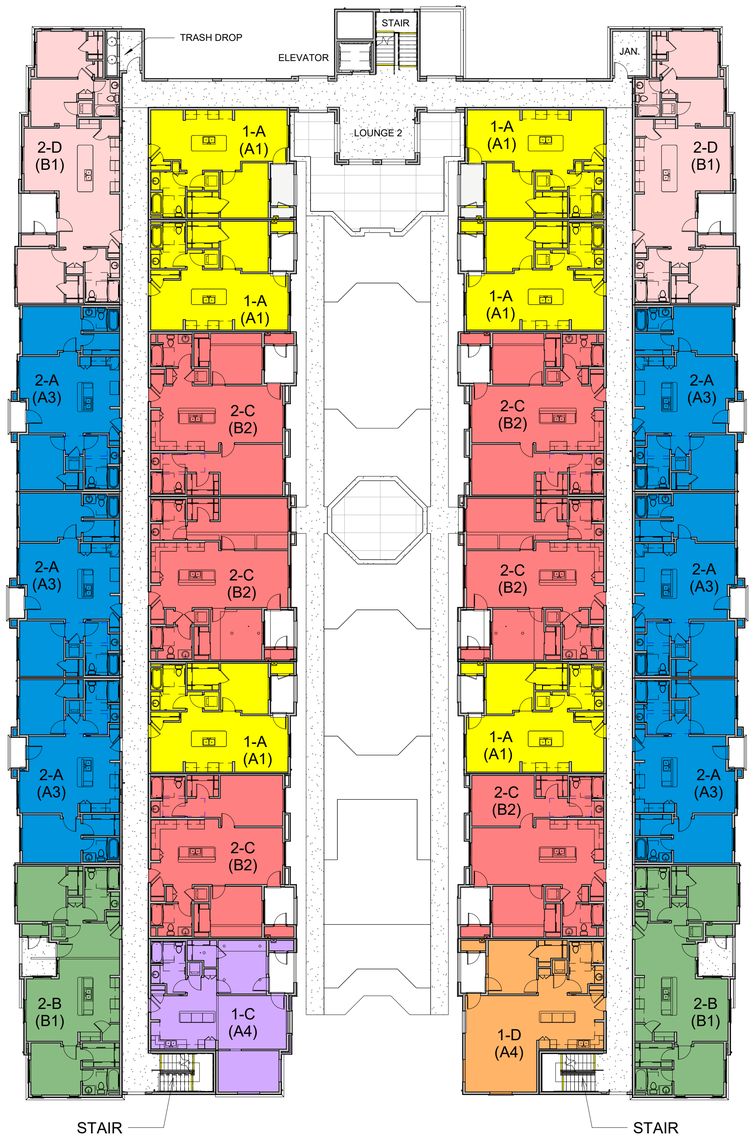
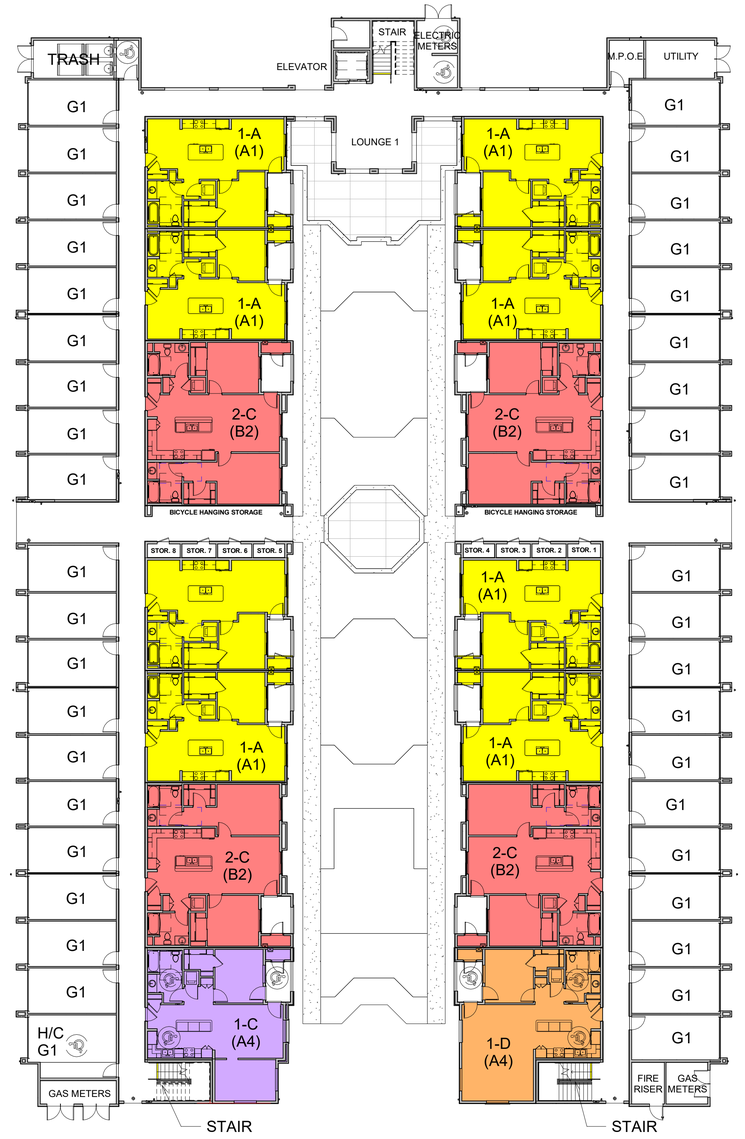


BUILDING TYPE "A" - SECOND FLOOR PLAN

1/16" = 1'-0"

BUILDING MIX-BUILDING TYPE A: (BUILDINGS 1 , 2 & 3)					
PLANS	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	PERCENT
1 - S	-	-	-	0	0%
1 - A	8	6	6	20	32%
1 - C	1	1	1	3	5%
1 - D	1	1	1	3	5%
2 - A	-	6	6	12	19%
2 - B	-	2	2	4	6.5%
2 - C	4	6	6	16	26%
2 - D	-	2	2	4	6.5%
3 - A	-	-	-	0	0%
PLAN TOTALS	14	24	24	62	
% OF UNIT MIX	22.6%	38.7%	38.7%		100.0%



BUILDING TYPE "A" - FIRST FLOOR

1/16" = 1'-0"

BUILDINGS 5, 6 & 7

BUILDING TYPE 'A' - 1ST & 2ND FLOOR PLANS

SCALE: As indicated

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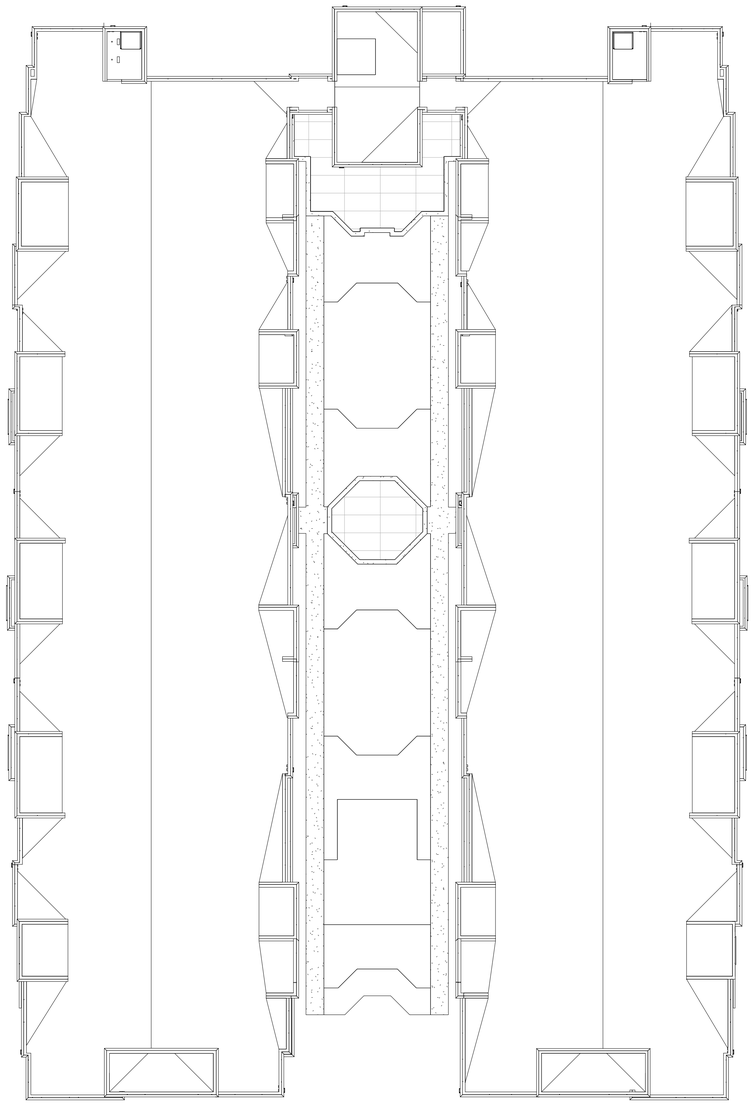
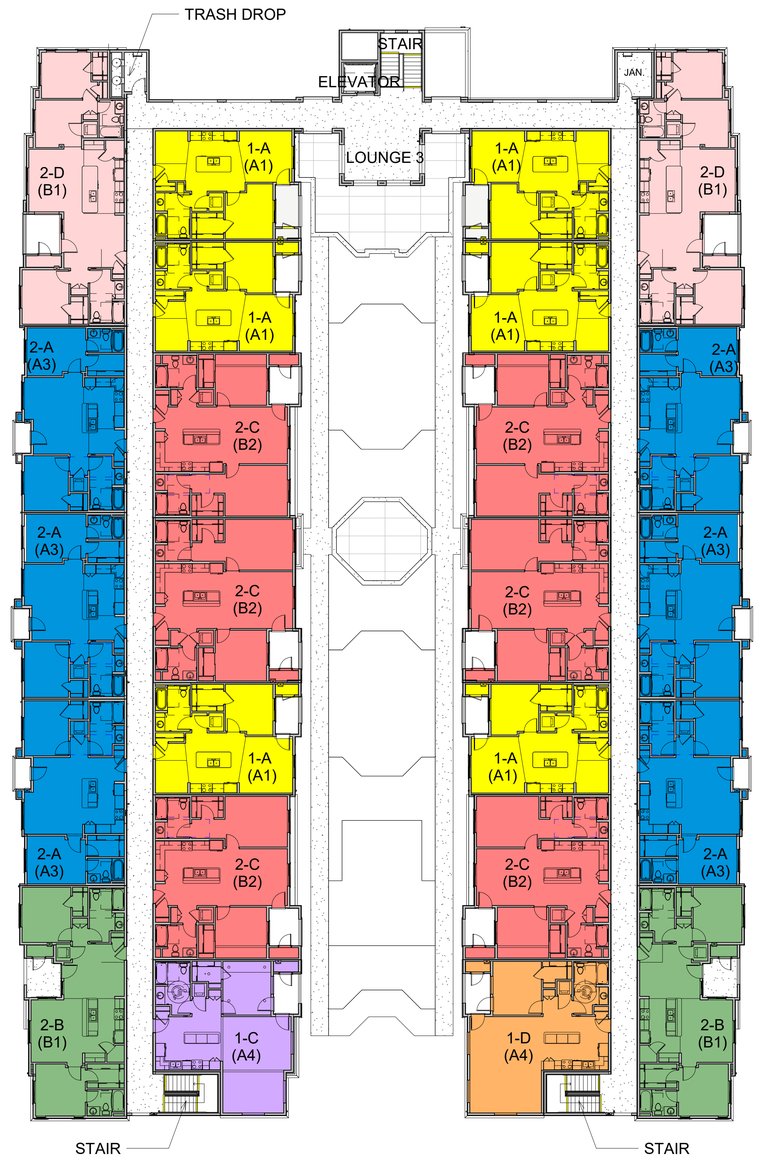


BUILDING TYPE "A" - ROOF PLAN

1/16" = 1'-0"

BUILDING MIX-BUILDING TYPE A: (BUILDINGS 1 , 2 & 3)

PLANS	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	PERCENT
1 - S	-	-	-	0	0%
1 - A	8	6	6	20	32%
1 - C	1	1	1	3	5%
1 - D	1	1	1	3	5%
2 - A	-	6	6	12	19%
2 - B	-	2	2	2	6.5%
2 - C	4	6	6	16	26%
2 - D	-	2	2	4	6.5%
3 - A	-	-	-	0	0%
PLAN TOTALS	14	24	24	62	
% OF UNIT MIX	22.6%	38.7%	38.7%		100.0%



BUILDING TYPE "A" - THIRD FLOOR PLAN

1/16" = 1'-0"

BUILDINGS 5, 6 & 7

BUILDING TYPE 'A' - 3RD FLOOR & ROOF PLANS

SCALE: As indicated

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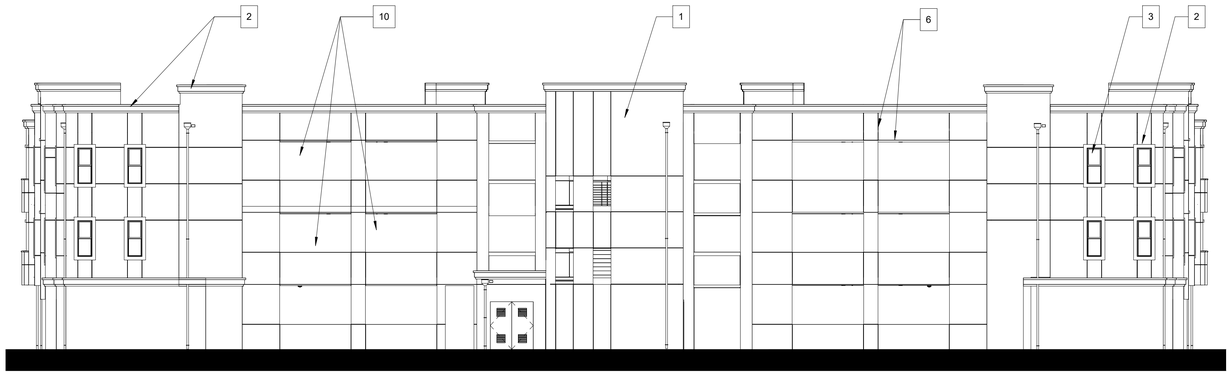


