



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

HEARING DATE: March 19, 2015

AGENDA ITEM:2

Project Description:

Vicinity Map **N↑**

APNs: 0292-055-10
Applicant: The Crossings at Redlands, LLC
Community: Redlands East Valley/Third Supervisorial District
Location: Northeast corner of Nevada Street and Lugonia Ave.
Project No.: P201400420
Staff: Chris Warrick
Rep.: Transtech Engineers, Inc.
Proposal: Planned Development including a preliminary and final development plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail area on 9.1 net acres.



9 Hearing Notices Sent On: March 4, 2015

Report Prepared By: Chris Warrick

SITE INFORMATION:

Parcel Size: 9.1 Net Acres

Terrain: Generally level, descending gradually from east to west at a slope of approximately 1 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	425,000 square foot distribution warehouse facility. Approved By Planning Commission on April 5, 2012	East Valley/Special Development (EV/SD)
South	Commercial Retail	City of Redlands
East	304 unit Multi-family Residential Project (under construction)	East Valley/Special Development (EV/SD)
West	Vacant	East Valley/Special Development (EV/SD)

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

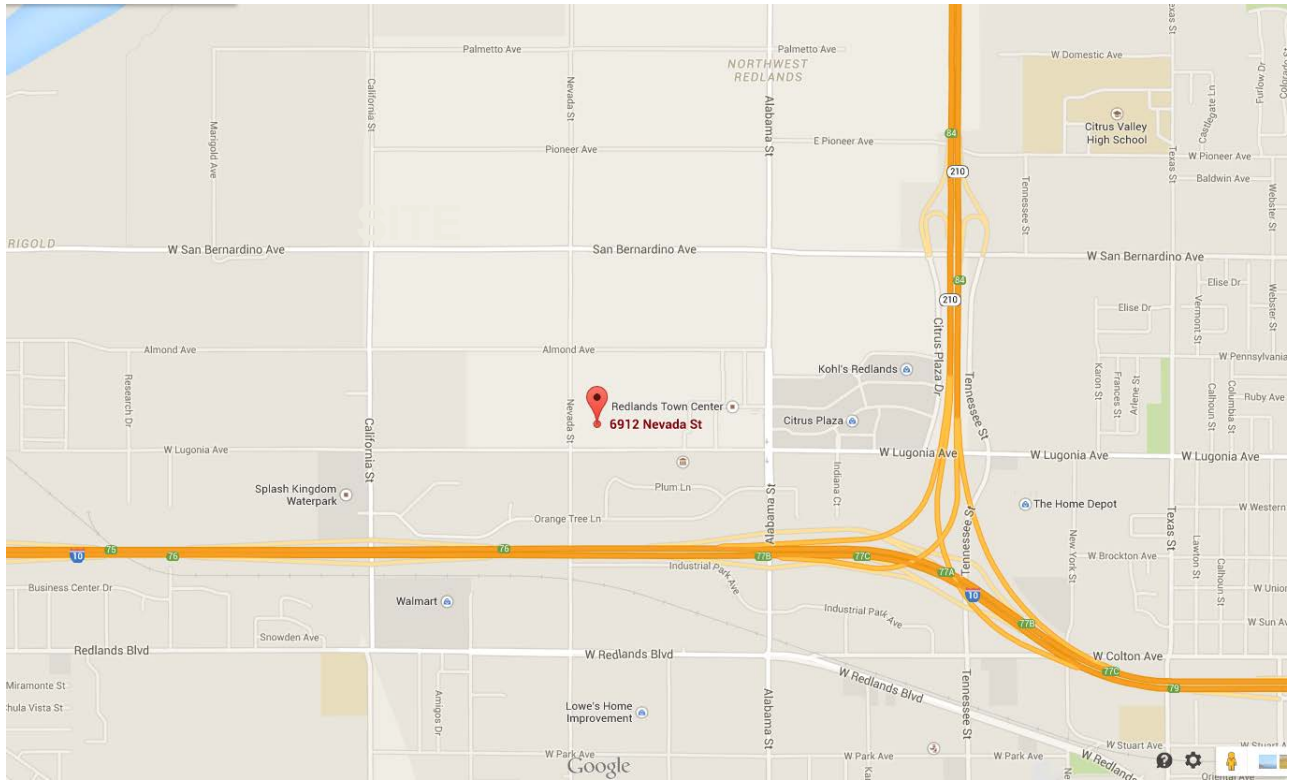
STAFF RECOMMENDATION: That the Planning Commission **RECOMMEND** that the Board of Supervisors **APPROVE** the Planned Development that includes a preliminary and final development plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail area on 9.1 net acres.

This project shall be referred to the Board of Supervisors for final action. Therefore, the recommendation of the Planning Commission is not the final action and cannot be appealed.

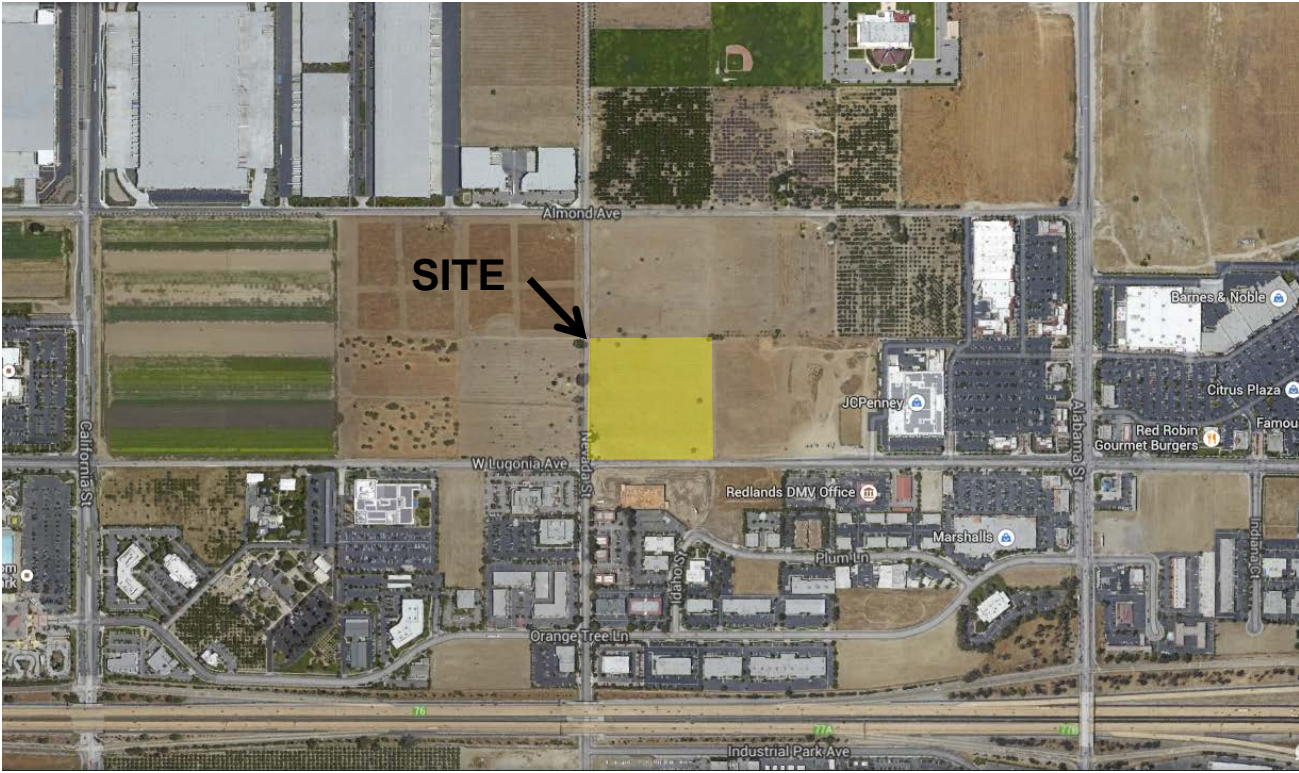
The Crossings at Redlands
P201400420
APN: 0292-055-10
Planning Commission Staff Report
Date of Hearing: March 19, 2015

THIS PAGE INTENTIONALLY LEFT BLANK

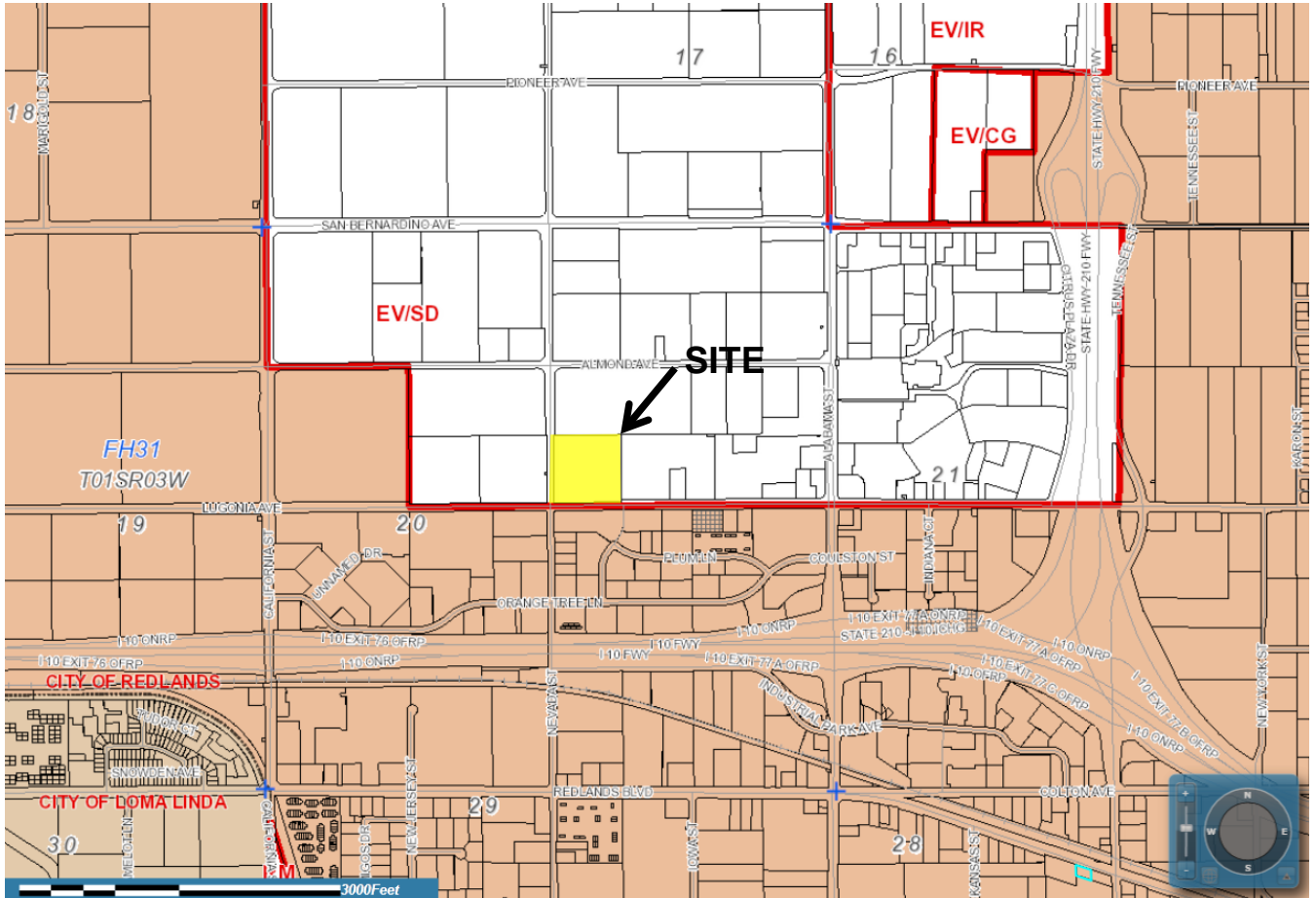
VICINITY MAP (Regional)



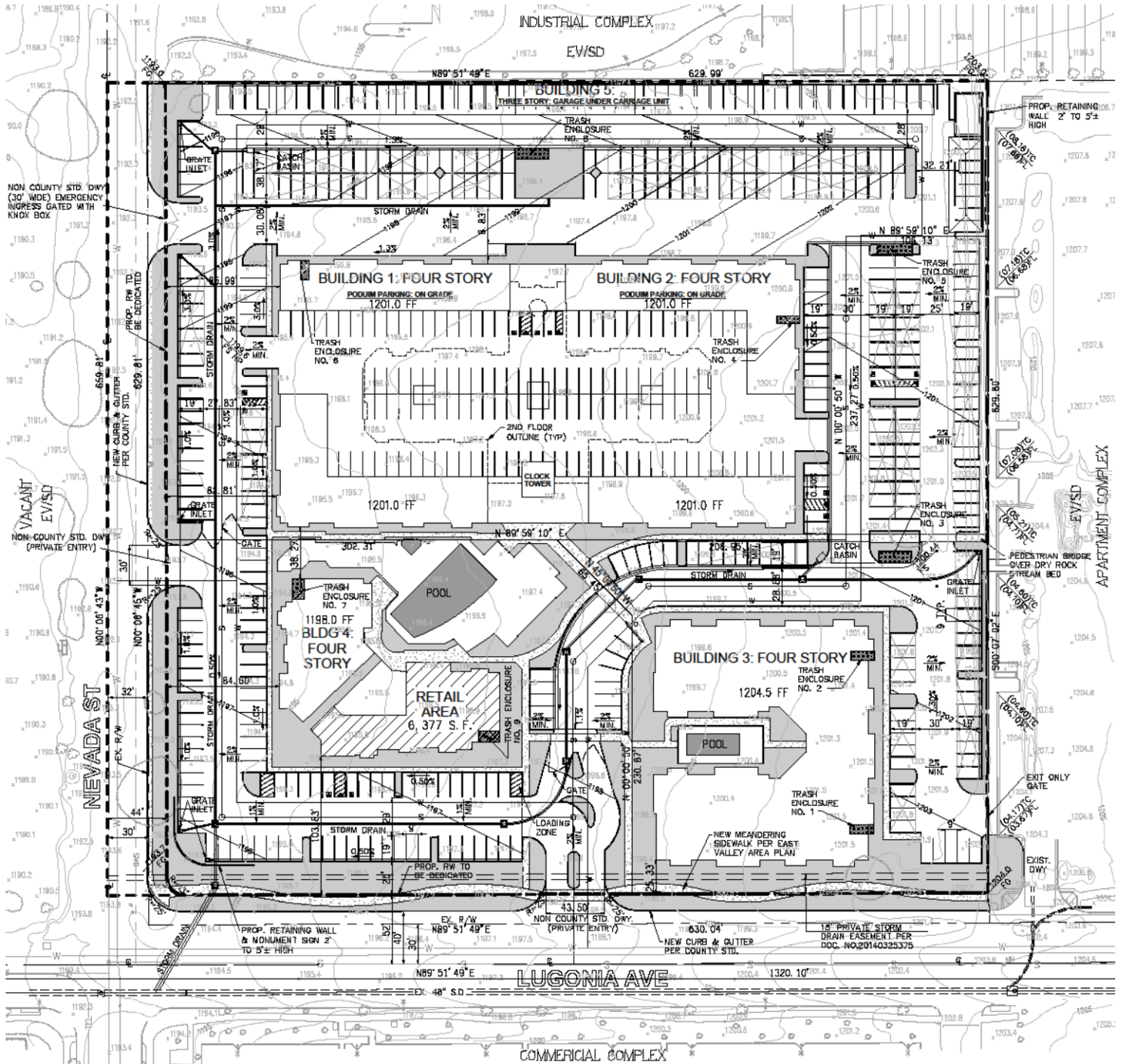
AERIAL MAP



OFFICIAL LAND USE DISTRICT MAP



PLANNED DEVELOPMENT SITE PLAN



BUILDING ELEVATIONS



NEVADA STREET ELEVATION



LUGONIA AVE. ELEVATION

SITE PHOTOS



Looking north along Nevada St. from corner of Lugonia and Nevada St.



Looking east along Lugonia Ave, from corner of Lugonia Ave. and Nevada St.

SITE PHOTOS



Looking northwest along Lugonia Ave. from the south side of Lugonia Ave.



Looking north from the south side of Lugonia Ave.

SITE PHOTOS



Looking northeast from the south side of Lugonia Ave.