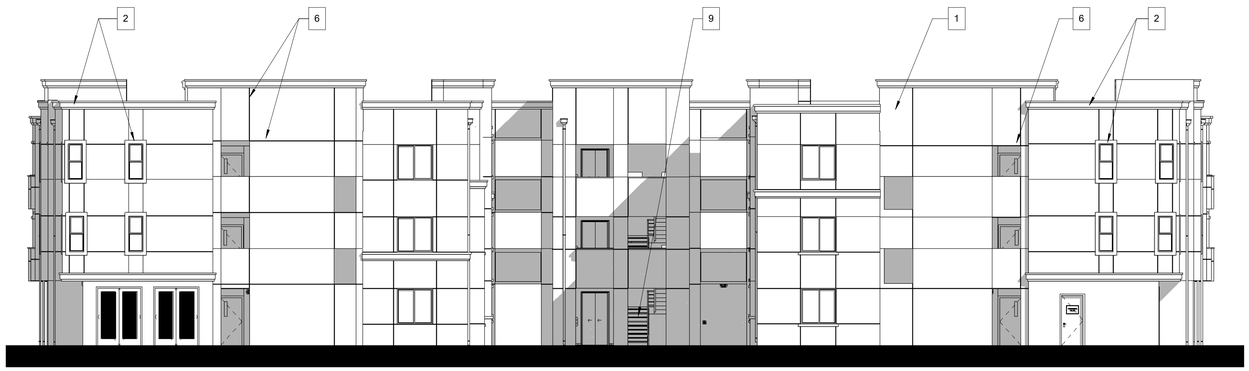
BUILDING 'A' - NORTH FACING ELEVATION

1" = 10'-0"



BUILDING 'A' - EAST FACING ELEVATION

1" = 10'-0"



BUILDING 'A' - SOUTH FACING ELEVATION

1" = 10'-0"

MATERIALS

1. CEMENT PLASTER (STUCCO)
2. DECORATIVE FOAM TRIM
3. VINYL WINDOWS
4. STOREFRONT WINDOW SYSTEM
5. METAL ROLL UP GARAGE DOOR
6. STUCCO REVEAL
7. PASSAGEWAY - PARKING TO COURTYARD
8. LOUVERED MTL. SWING DOORS
9. METAL STAIRS W/PRECAST CONC. TREADS
10. WALL OPENING

BUILDING TYPE 'A' - ELEVATIONS

SCALE: As indicated

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BUILDING 'A' - WEST FACING ELEVATION

1" = 10'-0"



BUILDING 'A' - WEST FACING COURTYARD ELEVATION

1" = 10'-0"



BUILDING 'A' - EAST FACING COURTYARD ELEVATION

1" = 10'-0"

MATERIALS

1. CEMENT PLASTER (STUCCO)
2. DECORATIVE FOAM TRIM
3. VINYL WINDOWS
4. STOREFRONT WINDOW SYSTEM
5. METAL ROLL UP GARAGE DOOR
6. STUCCO REVEAL
7. PASSAGEWAY - PARKING TO COURTYARD
8. LOUVERED MTL. SWING DOORS
9. METAL STAIRS W/PRECAST CONC. TREADS
10. WALL OPENING

BUILDING TYPE 'A' - ELEVATIONS

SCALE: As indicated

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WEST FACING ELEVATION



NORTH FACING ELEVATION



SOUTH FACING ELEVATION



EAST FACING ELEVATION

BUILDINGS 5,6 & 7

BUILDING TYPE 'A'- COLORED ELEVATIONS

SCALE: 3/32" = 1'-0"

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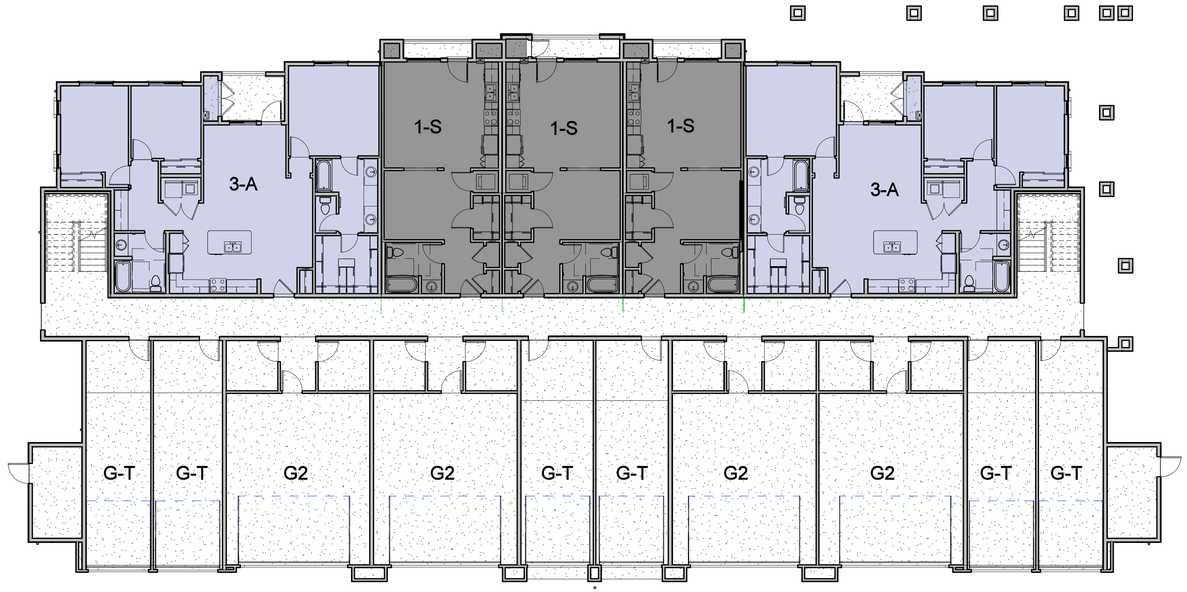
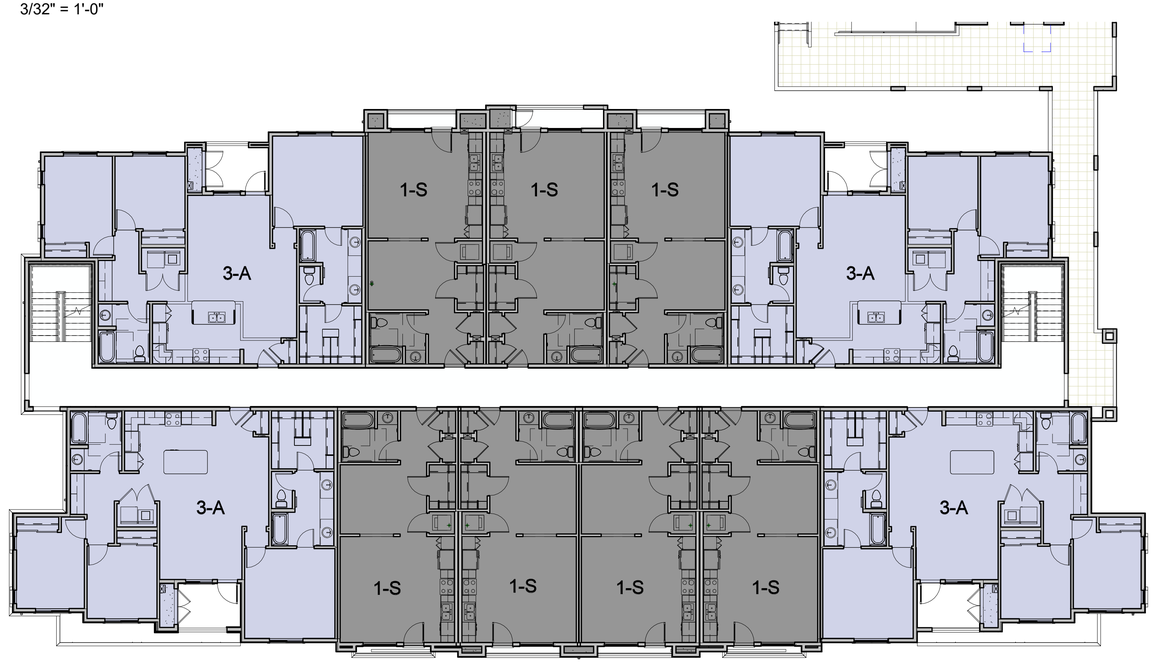


BUILDING TYPE "B" - FIRST FLOOR

3/32" = 1'-0"



BUILDING TYPE "B" - SECOND FLOOR PLAN

3/32" = 1'-0"

BUILDING MIX-BUILDING TYPE B: (BUILDING 3)					
PLANS	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	PERCENT
1 - S	3	7	7	17	63%
3 - A	2	4	4	10	37%
PLAN TOTALS	5	11	11	27	
% OF UNIT MIX	18.0%	41.0%	41.0%		100.0%

BUILDING 3

BUILDING TYPE 'B'- 1ST & 2ND FLOOR PLANS

SCALE: As indicated

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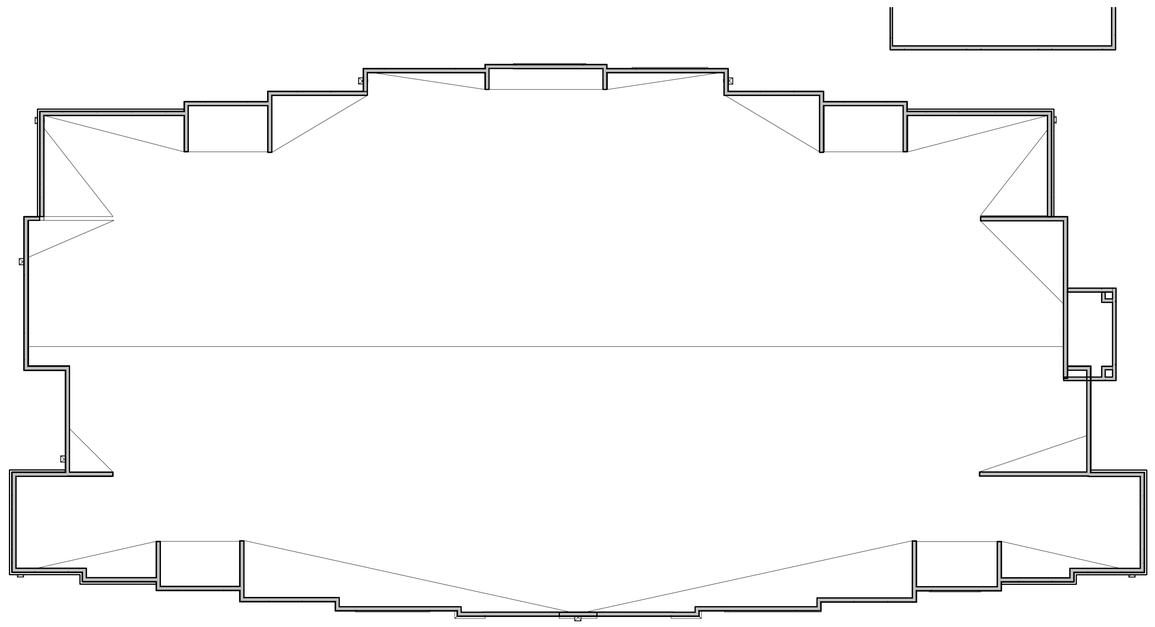
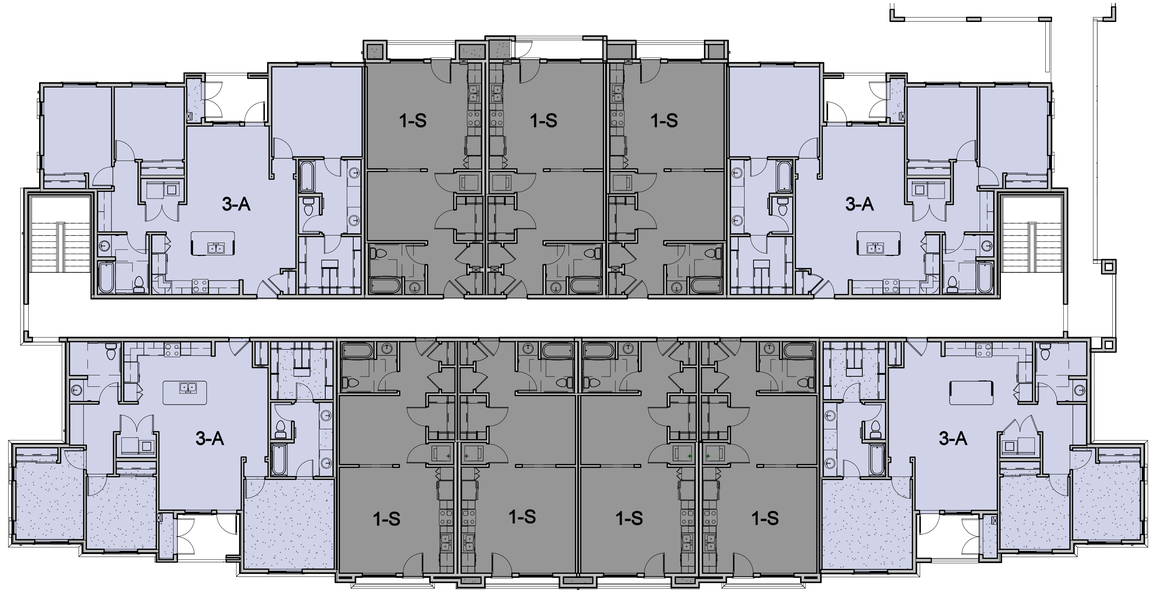


BUILDING TYPE "B" - ROOF PLAN

3/32" = 1'-0"