PROJECT DESCRIPTION AND BACKGROUND:

The applicant is requesting approval of a Planned Development that includes a Preliminary and Final Development Plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail floor area on 9.1 net acres (Project). The Project includes five structures, consisting of four structures that contain four stories, and one structure that contains three stories. This Project also includes 6,377 square feet of leasable retail floor area. The floor area of the units ranges from 480 to 980 square feet with studio units, and one and two bedroom units. A total of 588 parking spaces are proposed, which includes 303 covered spaces, 48 garage spaces, 226 open spaces and 11 disabled spaces. A total of 19 spaces are devoted to the 'leasable retail area' on the ground floor of the administrative/club house building. The Project includes a 13,000 square foot recreation center, 6,377 square feet of which is leasable retail space, two (2) pools, spa, exercise room, library, kitchen, lounges, restrooms, and a leasing office. The Project also includes open space and recreation areas consisting of landscape courtyards, a dog park, picnic and barbeque areas, water features and several outdoor dining areas. Total building coverage is 2.2 acres (25%) and the total impervious area is 6.02 acres (66%). The total landscaped and open space area consists of 3.07 acres, which is 33.7 percent of the site area. Project development will include half-width public right-of-way improvements to Lugonia Avenue and Nevada Street fronting the Project and the construction of wet and dry utility/infrastructure improvements.

The Project is located at the northeast corner of Nevada Street and Lugonia Avenue, which is in the unincorporated portion of San Bernardino County (County), in the East Valley Area Plan. The land use zoning designation of the site is Special Development and is also subject to the Airport Safety Review overlay (AR-3). The Project is in the Third Supervisorial District and despite its proximity, is not in the City of Redlands (Redlands) Sphere of Influence.

The site is in the Inland Valley Development Agency (IVDA) Redevelopment Project Area. The IVDA is a joint powers authority comprised of the County and the Cities of San Bernardino, Colton and Loma Linda. Formed in 1990, the IVDA is responsible for the development of the non-aviation portion of the San Bernardino International Airport (SBIA), formerly Norton Air Force Base. This area includes all the unincorporated area of the East Valley Area Plan (also known locally as the "Donut Hole" as it is totally surrounded by Redlands, but is not within the Redlands sphere of influence).

GENERAL PROJECT ANALYSIS:

Planned Development Permit. The proposed Planned Development Permit (PDP) is for a mixed-use development consisting of a private gated residential development and 6,377 square feet of leasable retail floor area. The PRD is a type of a Planned Development that is designed to provide for 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 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 Planned Development Permits, following a recommendation from the Planning Commission.

Land Use Compatibility. The Project is located in the Special Development (SD) land use zoning district of the East Valley Area Plan (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 Planned Development Permit, ensuring that the Project is provided with adequate amenities and infrastructure improvements. The Project is a logical and orderly extension of the planned land use

within the surrounding area, such as the 340-unit residential project underconstruction on the adjacent 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 and employers. This also helps to reduce vehicle trips and vehicle miles traveled.

While the Project is not within the sphere of influence of Redlands, 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.

Adjacent Land Uses. The surrounding off-site land uses consist of a mixture of multi-family residential, high-cube warehouse and office commercial. The adjacent property to the east is an existing multi-family residential project that is currently under construction (University Crossing, approved by the Board on August 21, 2012, Item 45). The adjacent property to the south, across Lugonia Avenue, is an existing commercial office development in the City of Redlands. The adjacent property to the west is vacant and the adjacent property to the north is a 425,000 square foot high-cube warehouse project that was recently constructed.

The proposed Project includes a long linear building along the north property line adjacent to the warehouse project. The purpose of the long building, which the developer refers to as "Carriage Units" is to provide a buffer between the existing warehouse use and the proposed residential use. The Carriage Unit building is a three story building with enclosed garages on the ground floor and living area in the two floors above. The Carriage Units will not include window or door openings on the north side abutting the warehouse use.

Parking. A total of 592 parking spaces are proposed for the Project, which includes 303 covered spaces, 48 garage spaces, 230 open spaces and 11 disabled spaces. Nineteen spaces are devoted to the retail uses, which leaves 573 spaces for the residential use, at 1.69 parking spaces per unit. 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 850 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 parking standards.

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, and are not reflective of actual parking demand. This Project included a parking analysis, which evaluated the adequacy of parking among other similar apartment projects throughout Southern California. The parking analysis focused not only on parking spaces per unit, but on parking spaces per bedroom, since the number of occupants in a unit is the prime determinant of the likely number of vehicles associated with that unit. Units with 2+ bedrooms are more likely to contain 2+ occupants and therefore have a higher likelihood of having to accommodate 2+ vehicles than one bedroom units. The Project includes 1.26 spaces per bedroom, which is slightly higher than the average of all the projects surveyed. Parking ratios found throughout the survey range from 1.00 to 1.78 spaces per bedroom. The per-unit ratios found in the survey ranged from 1.34 to 2.47 spaces per unit. This research demonstrates that the proposed parking ratio of 1.26 spaces per bedroom (or 1.69 spaces per unit) for the proposed Project exceeds local and regional norms for apartment complexes of similar scale and type, and will pose no impediment to marketability or livability.

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 and Nevada Street will be screened by landscape berms 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 was prepared for this Project by Kunzman Associates. The Traffic Impact Analysis evaluated the potential traffic and circulation impacts associated with the proposed Project on the surrounding roadway system, and recommended improvements required to mitigate impacts and maintain satisfactory levels of service. The Project is estimated to generate a total of approximately 2,544 trip-ends per day on a typical weekday, with approximately 181 a.m. peak hour trips and 229 p.m. peak hour trips. The analysis provides baseline information for the existing year (2014), and opening year (2016) 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 (2035).

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 (SCAQMD) 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 further promotes a mixed use atmosphere 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. A review threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify projects that may require reduction measures. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points through the Screening Table review do not require quantification of project-specific GHG emissions. The proposed Project has garnered 123 points on the Screening Tables through the application of energy efficient building standards, energy efficient lighting fixtures and appliances, and energy efficient plumbing fixtures. The Project also

includes pedestrian and bicycle linkages to nearby commercial uses, and utilizes Vehicle Trip Reduction Measures that reduce Vehicle Miles Traveled (VMT) for residential projects near existing retail centers. As a result, the Project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the Project design or will be included as Conditions of Approval for the Project.

Drainage/Hydrology. The proposed Project storm drain system will collect runoff from the Project, which will be conveyed and directed to the southwesterly portion of the Project site. The low flow water quality flows will be diverted to the water quality infiltration basin by a low flow diversion structure. Storm water flows greater than the water quality flow rate will be discharged to the existing 51-inch storm drain pipe located in Lugonia Avenue, which is part of the County's master drainage system. Portions of this storm drainage system were previously constructed as developments along Lugonia Avenue were completed. Remaining portions of the storm drain system have yet to be completed. Until the Lugonia Avenue storm drain system is completed, this Project will provide storm water detention to minimize the flows from the Project site. This Project is part of a combination of four sites in the area that will contribute stormwater runoff to a proposed detention basin located at the northwest corner of Lugonia Avenue and Nevada Street. The four sites that will contribute to the detention basin include the Redlands Town Center, the University Crossing project, the proposed Project under consideration and future development near the detention basin site.

California Environmental Quality Act (CEQA). In compliance with the California Environmental Quality Act (CEQA), an Initial Study has been completed for the proposed Project and it 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 January 7, 2015, 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 comment period began on January 9, 2015, which initiated the 30 day review and availability of the Initial Study document. As of the closing date of the comment period, February 13, 2015, no comment letters have been received. Any letters that may be received will be provided to the Planning Commission, with staff recommendations/responses at the Planning Commission meeting.

Public Comments. The Project notices were sent to 14 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 has not received any comments from the surrounding property owners.

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

- 1) **ADOPT** the Mitigated Negative Declaration based on a finding that the Initial Study was completed in compliance with the California Environmental Quality Act, that it has been reviewed and considered prior to approval of the Project, and that the Initial Study/Mitigated Negative Declaration reflects the independent judgment of the County of San Bernardino;
- 2) **APPROVE** the Planned Development which includes a Preliminary and Final Development Plan for a mixed-use Project with 340 multi-family apartment units and 6,377 square feet of leasable retail floor area on 9.1 net, based on the Findings contained in the Staff Report and subject to the attached Conditions of Approval.
- 3) **FILE** a Notice of Determination.

The Crossings at Redlands
P201400420
APN: 0292-055-10
Planning Commission Staff Report
Date of Hearing: March 19, 2015

ATTACHMENTS:

- Exhibit A: Findings
- Exhibit B: Conditions of Approval
- Exhibit C: Initial Study

EXHIBIT A

Findings

FINDINGS: Planned Residential Development Permit (PRD)**A Planned Development that includes a preliminary and final development plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail area on 9.1 net acres (Project).**

1. 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 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 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 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 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 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 half-width street improvements for Lugonia Avenue and Nevada Street, 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 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 because the proposed multi-family residential Project is located in an urbanizing area planned for a mix of commercial, industrial and residential land uses.
6. 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, 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 Project has been designed in a manner that provides increased landscape setbacks and sound walls between the proposed residential Project and the adjacent commercial

and warehouse uses. The proposed retail uses included in this Project will provide accommodations for the residents of the development yet there will be sufficient separation between the proposed retail uses and the residential uses.

9. 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 staff'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 B

Conditions of Approval

CONDITIONS OF APPROVAL

The Crossings at Redlands, LLC Planned Residential Development (PRD)

GENERAL REQUIREMENTS

Conditions of Operation and Procedures

LAND USE SERVICES - Planning (909) 387-8311

1. Project Approval Description. This Planned Residential Development (PRD) is approved to be constructed and operated in compliance with the San Bernardino County Code (SBCC), the following conditions of approval, the approved site plan, Preliminary Development Plan, Final Development Plan and any other required and approved reports and/or displays (e.g. elevations). This project is a Planned Residential Development that includes a Preliminary and Final Development Plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail area on 9.1 net acres. The site is located on the northeast corner of Lugonia Avenue and Nevada Street. Project APN: 0292-055-10; Project Number P201400420.
2. “Developer” Defined. The term “developer” as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.
3. Revisions. Any proposed change to the approved use/activity on the site (e.g. from warehouse to manufacturing); or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to structures building locations, elevations, signs, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Planning for review and approval obtained.
4. Continuous Effect/Revocation. All of the conditions of this project are continuously in effect throughout the operative life of the project for the use approved. Failure of the property owner, tenant, applicant, developer or any operator (herein “developer”) to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use,

provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.

5. Expiration. This project permit approval shall expire and become void if it is not “exercised” within three (3) years of the effective date of this approval, unless an extension of time is approved. The permit is deemed “exercised” when either:
- a) The permittee has commenced actual construction or alteration 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)

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:

- a) 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.
- b) The land use is determined by the County to be abandoned or non-conforming.
- c) 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.

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

6. 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)

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

8. 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.

9. Project Account. The Job Costing System (JCS) account number is P201400420. 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 expenses 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 \$1000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and/or operation of each approved use in each approved structure or land use activity area. There shall be sufficient funds (\$500.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. landscape performance).
10. Condition Compliance. In order to obtain construction permits for grading, or any new building, final inspection, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through County Planning in accordance with the directions

- stated in the Approval letter. County Planning shall release their holds on each phase of development by providing to County Building and Safety the following:
- a) Grading Permits - a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
 - b) 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.
 - c) Final Inspection - a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.
11. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
- a) Federal: Federal Aviation Administration
 - b) State of California: Regional Water Quality Control Board (RWQCB)
 - c) County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire, 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
12. 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, size and height.
 - f) Signage. All on-site signs, including posted area signs (e.g. “No Trespassing”) shall be maintained in a clean readable condition at all times

and all graffiti and vandalism shall be removed and repaired on a regular weekly basis. Signs on the site shall be of the size and general location as shown on the approved site plan or an approved sign plan.

- g) 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.
 - h) 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.
13. 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. In addition to these, none of the following shall be perceptible without instruments at any point outside the project boundaries at adjoining property lines:
- a) Odors: No offensive or objectionable odor
 - b) Emissions: No emission of dirt, dust, fly ash, and other forms of particulate matter.
 - c) Smoke: No smoke from any project source shall be emitted of a greater density than that described in No. 2 on the Ringelmann Chart (as published currently by the United States Bureau of Mines)
 - d) Radiation: No dangerous amount of radioactive emissions.
 - e) Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
 - f) Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.
14. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall 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, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.
15. 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) or as otherwise required by County Traffic.

16. Underground Utilities. There shall be no new above ground power or communication lines extended to the site. All new utilities shall be placed underground in a manner, which avoids disturbing any existing/natural vegetation or the site appearance. Existing utilities around the site perimeter shall also be placed underground in coordination with the utility provider.
17. AR3 Operational Requirements. *The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:*
 - a) *All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.*
 - b) *Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)*
 - c) *The “developer”/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.*
 - d) *Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).*
[Mitigation Measure VIII-1] General Requirement/Planning
18. Vehicle Trip Reduction Measures – Residential Near Local Retail (GHG Reduction Measure R2T6). Mixed use development with diversity of land uses complementing each other (2 points).
19. Pedestrian Infrastructure (GHG Reduction Measure R2T7). The proposed project is designed in a manner that includes pedestrian linkages between residential and commercial uses within one mile of the project (3 points).
20. Vehicle Trip Reduction Measures – Residential Near Local Retail (GHG Reduction Measure R2T6). The development of residential projects within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The proposed project is adjacent to existing retail development on the south and east and is within walking distance to another large retail center. Based on CAPCOA’s Qualifying Greenhouse Gas Mitigation Measures, for projects with mixed-use characteristics (residential near commercial-retail) the low-end reduction in GHG emissions is 9 percent, which is equal to 28 points on the County’s GHG Reduction Plan Screening Tables. (28 points).

LAND USE SERVICES - Code Enforcement (909) 387-4044

21. Enforcement. If any County agency is 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; Division 6 - Administration, Chapter 86.09 - Enforcement.

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

22. Noise. Noise level shall be maintained at or below County Development Code Standards, Section 83.01.080. For information, please call DEHS at 909-387-4666.
23. 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 DEHS/LEA at: 909-387-4655

COUNTY FIRE - Community Safety (909) 386-8465

24. Fire 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 California Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
25. Additional Requirements. In addition to the Fire requirements stated herein, other on site and 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.

LAND USE SERVICES - Land Development - Drainage (909) 387-8311

26. Tributary Drainage. Adequate provisions shall 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.

27. Natural Drainage. The natural drainage courses traversing through the site from adjacent properties shall not be occupied or obstructed
28. 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.
29. 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 assure 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.
30. 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.

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

31. Road Standards. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans.

PUBLIC WORKS - Solid Waste Management (909) 387-8701

32. Recycling Storage Capacity. The developer shall provide equal space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
33. 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 solid waste a week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341. This condition meets the requirements of the Solid Waste Diversion Program (GHG Reduction Measure R2W6) (2 Points).

34. Mandatory Commercial Trash Service. This project falls within a Uniform Handling Service area. If uniform handling service is implemented for all or part of a particular franchise area, all owners of a dwelling or a commercial or industrial unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.

PUBLIC WORKS - Traffic Division (909) 387-8186

35. The project vehicles shall not back out into the public roadway.

**PRIOR TO ISSUANCE OF GRADING PERMITS
OR LAND DISTURBING ACTIVITIES**

The following shall be completed:

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

36. Geotechnical (Soil) Report: When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
37. Geology Report: A geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to final project approval.
38. Grading Plans. Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance of more than 50 Cu Yards.
39. Erosion & Sediment Control Plan: An erosion and sediment control plan and permit shall be submitted to and approved by the Building Official prior to any land disturbance.
40. Erosion Control Installation: Erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
41. NPDES. 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. The WDID number issued by the Regional Water Quality Control Board will be required as evidence of filing the NOI.