BUILDING TYPE "B" - THIRD FLOOR PLAN

3/32" = 1'-0"

BUILDING MIX-BUILDING TYPE B: (BUILDING 3)					
PLANS	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	PERCENT
1 - S	3	7	7	17	63%
3 - A	2	4	4	10	37%
PLAN TOTALS	5	11	11	27	
% OF UNIT MIX	18.0%	41.0%	41.0%		100.0%

BUILDING 3

BUILDING TYPE 'B'-3RD FLOOR & ROOF PLAN

SCALE: As indicated

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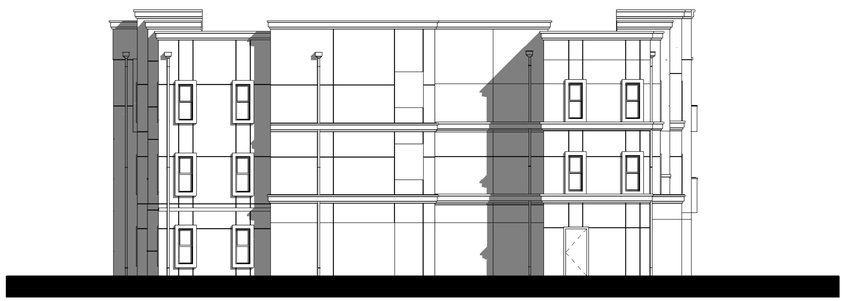
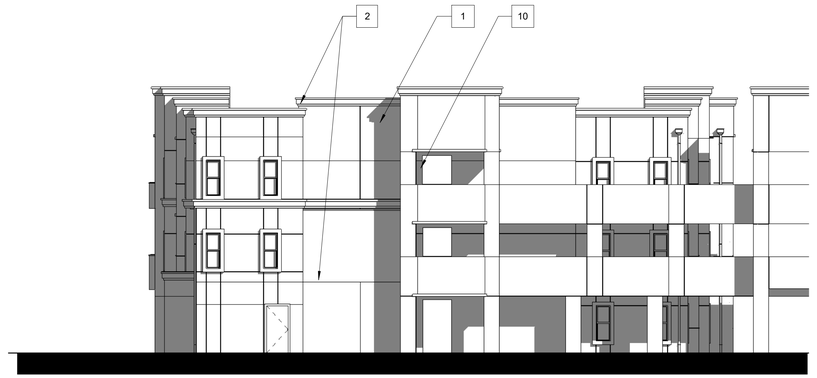
BUILDING 'B' - EAST FACING ELEVATION

1" = 10'-0"



BUILDING 'B' - NORTH FACING ELEVATION

1" = 10'-0"



BUILDING 'B' - SOUTH FACING ELEVATION

1" = 10'-0"



BUILDING 'B' - WEST FACING ELEVATION

1" = 10'-0"

MATERIALS

1. CEMENT PLASTER (STUCCO)
2. DECORATIVE FOAM TRIM
3. VINYL WINDOWS
4. STOREFRONT WINDOW SYSTEM
5. METAL ROLL UP GARAGE DOOR
6. STUCCO REVEAL
7. PASSAGEWAY - PARKING TO COURTYARD
8. LOUVERED MTL. SWING DOORS
9. METAL STAIRS W/PRECAST CONC. TREADS
10. WALL OPENING

BUILDING 3

BUILDING TYPE 'B'- ELEVATIONS

SCALE: 1" = 10'-0"

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EAST - POOLSIDE VIEW



NORTH - LEFT SIDE VIEW



SOUTH - RIGHT SIDE VIEW



WEST - DRIVE AISLE VIEW

BUILDING 3

BUILDING TYPE 'B' - COLORED ELEVATIONS

SCALE: 3/32" = 1'-0"

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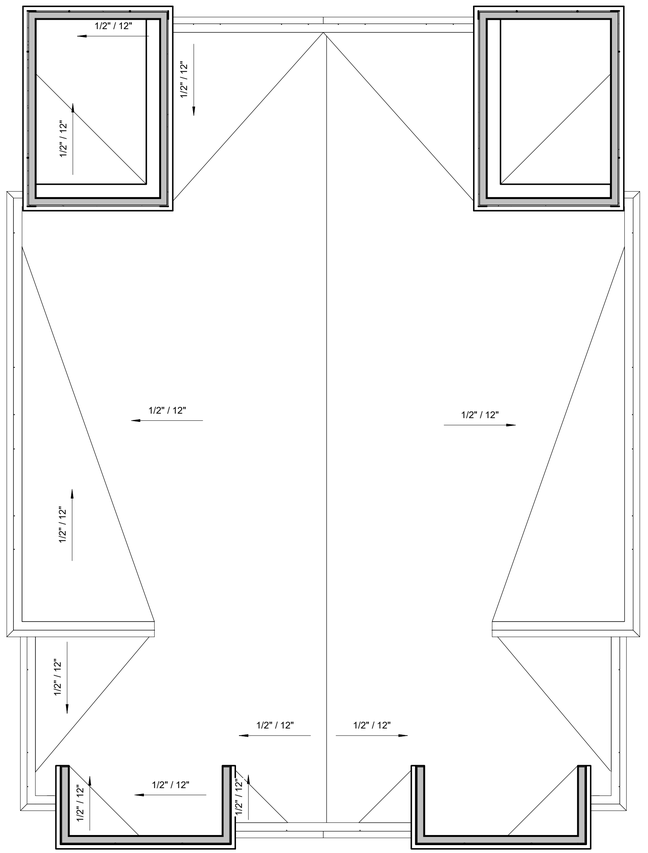
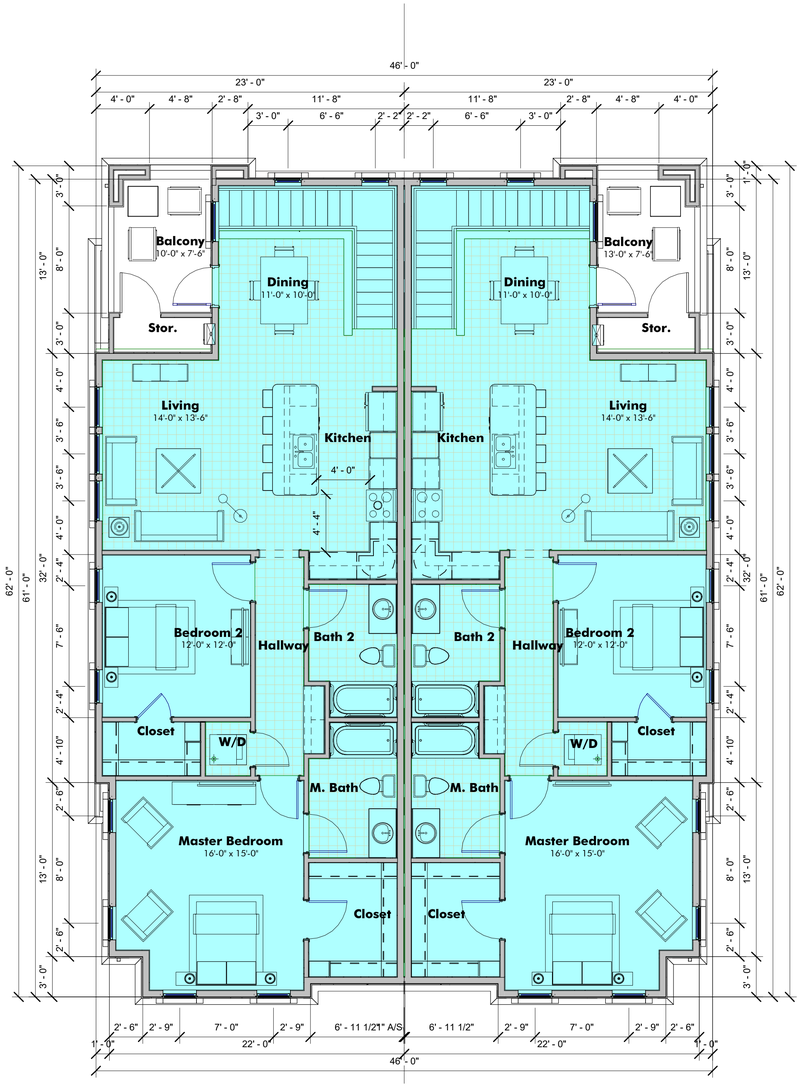


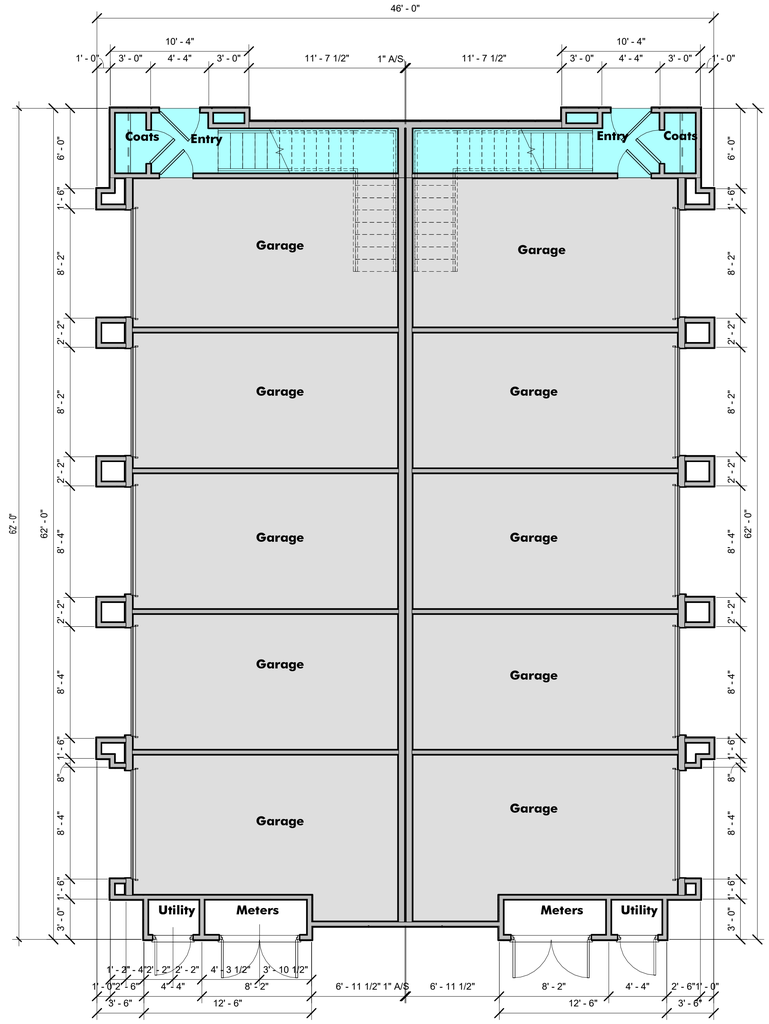
BUILDING TYPE "C"- ROOF PLAN

3/16" = 1'-0"



BUILDING TYPE "C"- SECOND FLOOR PLAN

3/16" = 1'-0"



BUILDING TYPE "C"- FIRST FLOOR PLANS

3/16" = 1'-0"

BUILDING MIX-BUILDING TYPE C: (BUILDINGS 1 & 2)				
PLANS	1ST FLOOR	2ND FLOOR	TOTAL	PERCENT
2 - CU- GAR	10	-	10	100%
2 - CU- UNIT	-	2	2	100%
PLAN TOTALS	-	2	-	
% OF UNIT MIX		100.0%		100.0%

BUILDINGS 1 & 2

BUILDING TYPE 'C'- FLOOR & ROOF PLANS

SCALE: As indicated

THE STANDARD APARTMENT HOMES

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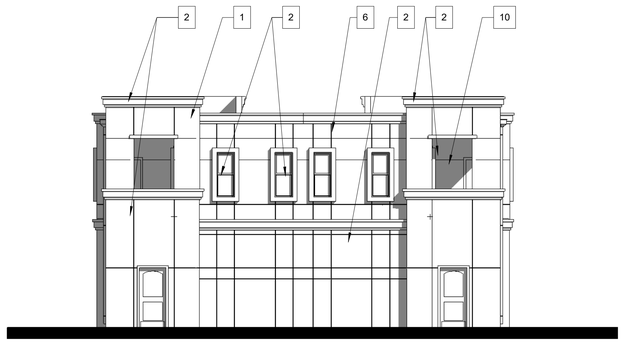


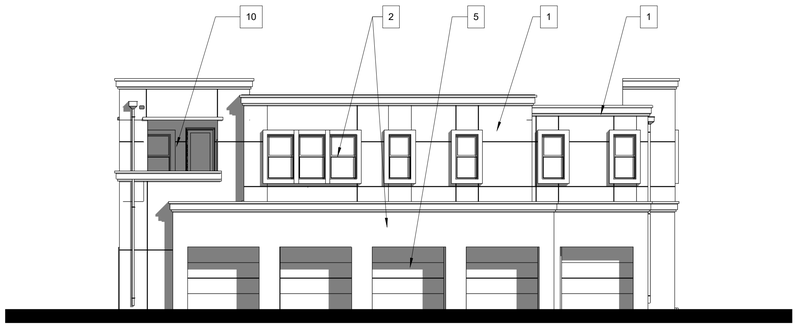
BUILDING 'C' - NORTH FACING ELEVATION

1/8" = 1'-0"



BUILDING 'C' - EAST FACING ELEVATION

1/8" = 1'-0"



BUILDING 'C' - WEST FACING ELEVATION

1/8" = 1'-0"



BUILDING 'C' - SOUTH FACING ELEVATION

1/8" = 1'-0"

MATERIALS

1. CEMENT PLASTER (STUCCO)
2. DECORATIVE FOAM TRIM
3. VINYL WINDOWS
4. STOREFRONT WINDOW SYSTEM
5. METAL ROLL UP GARAGE DOOR
6. STUCCO REVEAL
7. PASSAGEWAY - PARKING TO COURTYARD
8. LOUVERED MTL. SWING DOORS
9. METAL STAIRS W/PRECAST CONC. TREADS
10. WALL OPENING