LAND USE SERVICES - Planning (909) 387- 8311

42. AQ-Dust Control Plan. *The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:*
 - a) *Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.*
 - b) *The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.*
 - c) *Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.*

- d) *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
- e) *Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.*
- f) *Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
- g) *Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.*
- h) *Storm water control systems shall be installed to prevent off-site mud deposition.*
- i) *All trucks hauling dirt away from the site shall be covered.*
- j) *Construction vehicle tires shall be washed, prior to leaving the project site.*
- k) *Rumble plates shall be installed at construction exits from dirt driveways.*
- l) *Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
- m) *Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

[Mitigation Measure III-1] Prior to Grading Permits/Planning

43. *Construction Noise.* *The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*

- a. *During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.*
- b. *The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.*
- c. *The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.*
- d. *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*
- e. *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall*

not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

44. Cultural Resources. The developer/property owner shall submit for review and *obtain* approval from County Planning of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a provision that project contractors shall also adhere to the following requirements:
- a) If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease immediately until written clearance by County Planning is provided indicating that satisfactory mitigation has been implemented. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. The developer shall implement any such additional mitigation to the satisfaction of County Planning.
 - b) If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find. If the remains or cultural artifacts are determined to be of Native American origin, the local Native American representative shall also be notified.

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

45. Drainage Improvements. A Registered Civil Engineer 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 manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$520 deposit for drainage review will be collected upon submittal to the Land Development Division.
46. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
47. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
48. Grading Plans. Grading plans shall be submitted for review and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.
49. On-site Flows. On-site flows need to be directed to the proposed WQMP drainage facility.
50. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review

will be collected upon submittal to the Land Development Division. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: <http://www.sbcounty.gov/dpw/land/npdes.asp>

51. WQMP Inspection Fee. The developer shall provide \$3,600 deposit to Land Development Division for inspection of the approved WQMP.

COUNTY FIRE - Community Safety (909) 386-8465

52. Water System. Prior to any land disturbance, the water system shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix IIIA of the California Fire Code.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

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

53. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.
54. Seismic Standards. *The site shall be designed in accordance with the most current standards for seismic mitigation. [Mitigation Measure VI-1] Prior to Building Permits/Building and Safety*
55. Wall Plans. Submit professionally prepared plans for review and obtain approval with permits for all fences and walls greater than six feet (6') in height and any required walls, retaining walls or trash enclosures.
56. Outdoor Lighting Plans. Three copies of the proposed professionally prepared Outdoor lighting plan shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, prior to any lighting installation.
57. Disabled Access. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide and shall be designated van accessible. The words "NO PARKING" shall be painted on the ground within each eight-foot loading area as specified in the California Building Code.
58. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.
59. Greenhouse Gas (GHG) Compliance. Prior to the issuance of building permits the Building and Safety Division shall coordinate with County Planning to ensure that all GHG Measures have been included in the building plans.

LAND USE SERVICES - Planning (909) 387-8311

60. New Home Renewable Energy (GHG Reduction Measure R2E8). A minimum of 20 percent of the power needs of the project shall be provided by means of rooftop solar photovoltaic panels (12 Points).
61. Energy Efficiency for New Residential Development (GHG Reduction Measure R2E6). The project shall include GHG reduction measures which include the specific features listed below. The developer shall provide a certified letter from a qualified energy consultant showing that the 2007 Title 24 energy efficiency requirements for each feature is being exceeded by the amounts listed below:
 - a) Insulation – Enhanced Insulation (15% > Title 24) (7 points)
 - b) Windows - Enhanced Window Insulation (15% > Title 24) (7 points)

- c) Doors - Enhanced Door Insulation (15% > Title 24) (7 points)
 - d) Air Infiltration – Reduced Building Envelope Leakage (15% > Title 24) (7 points)
 - e) Heating and Cooling Distribution System – Reduced Distribution Losses (15% > Title 24) (7 points)
 - f) Space Heating/Cooling Equipment – High Efficiency HVAC (15% > Title 24) (7 points)
 - g) Water Heaters – Efficiency Water Heaters (Energy Star conventional that is 5% > Title 24) (3 points)
 - h) Artificial Lighting – High Efficient Lights, LED, etc. (15% > Title 24) (7 points)
 - i) Appliances – High Efficiency Appliances (15% > Title 24) (7 points)
62. Potable Water - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include GHG reduction measures which include the specific features listed below. The developer shall provide a certified letter from a qualified energy consultant showing that the 2007 Title 24 energy efficiency requirements for each feature is being exceeded by the amounts listed below:
- a) The project shall include EPA High Efficiency Showerheads (15% > Title 24) (3 points).
 - b) The project shall include EPA High Efficiency Toilets (15% > Title 24) (3 points).
 - c) The project shall include EPA High Efficiency Faucets (15% > Title 24) (3 points).
63. Underground Utilities. All new on-site utility lines (66KV or less) located on or around the perimeter of the site, shall be placed underground. The developer will work cooperatively with the County and appropriate utility agencies to underground these facilities.
64. East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail provides an incentive to use alternative transportation modes that access the area.
65. Phasing Plan. If the on-site construction is to be phased the Developer shall submit a detailed construction phasing plan to County Planning for review and approval. The phasing plan shall be subject to review and approval by County Fire, County Building and Safety, Public Works, and County Planning. The construction phasing plan shall address emergency access, resident access, construction access, infrastructure, drainage, parking, construction staging, and landscaping and amenities. All on-site improvements shall be completed prior to receiving final occupancy for each construction phase of development as shown

on the approved phasing plan. All required public improvements, including Lugonia Avenue and Nevada Street improvements, and all required on-site and off-site drainage improvements shall be constructed and completed prior to final occupancy of the first phase of construction. The club house facility shall also be completed with the first construction phase.

66. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code, as well as the East Valley Area Plan requirements. The developer shall submit two copies of a landscape and irrigation plan to County Planning.
67. Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC1). The project shall include the following water efficient irrigation and landscaping measures:
- a) Drip irrigation to be included and identified on the irrigation plans (1 Point).
 - b) Recycled water (greywater purple pipe) irrigation system to be used as available from the City of Redlands. Irrigation systems on site will use purple pipe in anticipation of this service available from the City. (5 Points).
68. Lugonia Avenue Landscape and Development Standards. Lugonia Avenue is designated as a Major Highway. The intent of the landscape guidelines for Lugonia Avenue is to create a spacious, uncluttered “Greenbelt” appearance. The proposed project shall include the following landscape and design standards with respect to Lugonia Avenue:
- a) Setbacks. Front building setback line (from property line) is 30 feet (average). The front parking setback line is 15 feet. Berms or other screening is required where parking is visible from the public right-of-way.
 - b) Sidewalks. Meandering sidewalks shall be provided, 6 feet in width, minimum of 3 feet from back of curb.
 - c) Street Trees. Carrotwood (*Cupaniopsis anacardioides*) and Luquidambar styraciflua planted with random spacing or in grove effect, to provide varied streetscape with view windows, at the equivalent of one tree per thirty (30) linear feet of frontage.
69. AR3 Design Requirements. *The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft overflight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning*
70. Interior Noise Level Reduction. *An interior noise level reduction of approximately 25.0 dBA CNEL is required to satisfy the County of San Bernardino 45 dBA CNEL*

interior noise standard. All residential buildings on-site would be designed to meet or exceed California Energy Code Title 24 standards, which specify construction methods and materials that result in energy efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming that windows are closed). This includes installation of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. Such a reduction would reduce potential noise levels along the northern side of the carriage house to within the County's 45 dBA interior standard in all units. Developer to provide written certification that all noise thresholds in accordance with the acoustical study prepared by Rincon have been met. [Mitigation Measure XII-2] - Prior to Building Permit/Planning

SPECIAL DISTRICTS - Street Lights (909) 387-5940

71. Street Lighting Plans This project lies within the boundaries of County Service Area 70, Zone EV-1. Street lighting plans and plan check fees must be submitted to and approved by Special Districts Department. Please submit plans and plan check fees to Special Districts Department, 157 W. 5th St., 2nd Floor, San Bernardino, CA 92415-0450. For additional information regarding street light plans, please call Special Districts Department at (909) 387-5940.

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

72. Water. Water purveyor shall be City of Redlands or EHS approved
73. Water Letter. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number. For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 800-442-2283.
74. Sewer. Method of sewage disposal shall be City of Redlands or EHS approved.
75. Wastewater Verification. Applicant shall procure a verification letter from the sewer agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer agency. The letter shall reference the Assessor's Parcel Number.
76. Acoustical Information. 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 909-387-4655.

77. Public Swimming Pools. Plans for swimming pool(s) and associated restroom facilities shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 800-442-2283.

LAND USE SERVICES - Land Development - Roads (909) 387-8311

78. 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. These shall be submitted to the Land Use Services Department, located at 385 N. Arrowhead Ave, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

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'.
- Curb Return Dedication. A 50 foot radius return grant of easement is required at the intersection of Lugonia Avenue and Nevada Street.
- 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 San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110.

Nevada Street (Secondary Highway – 88')

- Road Dedication. A 14 foot grant of easement is required to provide a half-width right-of-way of 44'.
- Street Improvements. Design curb and gutter with match up paving 32 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.

79. 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.

80. 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.

81. Encroachment Permits. Prior to installation of road and drainage improvements, a 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.
82. 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.
83. 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.
84. 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.

PUBLIC WORKS - Traffic Division (909) 387-8186

85. *Regional Transportation Mitigation Fees (RTMF).* *This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Hole Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$2,198 for a Multi Family Dwelling unit and \$6.82 per square foot for Commercial use. Per the approved traffic study, there are 340 apartment dwelling units and 6,377 square feet of specialty retail. The estimated Regional Transportation Fees for the apartment dwelling units are \$747,320 (340 apartment dwelling units x \$2,198 per dwelling unit). The estimated Regional Transportation Fees for the specialty retail is \$43,491.14 (6,377 sq. ft. x \$6.82 per sq. ft.). Therefore, the total estimated Regional Transportation Fees for both the apartments dwelling units and specialty retail are \$790,811.14. The current Regional Transportation Fee Plan can be found at the following website: http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp [Mitigation Measure XVI-1] Prior to Building Permit/County Traffic*

86. *Fair Share Contributions to Intersection Improvements.* *A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised Kunzman Associates traffic study dated October 23, 2014. The study concluded that the additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Alabama Street at San Bernardino Ave, Alabama Street at Lugonia Avenue, SR-210 Freeway Southbound Ramps at San Bernardino Avenue, and SR-210 Freeway Northbound Ramps at San Bernardino Avenue.*

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$75,870 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

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

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
<i>Alabama Street at San Bernardino Avenue</i> <ul style="list-style-type: none"> • <i>Construct additional eastbound (EB) through lane.</i> • <i>Construct eastbound (EB) right-turn lane.</i> • <i>Construct westbound (WB) right-turn lane with overlap.</i> 	\$400,000	3.0%	\$12,000
<i>Alabama Street at Lugonia Avenue</i> <ul style="list-style-type: none"> • <i>Construct additional northbound (NB) left-turn lane.</i> • <i>Construct additional northbound (NB) through lane.</i> • <i>Construct northbound (NB) right-turn lane with overlap.</i> • <i>Construct additional southbound (SB) left-turn lane.</i> • <i>Construct additional eastbound (EB) left-turn lane.</i> • <i>Construct additional westbound (WB) left-turn lane.</i> 	\$550,000	5.3%	\$29,150
<i>SR-210 Freeway southbound (SB) Ramps at San Bernardino Avenue</i> <ul style="list-style-type: none"> • <i>Construct additional</i> 	\$1,120,000	1.9%	\$21,280

<i>southbound (SB) left-turn lane.</i> <ul style="list-style-type: none"> • <i>Construct additional eastbound (EB) through lane.</i> • <i>Construct additional westbound (WB) through lane.</i> • <i>Construct retaining wall.</i> 			
<i>SR-210 Freeway Northbound (NB) Ramps at San Bernardino Ave</i> <ul style="list-style-type: none"> • <i>Construct additional southbound (SB) left-turn lane.</i> • <i>Construct additional southbound (SB) through lane.</i> • <i>Construct additional eastbound (EB) through lane.</i> • <i>Construct additional westbound (WB) through lane.</i> • <i>Provide westbound (WB) right-turn overlap.</i> • <i>Construct retaining wall.</i> 	\$1,120,000	1.2%	\$13,440
<i>Total</i>			<i>\$75,870</i>

COUNTY FIRE - Community Safety (909) 386-8465

87. Access. The development shall have a minimum of 4 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. Standard 902.2.1
- 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. Modifications to these standards may be approved by County Fire, subject to review and approval of the construction phasing plan. Any additional construction must submit plans for approval.
88. Building Plans. Not less than two (2) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
89. 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 either produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied or you must install an approved fire sprinkler system. This requirement shall be completed prior to combination inspection by Building and Safety.

90. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12% grade and have a minimum of forty five (45) foot radius for all turns. Modifications to these standards may be approved by County Fire, subject to review and approval of the construction phasing plan. Any additional construction must submit plans for approval. Standard 902.2.1
91. Water System Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred [300] feet from any portion of a structure. [F54]
92. Fire Alarm. A manual, automatic or manual and automatic 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 three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal. Standard 1007.1.1FA. [F62A]
93. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan. Standard 901.4 [F93]

PUBLIC WORKS - Solid Waste Management (909) 386-8968

94. C&D Plan – Part 1. The developer shall prepare, submit, and obtain approval from Solid Waste Management Division (SWMD) of a "Construction Waste Management Recycling Plan (C&D Plan), Part I". The C&D Plan shall list the types and volumes of solid waste materials expected to be generated from grading and construction. The Plan shall include options to divert from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume.

Upon completion of construction, the developer shall complete SWMD's C&D Plan Part 2". This summary shall provide documentation of diversion of materials including but not limited to receipts or letters documenting material types and weights from diversion facilities or certification reuse of materials on site.

PRIOR TO FINAL INSPECTION OR OCCUPANCY PERMITS

The Following Shall Be Completed:

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

95. Condition Compliance Release Form Sign-off: Prior to occupancy of each phase of development all Department/Division requirements and sign-off's shall be completed.

LAND USE SERVICES - Planning (909) 387-8311

96. On-Site Construction Phasing. All on-site improvements shall be completed prior to receiving final occupancy for each construction phase of development as shown on the approved phasing plan. All required public improvements, including Lugonia Avenue and Nevada Street improvements, and all required on-site and off-site drainage improvements shall be constructed and completed prior to final occupancy of the first phase of construction. The club house facility shall also be completed with the first construction phase.
97. Parking Lot Installed: On-site parking and circulation requirements shall be installed, inspected and approved as being in compliance with the approved Final Development Plan. The following shall be completed:
- a) Markings. All circulation markings shall be clearly painted and permanently maintained, including arrows painted to indicate direction of traffic flow.
 - b) Crosswalks. All on-site internal pedestrian crosswalks shall be delineated with a minimum 3" white or yellow painted line stripe. All pedestrian crossings in public right-of-way shall be per County Standards.
 - c) Stops. All internal parking lot driveway intersections shall be installed with a painted stop limit line and shall have either a breakaway pole "STOP" sign and/or painted "STOP" lettering on the paving in front of the limit line.
 - d) Parking Space Striping. All paved parking stalls shall be clearly striped and permanently maintained. All paved parking stalls shall be striped with double/hairpin lines with the two lines being located an equal nine inches on either side of the stall sidelines.
 - e) Multi-modal. All required multi-modal amenities (e.g. bike stands, motorcycle parking, mass transit access, carpool preferred parking, vanpool passenger pickup etc.) shall be installed per approved plans.
98. Disabled Parking Installed. Parking for the disabled with paths of travel to the main building entries shall be installed per SBCC §83.11.060. Disabled access parking spaces shall be clearly and continually designated with pavement markings and signs.
99. Landscaping Installed. All proposed landscaping, hardscape, exterior features (benches, walkways, bike racks etc), walls and fencing shall be installed as shown on the approved landscaping plan for each phase of development. All improvements shall be completed prior to receiving final occupancy for each phase of development as shown on the approved phasing plan.

100. Landscape Certificate of Compliance submittal. Pursuant to Section 83.10.100 of the County Development Code, prior to the issuance of the certificate of occupancy or final inspection for a project, a Landscape Certificate of Completion shall be submitted to the Land Use Services Department, Planning Division certifying that the landscape has been installed in accordance with the approved project specific landscape documentation package. The Landscape Certificate of Completion shall be signed and dated by the licensed professional who prepared the plans.
101. GHG – Installation. The developer shall submit for review and obtain approval from County Planning evidence that all GHG reduction measures have been installed, implemented and that specified performance objectives are being met.

SPECIAL DISTRICTS (909) 387-5940

102. Street Lighting Installed. All required streetlights shall be installed and operating to the satisfaction of the Special Districts Department.