BUILDING 'C'- EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

THE STANDARD APARTMENT HOMES

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DESIGN DEVELOPMENT PLANS

UCR Group Property Development

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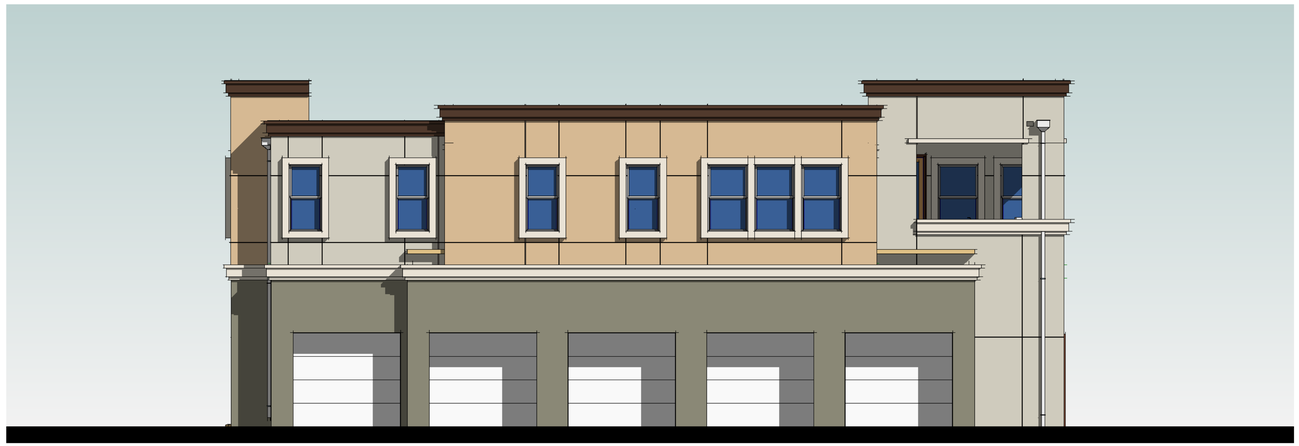

BUILDING C - EAST FACING ELEVATION



BUILDING C - NORTH FACING ELEVATION



BUILDING C - WEST FACING ELEVATION



BUILDING C - SOUTH FACING ELEVATION

BUILDING TYPE 'C' - COLORED ELEVATIONS

SCALE: 3/16" = 1'-0"

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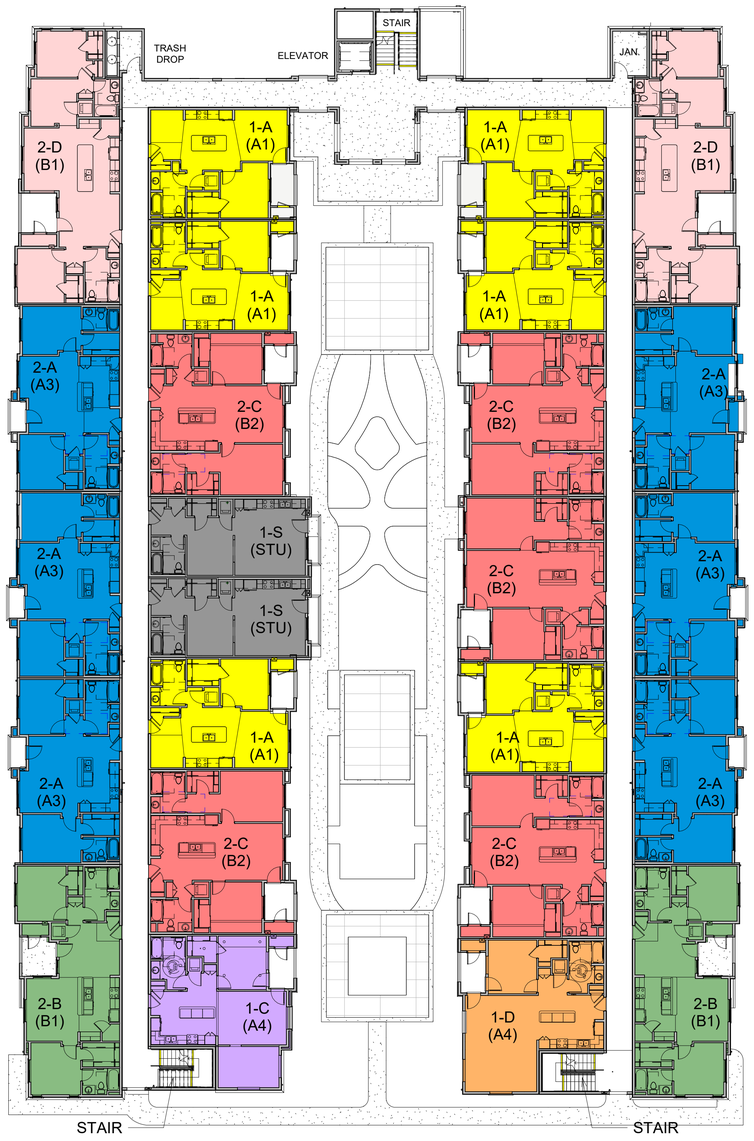
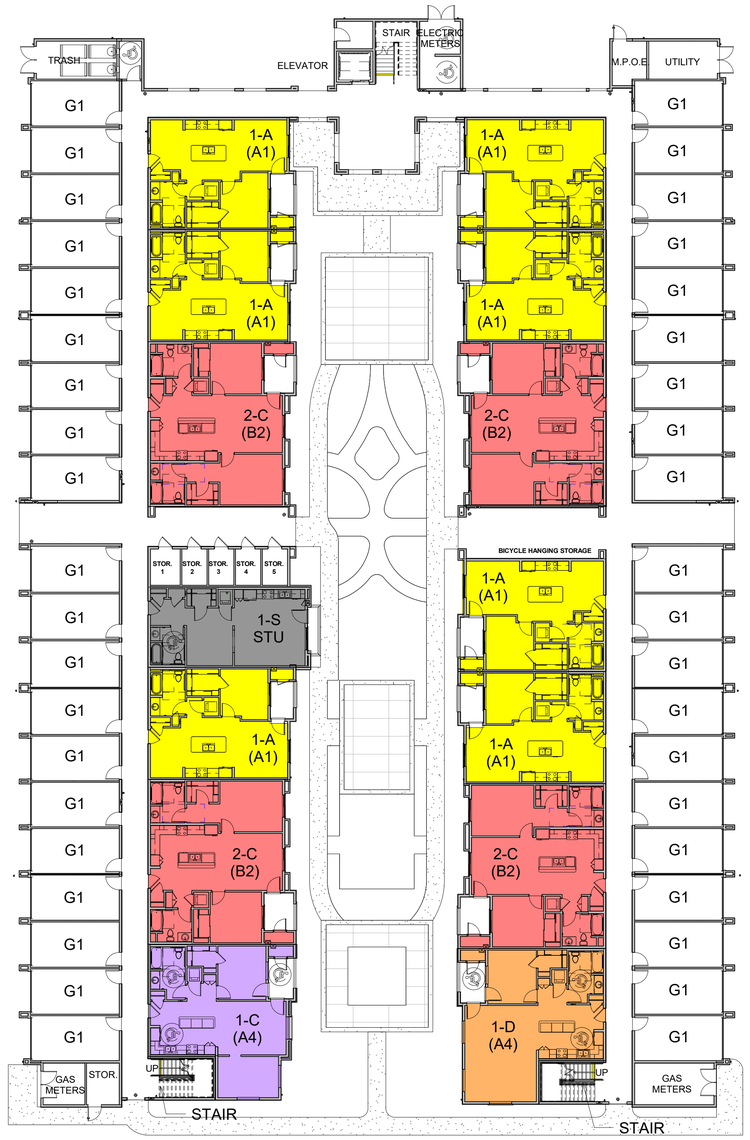


BUILDING MIX-BUILDING TYPE D: (BUILDING 4)

PLANS	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	PERCENT
1 - S	1	2	2	5	8%
1 - A	7	6	6	18	30%
1 - C	1	1	1	3	4.5%
1 - D	1	1	1	3	4.5%
2 - A	-	6	6	12	19%
2 - B	-	2	2	4	6%
2 - C	4	5	5	14	22%
2 - D	-	2	2	4	6%
3 - A	-	-	-	0	0%
PLAN TOTALS	14	25	25	64	
% OF UNIT MIX	22.0%	39.0%	39.0%		100.0%



BUILDING TYPE "D" - SECOND FLOOR PLAN

1/16" = 1'-0"

BUILDING 4

BUILDING TYPE 'D'- 1ST & 2ND FLOOR PLANS

SCALE: As indicated

THE STANDARD APARTMENTS HOMES

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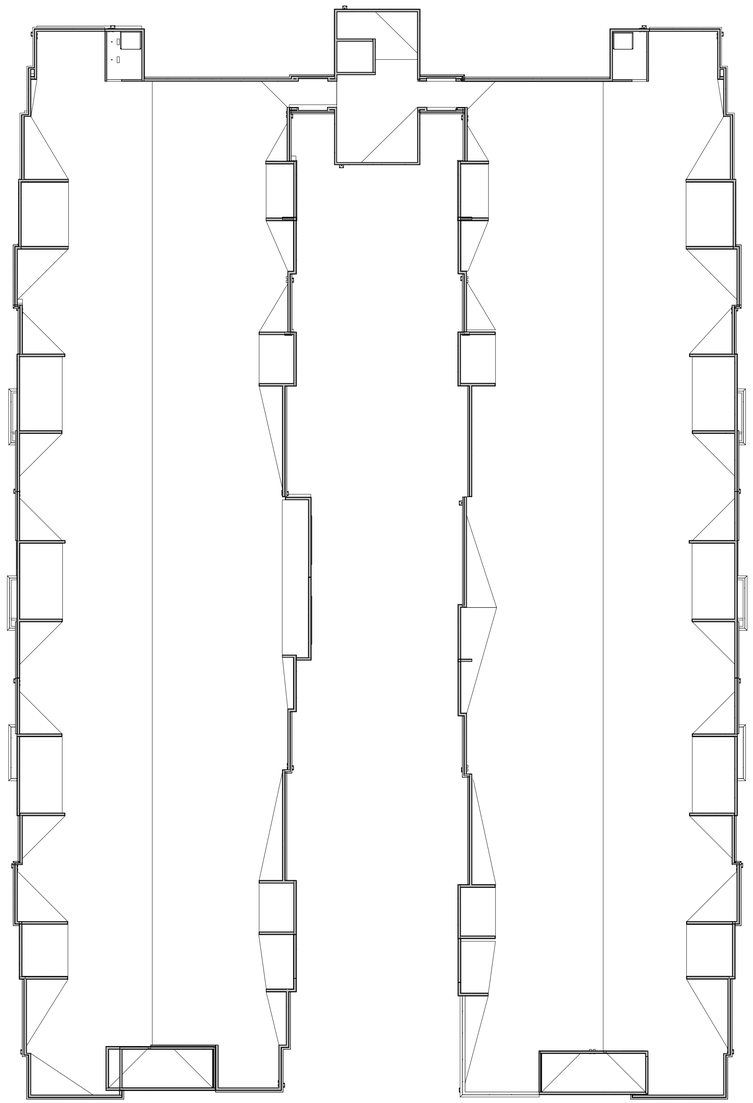
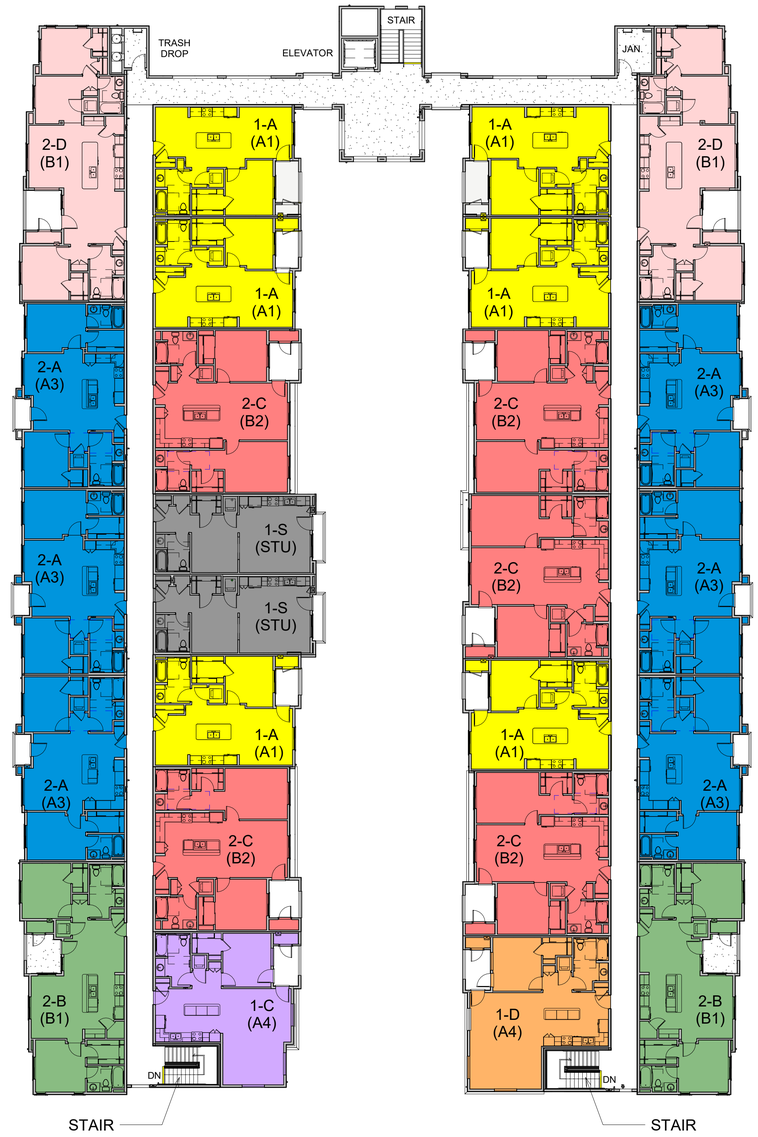