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

103. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
104. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

LAND USE SERVICES - Land Development - Roads (909) 387-8311

105. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.
106. 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.

107. 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.
108. 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 WORKS - Solid Waste Management (909) 386-8968

109. C&D Plan – Part 2. The developer shall complete SWMD's C&D Plan Part 2". This summary shall provide documentation of diversion of materials including but not limited to receipts or letters from diversion facilities or certification reuse of materials on site. The C&D Plan – Part 2 shall provide evidence to the satisfaction of County Solid Waste that demonstrates that the project has diverted from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume of all construction waste.

This summary shall provide documentation of diversion of materials including but not limited to receipts or letters documenting material types and weights from diversion facilities or certification reuse of materials on site.

COUNTY FIRE - Community Safety (909) 386-8400

110. Street Sign. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed. Standard 901.4.4 [F72]
111. Fire Sprinkler-NFPA #13R. An automatic fire sprinkler system complying with NFPA Pamphlet #13R and Fire Department standards for light Hazard Occupancies under 5,000 sq. ft. and Multi-Residential Occupancies. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans (minimum 1/8" scale) with hydraulic calculations and manufactures specification sheets to the Fire Department for approval. The required fees shall be paid at the time of plan submittal. Minimum water supply shall be a two-inch water meter for Commercial and one and a half (1½) inch for Residential. Standard 101.1RC [F60]
112. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road. Standard 901.4.3. [F80]

113. Commercial Addressing. Commercial and industrial developments of 100,000 sq. ft. or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances. Standard 901.4.4 [F82]
114. Illuminated Site Diagram. The applicant shall submit for review and approval a site diagram plan to the Fire Department. The applicant shall install at each entrance to a multi-family complex an illuminated diagrammatic representation of the complex, which shows the location of each unit and each fire hydrant. Standard 901.4.4 [F84]
115. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock. Standard 902.4 [F85]
116. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required. Standard 902.4 [F86]
117. Spark Arrestor. An approved spark arrestor is required. Every chimney that is used in conjunction with any fireplace or any heating appliance in which solid or liquid fuel are used, shall have an approved spark arrestor visible from the ground that is maintained in conformance with the California Fire Code. [F87]
118. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department. [F88]
119. Class I standpipe system. A Class I standpipe system is required. A Fire Department approved fire sprinkler contractor shall submit three (3) sets of hydraulic calculations and detailed plans to the Fire Department for review and approval, showing type of storage and use with the applicable protection system. Commercial and industrial buildings in excess of two hundred thousand (200,000) square feet with an interior area less than four hundred (400) feet in width, shall be equipped with a Class I standpipe system, located at every other access door with a maximum of three hundred (300) feet spacing. Buildings with an interior area greater than four hundred (400) feet in width shall be equipped with a Class I standpipe system located at every access door maximum of one hundred (100) foot spacing. Standpipe connections shall be configured to reach any portion of interior space within two hundred (200) feet in any direction of travel. This system shall be calculated to provide two hundred and fifty (250) gpm @ 100 psi per hose outlet from an adjacent fire sprinkler riser with two hand lines flowing. The two most hydraulically remote outlets are to be included in the

design for a total flow of 500 gpm minimum per system. A Fire Department approved fire sprinkler contractor shall submit four (4) sets of hydraulic calculations and detailed plans, showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. [F70]

COUNTY FIRE - Hazardous Materials Division (909) 386-8401

120. Underground Storage Tanks. Prior to operation, the owner/operator shall obtain permits for upgrading or removing existing underground storage tanks. For information, contact the Office of the Fire Marshal, Hazardous Materials Division at (909) 386-8401.
121. Emergency Plan. Prior to occupancy, operator shall submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption. Contact Office of the Fire Marshall, Hazardous Materials Division at: (909) 386-8401.
122. Handlers Permit. Prior to occupancy, developer shall be required to apply for one or more of the following: a Hazardous Materials Handler Permit, a Hazardous Waste Generator Permit, an Aboveground Storage Tank Permit, and/or an Underground Storage Tank permit. For information call County Fire Department/Hazardous Materials Division, Field Services at (909) 386- 8401.

LAND USE SERVICES - Code Enforcement (909) 387-8311

123. Sign Registration. Prior to installation of any freestanding, wall, roof, projecting or monument sign, an approved sign registration application and plot plan are required.

END OF CONDITIONS

EXHIBIT C

Initial Study

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:	0292-055-10
APPLICANT:	The Crossings at Redlands, LLC
COMMUNITY:	Redlands East Valley Area Plan
LOCATION:	North side of Lugonia Avenue between Alabama Street and Nevada Street
PROJECT NO:	P201400420
STAFF:	Chris Warrick
REP(S):	Transtech Engineers, Inc.
PROPOSAL:	Planned Development that includes a Preliminary and Final Development Plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail area, and a 3-lot tentative parcel map on 9.1 net acres.

USGS Quad: Redlands
T, R, Section: T: 1S R: 3W Sec.20 NE ¼
Thomas Bros.: Page 607, grids: G5 & H5
San Bernardino County
Planning Area: East Valley Planning Area
Land Use Zoning: East Valley/Special Development (EV/SD)
Overlays: AR3

PROJECT CONTACT INFORMATION:

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

Contact person: Chris Warrick, Planner
Phone No: (909) 387-4112

Project Sponsor: The Crossings at Redlands
74-478 Highway 111, #378
Palm Desert, CA 92260
Phone No: (760) 831-6130

PROJECT DESCRIPTION:

This project consists of a Planned Development that includes a Preliminary and Final Development Plan for a mixed-use project with 340 multi-family apartment units and 6,377 square feet of leasable retail area on 9.1 net acres, and a 3-lot tentative parcel map (for financial purposes only). The project shall be constructed in phases and is intended to take approximately 15 months to complete all construction activities. The project includes 5 structures, consisting of four structures that contain four stories, and one structure that contains three stories. This project also includes 6,377 square feet of leasable retail floor area. The floor area of the units ranges from 480 to 980 square feet with studio units, and one and two bedroom units. A total of 592 parking spaces are proposed, which includes 303 covered spaces, 48 garage spaces, 230 open spaces and 11 disabled spaces. A total of 19 spaces are devoted to the 'leasable retail area' on the ground floor of the administrative/club house building. The project includes a 13,000 square foot recreation center, 6,377 square feet of which is leasable retail space, two (2) pools, spa, exercise room, library, kitchen, lounges, restrooms, and a leasing office. The project also includes open space and recreation areas consisting of landscape courtyards, a dog park, picnic and barbeque areas, water features and several outdoor dining areas. Total building coverage is 2.2 acres (25%) and the total impervious area is 6.02 acres (66%). The total landscaped and open space area consists of 3.07 acres, which is 33.7 percent of the site area. Project development will include half-width public right-of-way improvements to Lugonia Avenue and Nevada Street fronting the project and the construction of wet and dry utility/infrastructure improvements.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The subject property is 9.1 acres in size and is located in the unincorporated Community of Redlands, in the East Valley Area Plan. More specifically, the property is located on the northeast corner of Lugonia Avenue and Nevada Street. The property is generally square. The natural topography of the site is relatively level, descending gradually from east to west at a slope of approximately 1 percent. The highest point on the site is approximately 1214 above mean sea level (MSL) at the northeast corner, and the lowest point is approximately 1203 MSL along the westerly boundary of the site. The project site is currently vacant, but was occupied by a citrus orchard for several decades. The citrus trees have been removed and the site now contains sparse and disturbed vegetation as a result of annual weed abatement consisting of non-native grasses and weeds. The grasses and weeds are periodically removed from the site in compliance with the County Fire Department weed abatement policies. The subject property is located adjacent to a project currently under construction (a 304 unit multi-family residential development) to the east and another retail/office park center to the south located in the City of Redlands. The adjacent property to the north was recently approved for a 425,000 square foot distribution warehouse facility that is currently under construction.

The subject property is currently vacant and no structures exist on-site. The property fronts on Lugonia Avenue, a Major Highway and Nevada Street, a local collector. Lugonia Avenue and Nevada Street are partially constructed at the property frontage.