BUILDING MIX-BUILDING TYPE D: (BUILDING 4)					
PLANS	1ST FLOOR	2ND FLOOR	3RD FLOOR	TOTAL	PERCENT
1 - S	1	2	2	5	8%
1 - A	7	6	6	19	30%
1 - C	1	1	1	3	4.5%
1 - D	1	1	1	3	4.5%
2 - A	-	6	6	12	19%
2 - B	-	2	2	4	6%
2 - C	4	5	5	14	22%
2 - D	-	2	2	4	6%
3 - A	-	-	-	0	0%
PLAN TOTALS	14	25	25	64	
% OF UNIT MIX	22.0%	39.0%	39.0%		100.0%



BUILDING TYPE "D" - ROOF PLAN

1/16" = 1'-0"

BUILDING 4

BUILDING TYPE 'D'- 3RD FLOOR & ROOF PLANS

SCALE: As indicated

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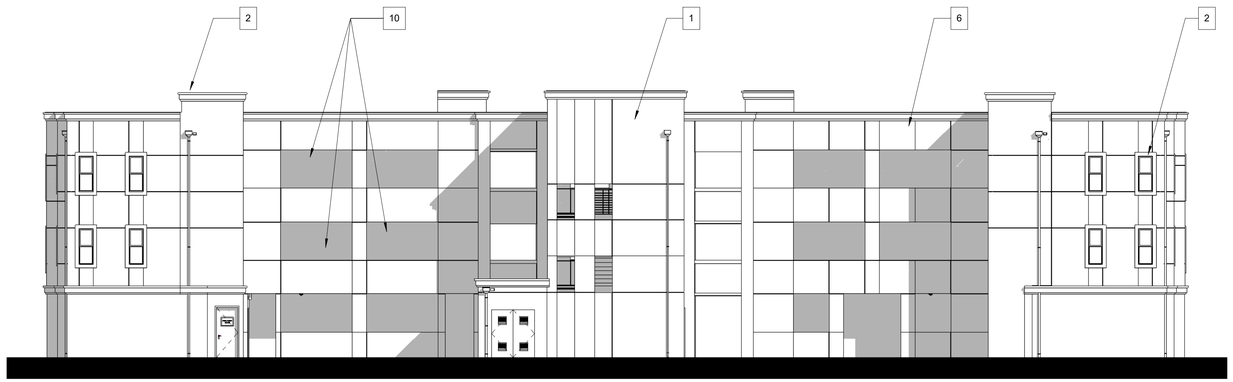

BUILDING 'D' - NORTH FACING ELEVATION

1" = 10'-0"



BUILDING 'D' - EAST FACING ELEVATION

1" = 10'-0"



BUILDING 'D' - SOUTH FACING ELEVATION

1" = 10'-0"

MATERIALS

1. CEMENT PLASTER (STUCCO)
2. DECORATIVE FOAM TRIM
3. VINYL WINDOWS
4. STOREFRONT WINDOW SYSTEM
5. METAL ROLL UP GARAGE DOOR
6. STUCCO REVEAL
7. PASSAGEWAY - PARKING TO COURTYARD
8. LOUVERED MTL. SWING DOORS
9. METAL STAIRS W/PRECAST CONC. TREADS
10. WALL OPENING

BUILDING 4

BUILDING TYPE "D" ELEVATIONS

SCALE: As indicated

THE STANDARD APARTMENTS HOMES

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BUILDING 'D' - WEST FACING ELEVATION

1" = 10'-0"



BUILDING 'D' - WEST FACING COURTYARD ELEVATION

1" = 10'-0"



BUILDING 'D' - EAST FACING COURTYARD ELEVATION

1" = 10'-0"

MATERIALS

1. CEMENT PLASTER (STUCCO)
2. DECORATIVE FOAM TRIM
3. VINYL WINDOWS
4. STOREFRONT WINDOW SYSTEM
5. METAL ROLL UP GARAGE DOOR
6. STUCCO REVEAL
7. PASSAGEWAY - PARKING TO COURTYARD
8. LOUVERED MTL. SWING DOORS
9. METAL STAIRS W/PRECAST CONC. TREADS
10. WALL OPENING

BUILDING 4

BUILDING TYPE 'D' ELEVATIONS

SCALE: As indicated

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WEST FACING ELEVATION



NORTH FACING ELEVATION



SOUTH FACING ELEVATION



EAST FACING ELEVATION

BUILDING 4

BUILDING TYPE 'D' - COLORED ELEVATIONS

SCALE: 3/32" = 1'-0"

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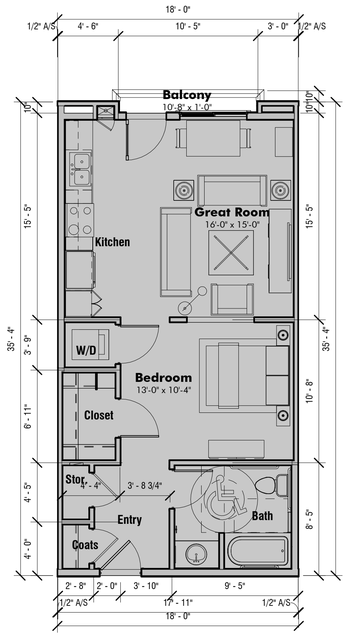
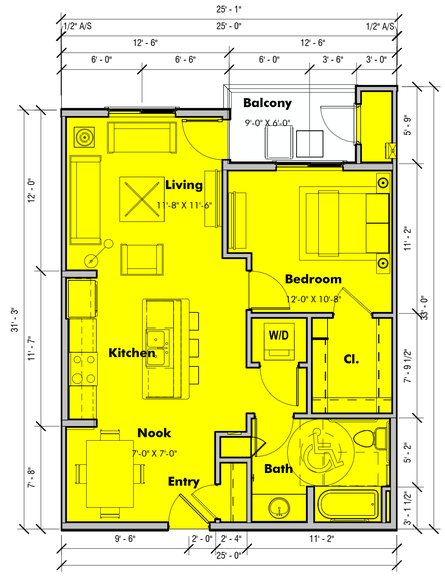
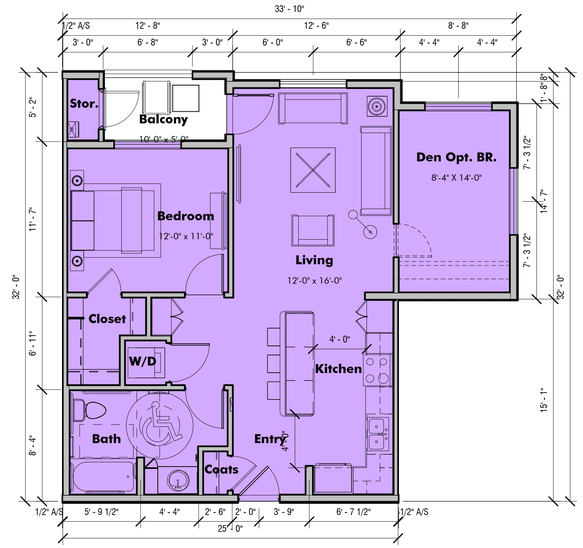


Plan 1-S - 22 UNITS
1-BEDROOM-STUDIO
645 Sq. Ft. - PREV. 566 Sq. Ft.
30 Sq. Ft. - BALCONY



Plan 1-A - 72 UNITS
1-BEDROOM / 1-BATH
750 Sq. Ft. - PREV. 731 Sq. Ft.
62 Sq. Ft. - BALCONY



Plan 1-C BUILDINGS 1 & 3 - 12 UNITS
1-BEDROOM + DEN / BEDROOM
875 Sq. Ft. - PREV. 861 Sq. Ft.
50 Sq. Ft. - BALCONY



Plan 1-D BUILDINGS 2 & 4 - 12 UNITS
1-BEDROOM WITH GREAT ROOM
885 Sq. Ft. - PREV. 861 Sq. Ft.
50 Sq. Ft. - BALCONY

1-BEDROOM CONCEPT PLANS

SCALE: 3/16" = 1'-0"

THE STANDARD APARTMENT HOMES

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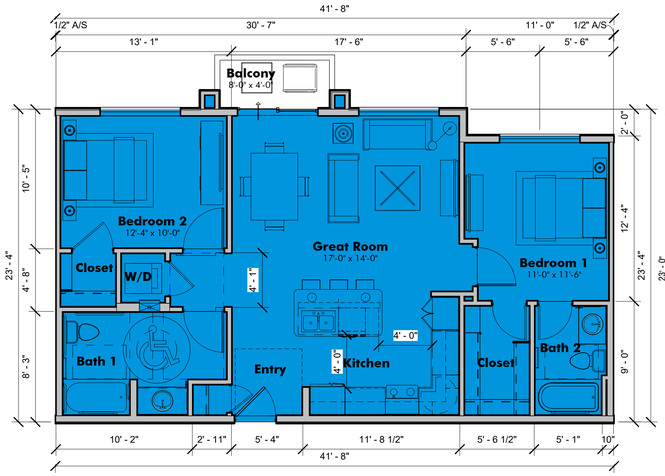
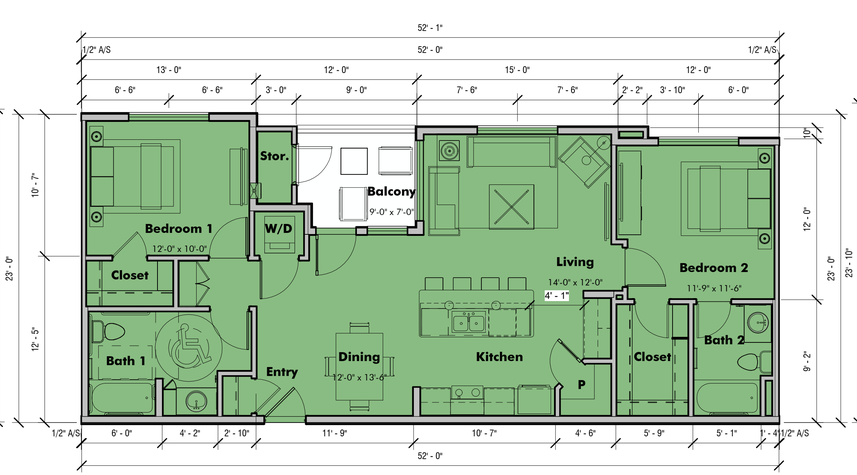
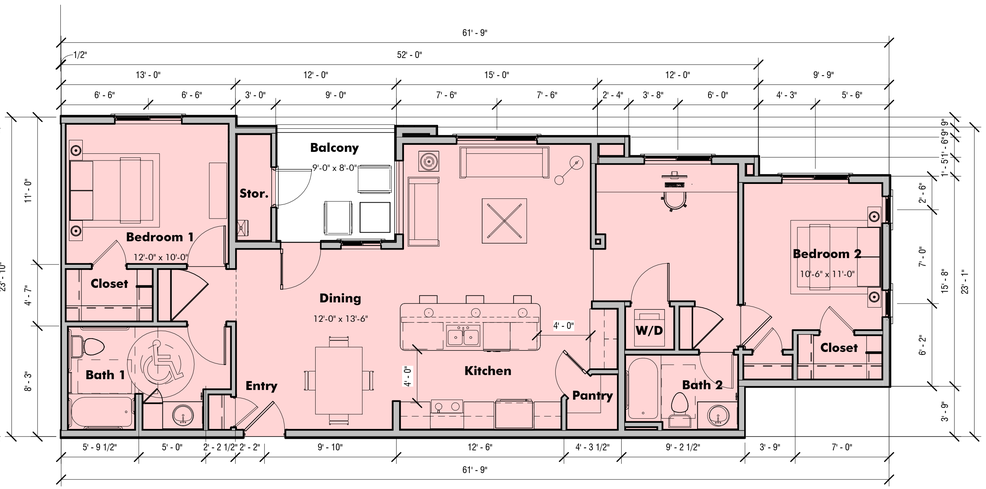


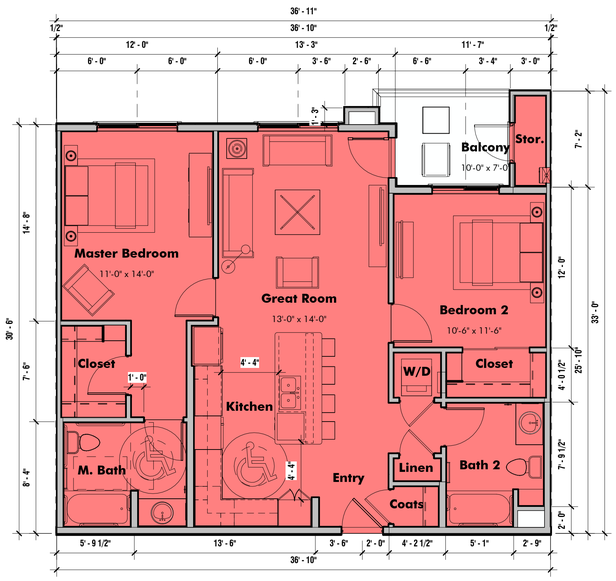
Plan 2-A - 48 UNITS
2-BEDROOM / 2-BATH
945 Sq. Ft. - PREV. 838 Sq. Ft.
36 Sq. Ft. - BALCONY



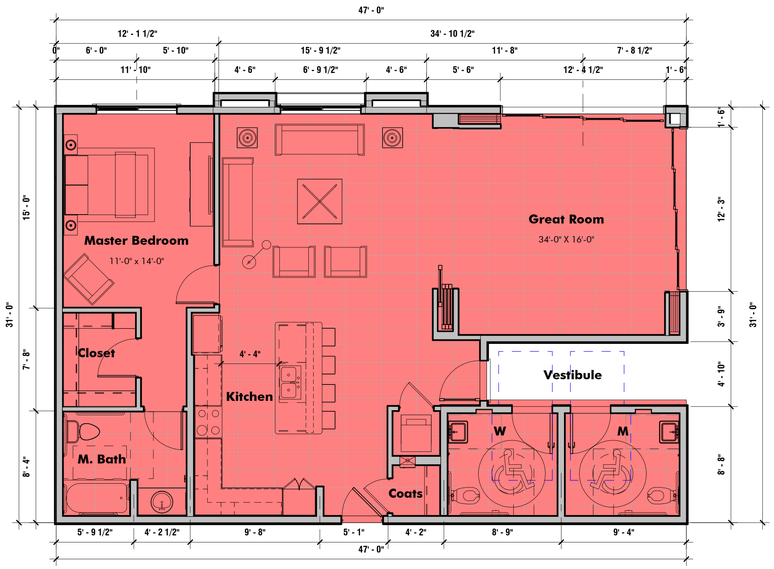
Plan 2-B - 16 UNITS
2-BEDROOM / 2-BATH
1,080 Sq. Ft. - PREV. 1041 Sq. Ft.
63 Sq. Ft. - BALCONY



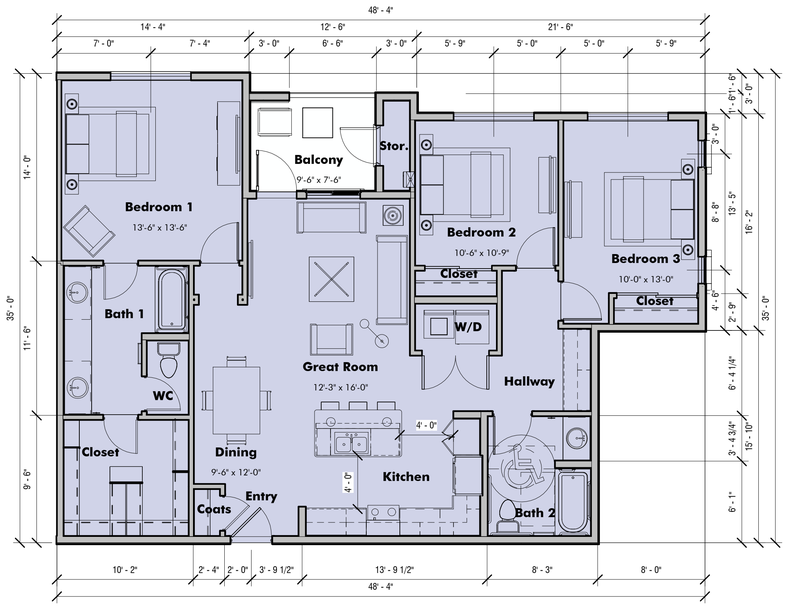
Plan 2-D - 16 UNITS
2-BEDROOM + DEN / OFFICE / 2-BATH
1,235 Sq. Ft. - PREV. 1041 Sq. Ft.
72 Sq. Ft. - BALCONY



Plan 2-C - INTERIOR UNIT - 62 UNITS
2-BEDROOM / 2-BATH
1,090 Sq. Ft. - PREV. 1067 Sq. Ft.
72 Sq. FT. - BALCONY



Plan 2-C - PERMANENT MODEL - 1 UNIT
1-BEDROOM + GREAT ROOM / 3-BATH
1,376 Sq. Ft.



Plan 3-A - END UNIT - 10 UNITS
3-BEDROOM / 2-BATH
1,395 Sq. Ft. - PREV. 1380 Sq. Ft.
72 Sq. Ft. - BALCONY

2 & 3 BEDROOM CONCEPT PLANS

SCALE: 3/16" = 1'-0"

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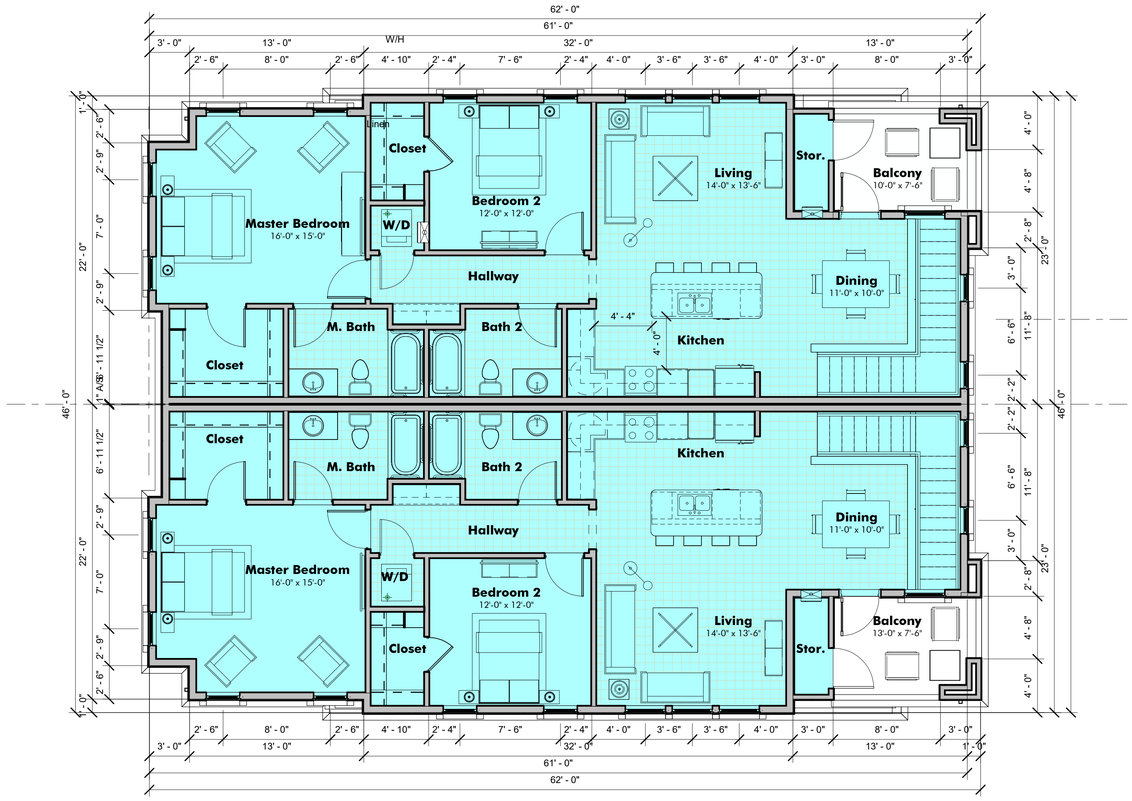
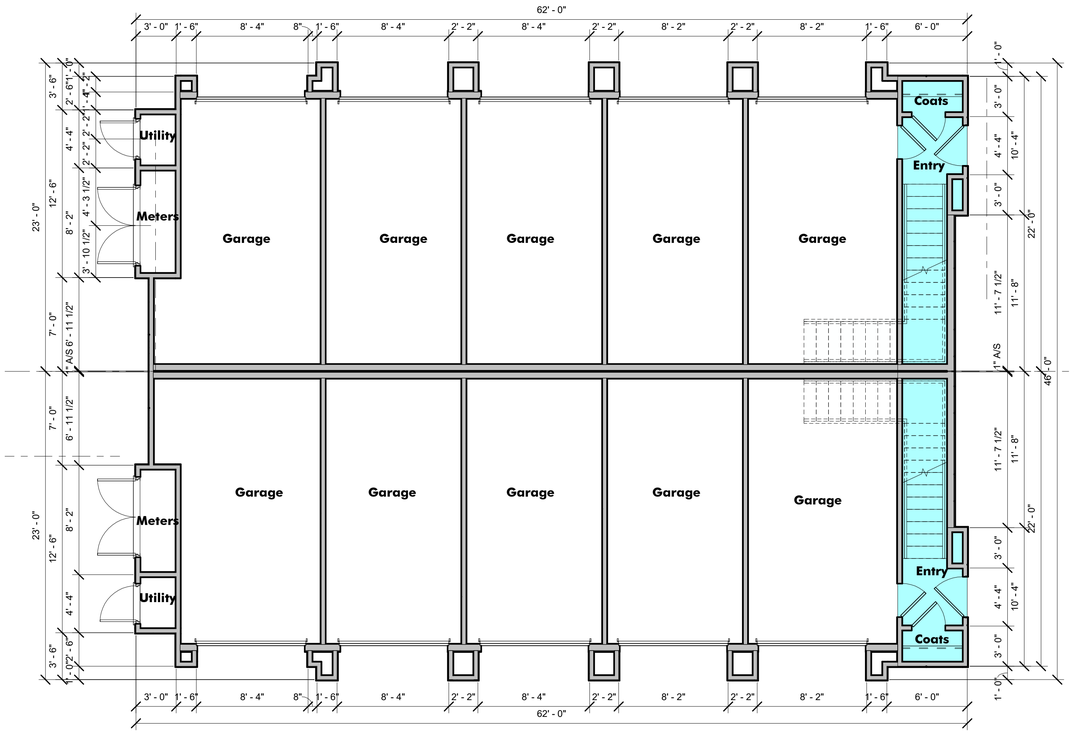


Plan 2-CU - CARRIAGE UNIT - 4 UNITS
2-BEDROOM / 2-BATH
2ND FLOOR - 1,175 Sq. Ft. - PREV. 1254 Sq. Ft.
106 Sq. Ft. - BALCONY
1,305 Sq. Ft. TOTAL UNIT



Plan 2-CU - CARRIAGE UNIT - 4 UNITS
2-BEDROOM / 2-BATH
1ST FLOOR - 130 Sq. Ft.
1,305 Sq. Ft. TOTAL UNIT

BUILDINGS 1 & 2

CARRAIGE UNIT CONCEPT PLANS

SCALE: 3/16" = 1'-0"

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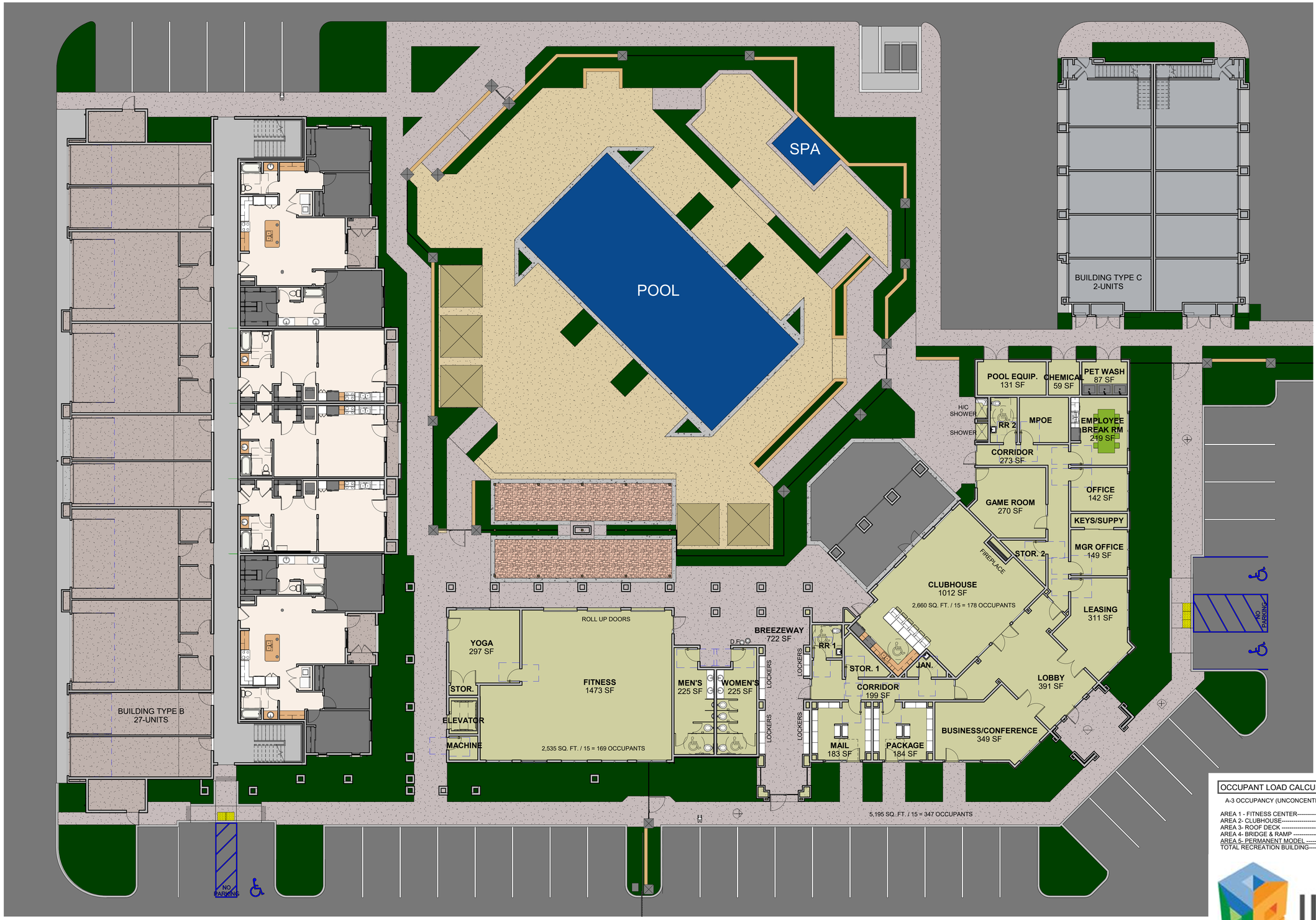

CLUBHOUSE / FITNESS CENTER 1ST FLOOR

1ST FLOOR PLAN
3/32" = 1'-0"

OCCUPANT LOAD CALCULATION: RECREATION BUILDING

A-3 OCCUPANCY (UNCONCENTRATED) 15 SQ. FT PER OCCUPANT - NET

AREA 1 - FITNESS CENTER----------2,535 SQ. FT. / 15 = 169 OCCUPANTS
AREA 2- CLUBHOUSE----------2,660 SQ. FT. / 15 = 178 OCCUPANTS
AREA 3- ROOF DECK----------1,946 SQ. FT. / 15 = 130 OCCUPANTS
AREA 4- BRIDGE & RAMP----------1,106 SQ. FT. / 15 = 74 OCCUPANTS
AREA 5- PERMANENT MODEL----------1,369 SQ. FT. / 15 = 92 OCCUPANTS
TOTAL RECREATION BUILDING----------7,571 SQ. FT. / 15 = 643 OCCUPANTS

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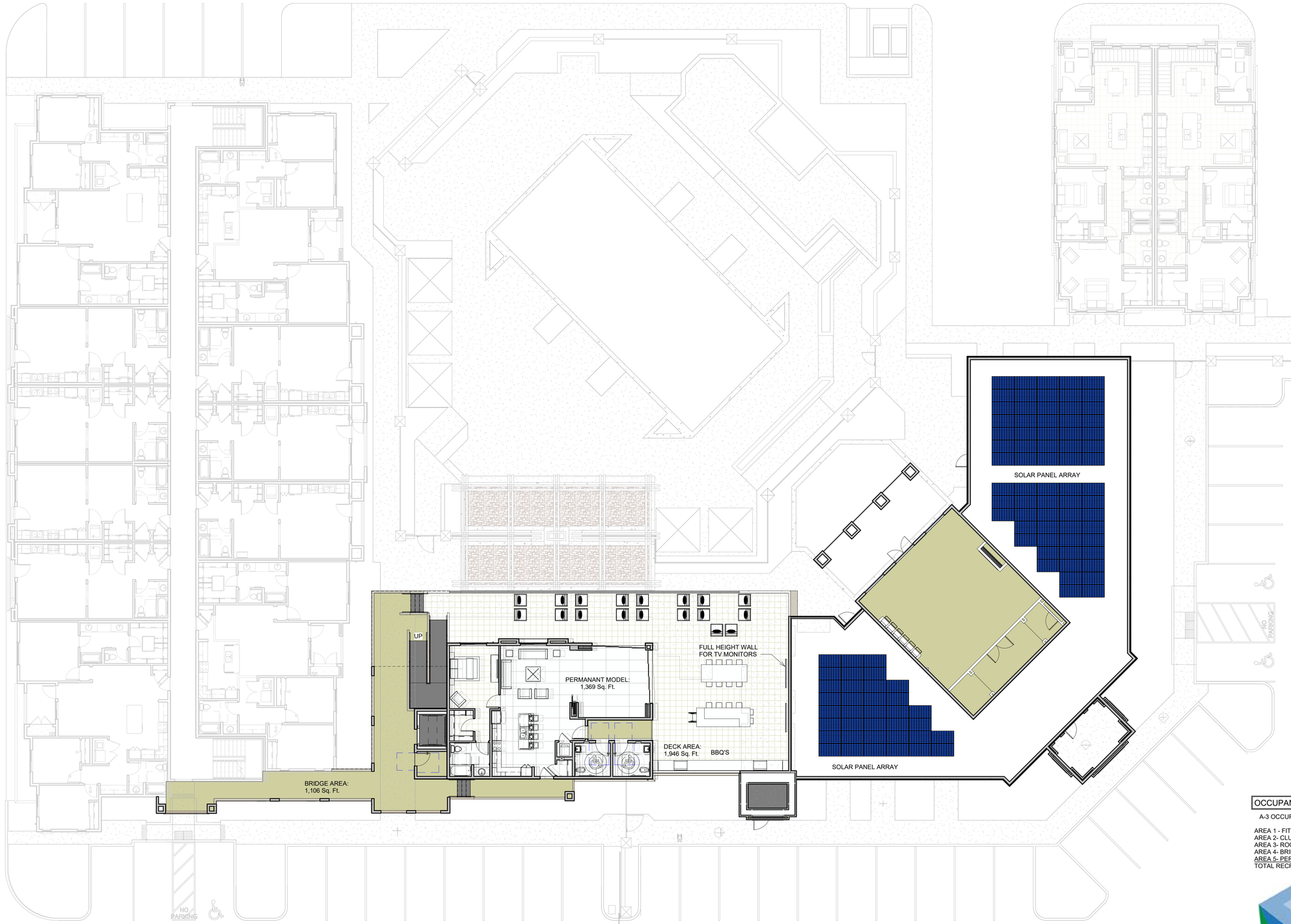
CLUBHOUSE / FITNESS CENTER ROOF DECK



2ND FLOOR PLAN
3/32" = 1'-0"

OCCUPANT LOAD CALCULATION: RECREATION BUILDING

A-3 OCCUPANCY (UNCONCENTRATED) 15 SQ. FT PER OCCUPANT - NET

AREA 1 - FITNESS CENTER----------2,535 SQ. FT. / 15 = 169 OCCUPANTS
AREA 2- CLUBHOUSE----------2,660 SQ. FT. / 15 = 178 OCCUPANTS
AREA 3- ROOF DECK ----------1,946 SQ. FT. / 15 = 130 OCCUPANTS
AREA 4- BRIDGE & RAMP ----------1,106 SQ. FT. / 15 = 74 OCCUPANTS
AREA 5- PERMANENT MODEL ----------1,369 SQ. FT. / 15 = 92 OCCUPANTS
TOTAL RECREATION BUILDING----------7,571 SQ. FT. / 15 = 643 OCCUPANTS

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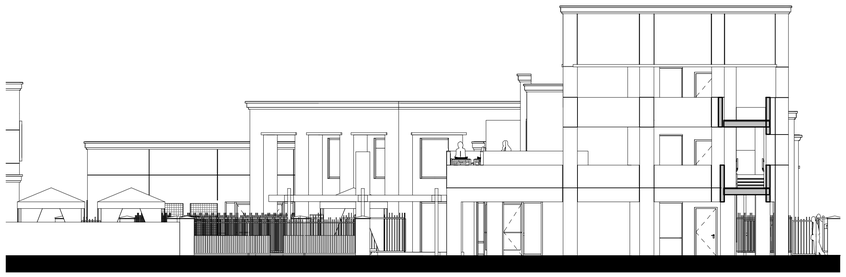
CLUBHOUSE SOUTH FACING ELEVATION

3/32" = 1'-0"



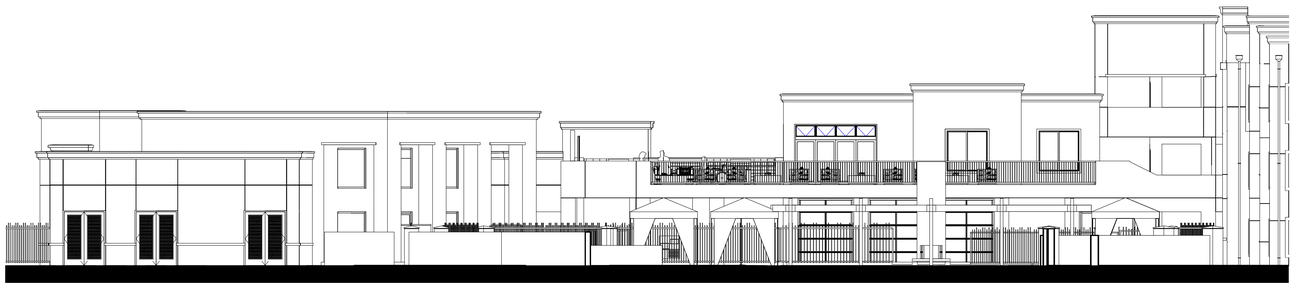
CLUBHOUSE WEST FACING ELEVATION

3/32" = 1'-0"



CLUBHOUSE EAST FACING ELEVATION

3/32" = 1'-0"



CLUBHOUSE NORTH FACING ELEVATION

3/32" = 1'-0"

CLUBHOUSE / FITNESS CENTER ELEVATIONS

SCALE: 3/32" = 1'-0"

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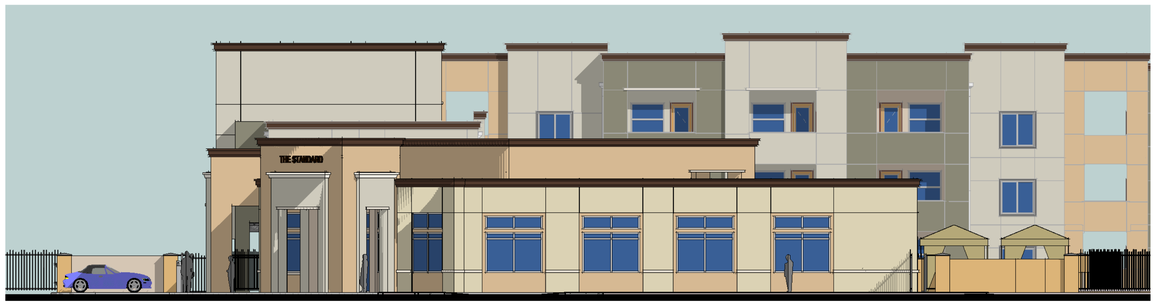
NORTH FACING ELEVATION
3/32" = 1'-0"



WEST FACING ELEVATION
3/32" = 1'-0"



EAST FACING ELEVATION
3/32" = 1'-0"



SOUTH FACING ELEVATION
3/32" = 1'-0"

CLUBHOUSE / FITNESS CENTER COLORED ELEVATIONS

SCALE: 3/32" = 1'-0"

THE STANDARD APARTMENT HOMES

24000 W. LUGONIA AVENUE
REDLANDS, CA, 92374

DESIGN DEVELOPMENT PLANS

01-19-UCR

02.12.2020

A-26

IDEArc
ARCHITECTURE + PLANNING

UCR Group
Property Development

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SCALE: 1" = 40'-0"

CONCEPTUAL LANDSCAPE PLAN

PROJECT NO.: 181159

L-1

10/14/2019

PLOT DATE: 10/13/2019 2:39 PM

COMMUNITY WORKS DESIGN GROUP

4649 Brockton Avenue
Riverside, CA 92506
(951) 369-0700
Fax (951) 369-4039
http://www.comworksdg.com

THE STANDARD APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

ACCENT WALL
LIFT STORAGE
BARBECUE COUNTER
0"
-12"
4' TALL WALL
4'
BAJA
5'
BAJA
4'
SPA
0"
5' TALL WALL
-12"
0"
BARBECUE COUNTER
ACCENT WALL
CABANA (TYP)
-12"
0"
-12"
SEE-THROUGH FIREPLACE
CLUBHOUSE/POOL HOUSE
FITNESS CENTER
PING PARKING

SCALE: 1" = 10'-0"

CONCEPTUAL COURTYARD PLAN

PLOT DATE: 10/14/2019 2:47 PM

COMMUNITY WORKS DESIGN GROUP

4649 Brockton Avenue
Riverside, CA 92506
(951) 369-0700
Fax (951) 369-4039
http://www.comworksdg.com

THE STANDARD APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

PROJECT NO.: 181159

L-2

10/14/2019

EXHIBIT G

Caltrans Letter and Applicant Response

July 7, 2020

Mr. Steve Valdez, Senior Planner
COUNTY OF SAN BERNARDINO
385 N. Arrowhead Avenue
San Bernardino, CA 92415

RE: Westgrove Apartments Project Response to Caltrans Review Comments
18-0026

Dear Mr. Valdez:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this response letter to review comments from the California Department of Transportation (Caltrans) regarding the Westgrove Apartments Project Traffic Impact Analysis (Ganddini Group, Inc., September 13, 2019) ["Project TIA"]. The original comment letter from Caltrans is dated July 1, 2020 and a scanned copy is included in Attachment A.

FORECAST ANALYSIS:

COMMENT 1

Update this TIA to include the following interchanges/intersections as study intersections:

a) 1-10/Alabama Street Interchange
b) SR-210/San Bernardino Avenue Interchange
c) Orange Tree Lane/California Street Intersection

Response

As stated in the report, project site is located in the County of San Bernardino within the unincorporated area known as "The Donut Hole." The County of San Bernardino Congestion Management Program guidelines for project trip contribution were used for development of the scoping agreement provided in Appendix B, of the Project TIA, which was reviewed and approved by both the County of San Bernardino and the City of Redlands. The purpose of these guidelines is to achieve a common approach to preparation of TIA Reports by all jurisdictions, thereby reducing inconsistencies and disagreements on how such studies should be performed.

The study area is consistent with County guidelines and the County of San Bernardino CMP (Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County), which use the following criteria for identification of study intersections and freeway facilities:

- The study area must include all freeway links with 100 or more peak-hour project trips (two-way), where peak hour is during either the morning or evening weekday.

- The study area must include all CMP roadways with 50 or more peak-hour project trips (two-way), where peak hour is during either the morning or evening weekday.

- Within the defined study area, all "key intersections," must be analyzed. Key intersections represent intersections of CMP roadways plus those additional intersections recognized by local jurisdictions and/or SANBAG to be important to mobility on CMP roadways.

- In most cases, the analysis need not extend more than five miles beyond the project site, even if there are more than 50 project trips on an arterial and 100 project trips on a freeway.

- The study area is defined by the magnitude of project trips alone.

The project trip contribution is illustrated on Figure 54 of the Project TIA. As shown on Figure 54, arterial roadways leading away from site have less than 50 peak hour trips and the nearest freeway mainline segments have less than 100 peak hour trips. Eastbound project peak hour trips on Lugonia Avenue are 29 (<50) trips (three-quarters mile west of Alabama and I-10). Northbound project peak hour trips on Nevada Street are 13 (<50) trips (one and one-half miles west of San Bernardino and I-210). Two-way mainline peak hour project trips on I-10 freeway 37 (<100) west of California Street and 21 (<100) east of California Street.

Additionally, the Orange Tree Lane/California Street intersection is not a "key intersection" as defined by the CMP guidelines as an intersection of two roadways each with collector or higher classification. As shown on Figure 8, Orange Tree Lane is not a classified roadway within the City of Redlands and this intersection was not requested for analysis by City of Redlands during the scoping process.

The additional interchange/intersections requested for further analysis do not meet the criteria for inclusion in the Project TIA as the project is not forecast to substantially contribute new trips to these intersections based on the applicable guidelines for identification of the study area and the approved Scoping Agreement approved by both the County of San Bernardino and City of Redlands. Therefore, no corrective action or revisions to the Project TIA are necessary.

COMMENT 2

Analysis includes traffic counts collected during a week containing a holiday. (President's Day, February 19,2018.) We recommend coordination with area local agencies and this Office to acquire available count data from other recently prepared traffic analysis.

Response

Only two study intersection counts (I-10 at California Street Interchange Ramps) were taken two days after the President's day holiday, which is a holiday that generally does not affect mid-week volumes. Review and comparison of the traffic data from the Caltrans PEMS database for I-10 mainline in the project vicinity for the holiday week as compared to the non-holiday weekday peak hour counts show that there is not a significant variation for counts taken on February 21, 2018 in comparison to non-holiday weekday counts. Using the Caltrans PEMS data, AM and PM peak hour volumes on February 21, 2018 were compared to Wednesday of the week prior to the holiday and Wednesday of week after the holiday. The average non-holiday weekday peak hour counts show that the AM peak hour volumes were 102.9% of the non-holiday weekdays (slightly higher) and the PM peak hour volumes were 99.1% of the non-holiday weekdays (slightly lower). These do not represent a significant variation from non-holiday volumes as daily fluctuations in traffic volumes often extend beyond these percentages. Therefore, the February 21, 2018 count data has been

confirmed to be representative of volumes on a non-holiday week and no corrective action or revisions to the Project TIA are necessary.

COMMENT 3

Maintain conservation of flow between I-10 and SR-210 ramp intersections. This comment applies globally.

Response

While flow conservation may be appropriate for signal timing analysis and coordination, it is not ideal for peak hour capacity analysis because the peak hours of adjacent intersections do not always overlap. For example, the PM peak hour at the California Street/I-10 Westbound Ramps intersection occurs from 4:45 PM to 5:45 PM whereas the PM peak hour at the California Street/I-10 Eastbound Ramps intersection occurs from 4:00 PM to 5:00 PM. The difference in peak hour volume between immediately adjacent intersections can occur if a heavy movement on one intersection contributes a substantial portion of the peak hour volume but flows away from the adjacent study intersection. For example, a high volume of northbound right turns between 4:00 PM and 5:00 PM at the I-10 Eastbound Off-Ramp could define the peak hour for that intersection; however, that particular movement does not flow into the California Street/I-10 Westbound Ramps intersection, which has higher volumes during a different peak hour. By using the peak hour volume for each individual intersection, the worse-case demand at each intersection is evaluated; therefore, no corrective action or revisions to the Project TIA are necessary.

COMMENT 4

Freeway mainline analysis is recommended for the following reasons:

a) Appendix F, LOS Worksheets shows LOS E is experienced currently at study Intersection #2. (1-10 at California Street WB Ramps.) TIS Guidelines states that freeway analysis may be required where a trip rate 1 to 49 peak hour trips are assigned to facilities experiencing LOS E or F conditions.
b) The counts used in Appendix Fare unsupported by volumes shown in Appendix E(post-processing,) and in Appendix D (travel demand model). Analysis will require updating with correct input data.
c) Update analysis to include all three project-accessible interchanges as noted above.

Response

a) The intersection was analyzed based on the project trip contribution and LOS E at the intersection; however, intersection Level of Service is not representative of freeway mainline conditions. Based on the current ADT estimates and mainline capacity as noted in the State Highway Analysis section of the Project TIA (see page 85), "freeway mainline currently operates at Levels of Service B to D." Furthermore, the proposed project does not meet the trip contribution thresholds established in the CMP. Therefore, the criteria for freeway mainline analysis is not satisfied and no corrective action or revisions to the Project TIA is necessary.

b) As stated in Section 3 Existing Roadway Volumes (page 8), "In accordance with San Bernardino County Congestion Management Program (CMP) recommendations, existing volume counts were obtained with truck classification and converted to Passenger Car Equivalent (PCE) trips to account for the effect of slower-moving trucks." The PCE-adjusted existing volumes are used as the existing baseline for post-processing worksheets contained in Appendix E. It should be noted that the existing/baseline year volumes shown in the post-processing worksheets contained in Appendix E are for the 2018/2019 conditions at the time the study was prepared and the future 2020, 2022, and 2040 each have separate post-processing worksheets which were reviewed and appear consistent

with those used in the Level of Service calculations for the respective analysis scenarios. Therefore, the analysis uses the correct input data and no corrective action or revisions to the Project TIA are necessary.

c) See response to Forecast Analysis Comment 1.

COMMENT 5

Study Intersection #3 (I-10 at California Street EB Ramps) includes a de-facto right-turn lane. Analysis should be revised to show this EB approach as a shared left-through-right since additional vehicle storage is not available.

Response

The I-10 Eastbound Off-Ramp at California Street is striped with a 12-foot travel lane and an 8-foot shoulder; therefore, the combined pavement width meets the San Bernardino County CMP specification of 20-foot defacto lane in excess of 200 feet and effectively allows for vehicles to use the shoulder as a right turn lane. This was confirmed by field review and use of the defacto right turn lane is evident in satellite imagery. Therefore, the designation of a defector right turn lane at this location is appropriate based on the observed operations and no corrective action or revisions to the Project TIA are necessary.

ELECTRICAL OPERATIONS:

COMMENT 1

Verify the existing and 2040 projected counts for the California Street and 1-10 WB ramps for the NB through & left turns and WB right turn.

Response

The discussion of the volume forecast methodology is discussed in Section 5 Future Volume Forecasts. In general, 2040 projections were developed based on growth interpolation between the SANBAG travel demand model 2012 base year and 2040 future year added to the current year volumes. Additionally, the 2040 projections are cross-checked against opening/interim year volumes which include the manual addition of other development projects that may or may not be included in the 2040 model. Where the interim volumes are forecast to exceed the post-processed 2040 projections, the horizon year forecast is adjusted to provide a conservative analysis and ensure growth between interim and year 2040 projections. Overall, the Level of Service findings and recommended improvements are consistent with other studies in the area. Therefore, no corrective action or revisions to the Project TIA are necessary.

COMMENT 2

The existing projections show that the following is justified:

a) NB dual left turn movement at WB I-10 at California Street On-Ramp
b) A NB through lane at WB I-10 at California Street Off-Ramp.
c) WB right-turn only lane at WB I-10 at California Street Off-Ramp
d) SB dual-left turn at EB I-10 at California Street On-Ramp

Response

The improvements listed above were included in the analysis with improvements and illustrated on Figure 55 Summary of Improvements for the future improved lane configuration for California Street at I-10 Westbound Ramps - #2 and California Street at I-10 Eastbound Ramps - #3. These improvements are consistent with previous Traffic Impact Studies at these intersections. Therefore, the improvements noted in the comment have been adequately accounted for and no corrective action or revisions to the Project TIA are necessary.

COMMENT 3 (6)

Please submit time space diagram and Synchro analysis for peak hour operation including all signals interconnected.

Response

The traffic impact analysis was prepared using the Vistro software, which has been accepted by both the County of San Bernardino and City of Redlands for numerous other traffic impact studies in the region and provides intersection delay calculations and Level of Service results in accordance with the latest edition of the Highway Capacity Manual (6th Edition). Creating an additional study area network using a different analysis software (Synchro) to provide a time space diagram would be extraneous and is not a typical requirement for traffic impact studies in the region. It is unclear how the time space diagram relates to assessing the project impact based on the performance standards established by the County of San Bernardino, City of Redlands, or Caltrans. Therefore, no corrective action or revisions to the Project TIA are recommended.

TRAFFIC OPERATIONS:

COMMENT 1

Engineer stamp is needed in the TIA.

Response

The TIA was prepared under the supervision of Giancarlo Ganddini, PE, PTP (California Registration TR 2663) and will be stamped upon final acceptance by the County of San Bernardino.

COMMENT 2

Include traffic analysis at 1-10 Ramps and Alabama Street for all scenarios.

Response

See response to Forecast Analysis Comment 1.

COMMENT 3

Include the lane configurations sheets for studied intersections for opening year condition and general build out condition without/with reciprocal access. Also, include the lane configurations for improvements mitigations.

Response

The existing lane configuration for California Street at I-10 Westbound Ramps - #2 and California Street at I-10 Eastbound Ramps - #3 is illustrated on Figure 3. The existing lane configurations shown on Figure 3 are used as the baseline/unimproved conditions for the future scenarios. Based on deficiencies/impacts identified under the baseline/unimproved conditions, future lane configurations with improvements were identified and are illustrated on Figure 55. Lane configurations at State Highway facilities do not change between without and with reciprocal access scenarios; therefore, no additional figures or revisions to the Project TIA are necessary.

COMMENT 4

General Plan Roadway Cross Sections: Figure 7 shows the lane width of travel way for Collector and Collector Industrial is 11 ft, but Figure 9 shows the lane width of 12 ft to 12.16 ft. Please verify and correct.

Response

As the project site is bounded by two local jurisdictions, the cross-section diagram for each jurisdiction is shown in the report. Figure 7 shows County of San Bernardino General Plan Roadway Cross and Figure 8 shows City of Redlands General Plan Roadway Cross Sections.

COMMENT 5

Include the queue length analysis at 1-10 WB and EB Ramps; and California Street for the Opening Year.

Response

Table 11 on page 88 provides the queue length analysis at 1-10 WB and EB Ramps at California Street for General Plan Buildout (Year 2040). This is provided as the worst-case scenario and illustrates that adequate storage space is provided for this condition.

CONCLUSION

We trust these responses adequately address each of the comments received. Overall, in conjunction with this response to comments letter, no further action or revisions to the Project TIA are recommended. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,

Perrie Ilercil, PE (AZ)
Senior Engineer



Giancarlo Ganddini, TE, PTP
Principal

ATTACHMENT A

COMMENT LETTER FROM CALTRANS

DEPARTMENT OF TRANSPORTATION
OFFICE OF LOCAL DEVELOPMENT-INTERGOVERNMENTAL REVIEW
DISTRICT 8, PLANNING
464 W. 4TH STREET, 6TH FLOOR MS-725
SAN BERNARDINO, CA 92401
PHONE (909) 806-3923
TTY 711
www.dot.ca.gov/dist8

Making Conservation a California Way of Life.

July 1, 2020

File: 08-SBd-10-PM 28.661
Cross Street: W. Lugonia Avenue
Case#: P201900171

Mr. Steven Valdez
County of San Bernardino
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Traffic Impact Analysis, Westgrove Apartments

Dear Mr. Valdez,

The California Department of Transportation (Caltrans) has completed the review of the Traffic Impact Analysis (TIA) for a residential project, proposed northwest of the W. Lugonia Avenue and Nevada Street intersection, in the County of San Bernardino. This TIA was prepared by Ganddini Group, Inc. and revised on September 13, 2019. The project proposes to construct a 282-unit multi-family residential development complex on an approximately 9.54-acre site. (APN#: 0292-053-08).

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when a proposed development may impact our facilities. As a responsible agency as defined by the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the County of San Bernardino, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS.

In this regard, we offer the following comments:

Forecast Analysis:

1. Update this TIA to include the following interchanges/intersections as study intersections:
    a. I-10/Alabama Street Interchange
    b. SR-210/San Bernardino Avenue Interchange
    c. Orange Tree Lane/California Street Intersection
2. Analysis includes traffic counts collected during a week containing a holiday. (President's Day, February 19, 2018.) We recommend coordination with area local agencies and this Office to acquire available count data from other recently prepared traffic analysis.

3. Maintain conservation of flow between I-10 and SR-210 ramp intersections. This comment applies globally.
4. Freeway mainline analysis is recommended for the following reasons:
    a. Appendix F, LOS Worksheets shows LOS E is experienced currently at Study Intersection #2. (I-10 at California Street WB Ramps.) TIS Guidelines states that freeway analysis may be required where a trip rate 1 to 49 peak hour trips are assigned to facilities experiencing LOS E or F conditions.
    b. The counts used in Appendix F are unsupported by volumes shown in Appendix E (post-processing,) and in Appendix D (travel demand model). Analysis will require updating with correct input data.
    c. Update analysis to include all three project-accessible interchanges as noted above.
5. Study Intersection #3 (I-10 at California Street, EB Ramps,) includes a de-facto right-turn lane. Analysis should be revised to show this EB approach as a shared left-through-right since additional vehicle storage is not available.

Electrical Operations:

1. Verify the existing and 2040 projected counts for the California street and I-10 WB ramps for the NB through & left turns and WB right turn.
2. The existing projections show that the following is justified:
    a. NB dual left turn movement at WB I-10/California Street On-Ramp.
    b. A NB through lane at WB I-10 at California Street Off-Ramp.
    c. WB right-turn only lane at WB I-10 at California Street Off-Ramp.
    d. SB dual-left turn at EB I-10/California Street On-Ramp.
6. Please submit time space diagram and Synchro analysis for peak hour operation including all signals interconnected.

Traffic Operations:

1. Engineer stamp is needed in the TIA.
2. Include traffic analysis at I-10 Ramps and Alabama Street for all scenarios.
3. Include the lane configurations sheets for studied intersections for opening year condition and general build out condition without/with reciprocal access. Also, include the lane configurations for improvements mitigations.

4. General Plan Roadway Cross Sections: Figure 7 shows the lane width of travel way for Collector and Collector Industrial is 11 ft, but Figure 9 shows the lane width of 12 ft to 12.16 ft. Please verify and correct.
5. Include the queue length analysis at I-10 WB and EB Ramps; and California Street for the Opening Year.

These comments result from a review of the Traffic Impact Analysis provided for our evaluation. All comments should be addressed in a "Response to Caltrans Comments" summary and resubmitted with the TIA prior to proceeding with the Encroachment Permit Process.

If you have any questions regarding this letter, please contact Jacob Mathew at (909) 806-3928 or me at (909) 806-3923.

Sincerely,

Rosa F. Clark

ROSA F. CLARK
Office Chief
Local Development-Intergovernmental Review (LD-IGR)