AREA	EXISTING LAND USE	LAND USE/OVERLAY DISTRICT
Site	Vacant	East Valley/Special Development (EV/SD)
North	425,000 square foot distribution warehouse facility. Approved By Planning Commission on April 5, 2012)	East Valley/Special Development (EV/SD)
South	Commercial Retail	City of Redlands
East	304 unit Multi-family Residential Project (under construction)	East Valley/Special Development (EV/SD)
West	Vacant	East Valley/Special Development (EV/SD)

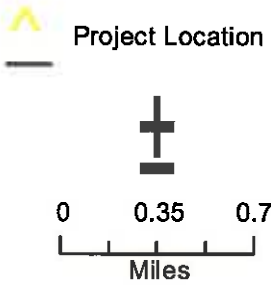
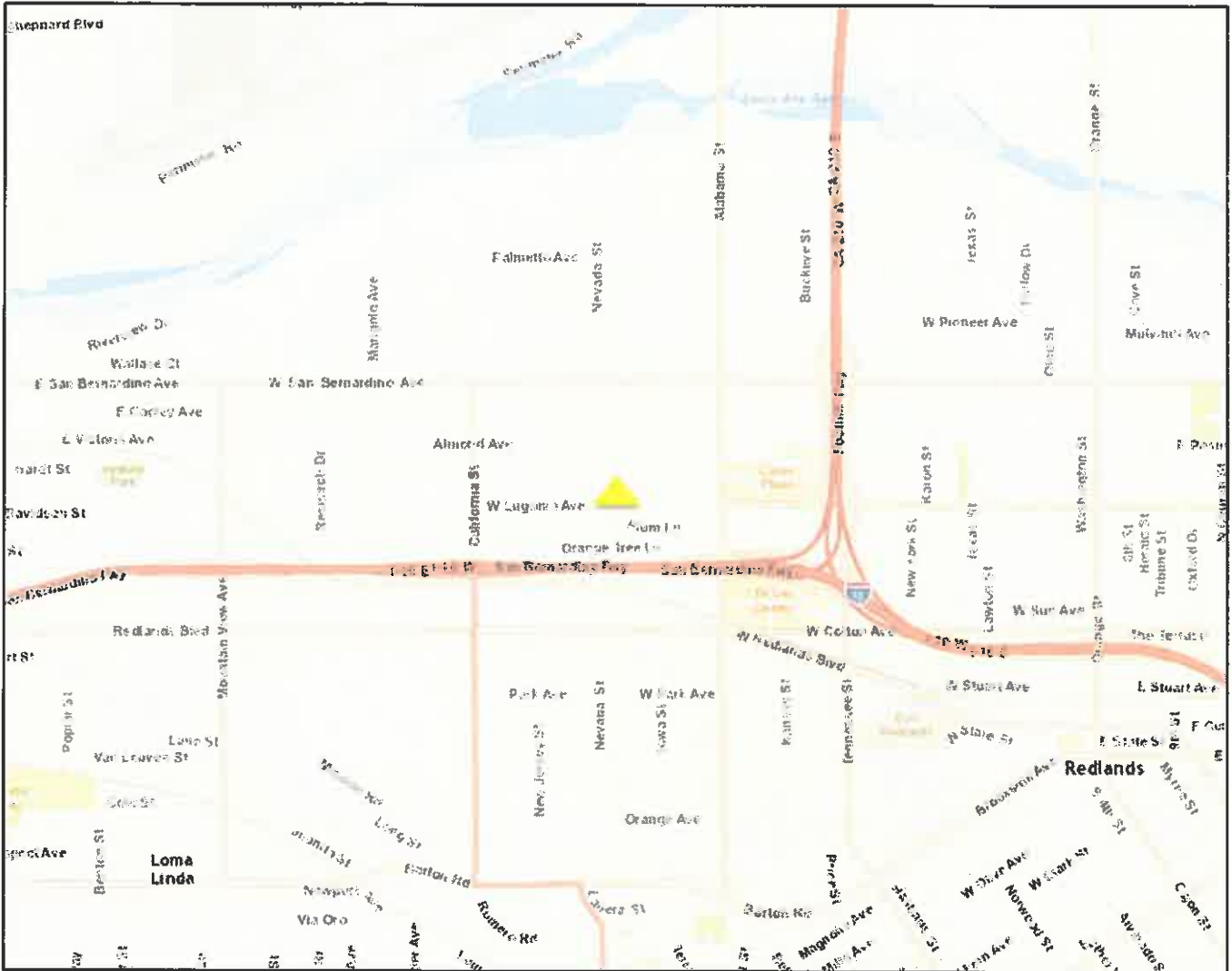
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

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

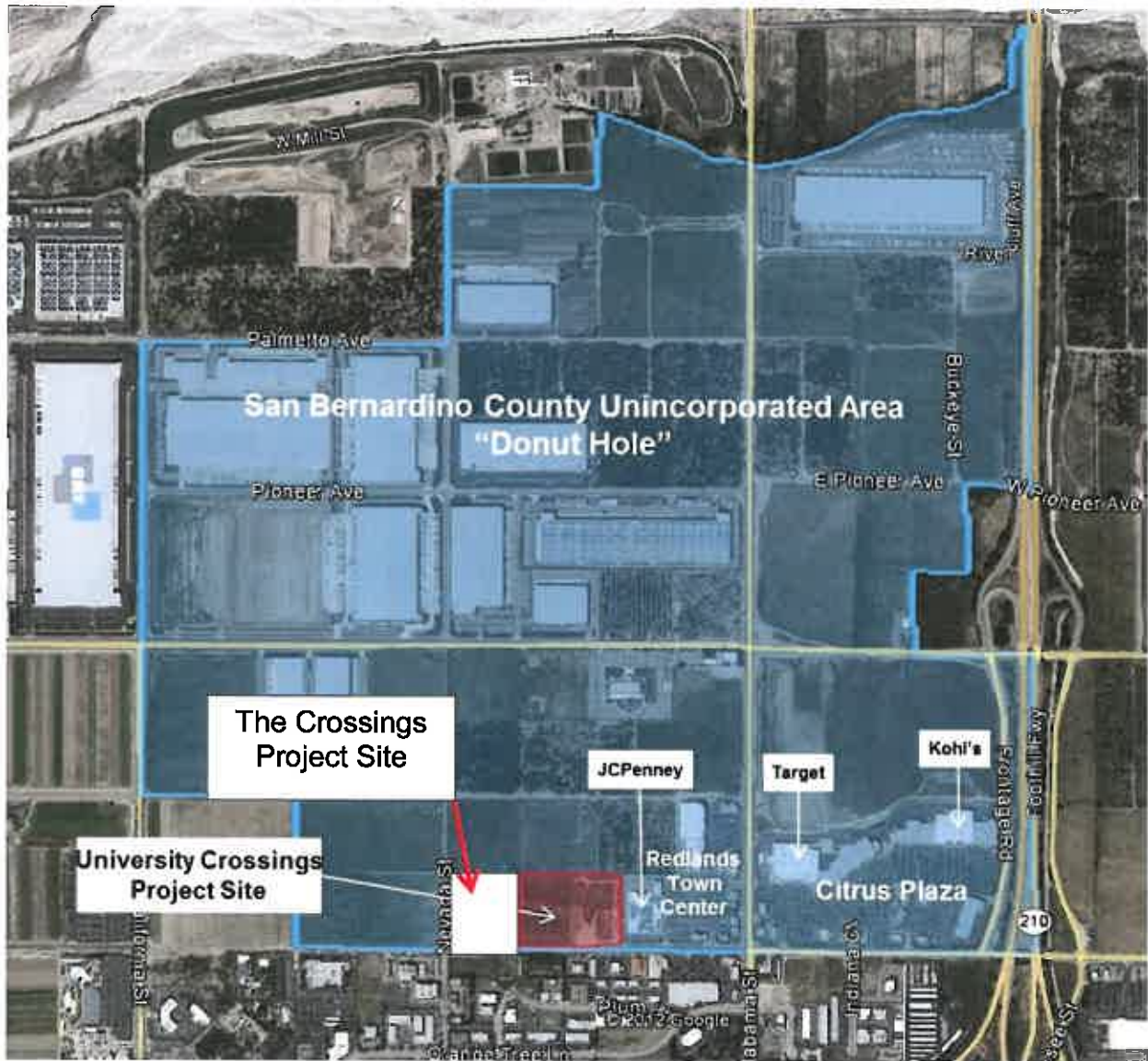
COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND

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

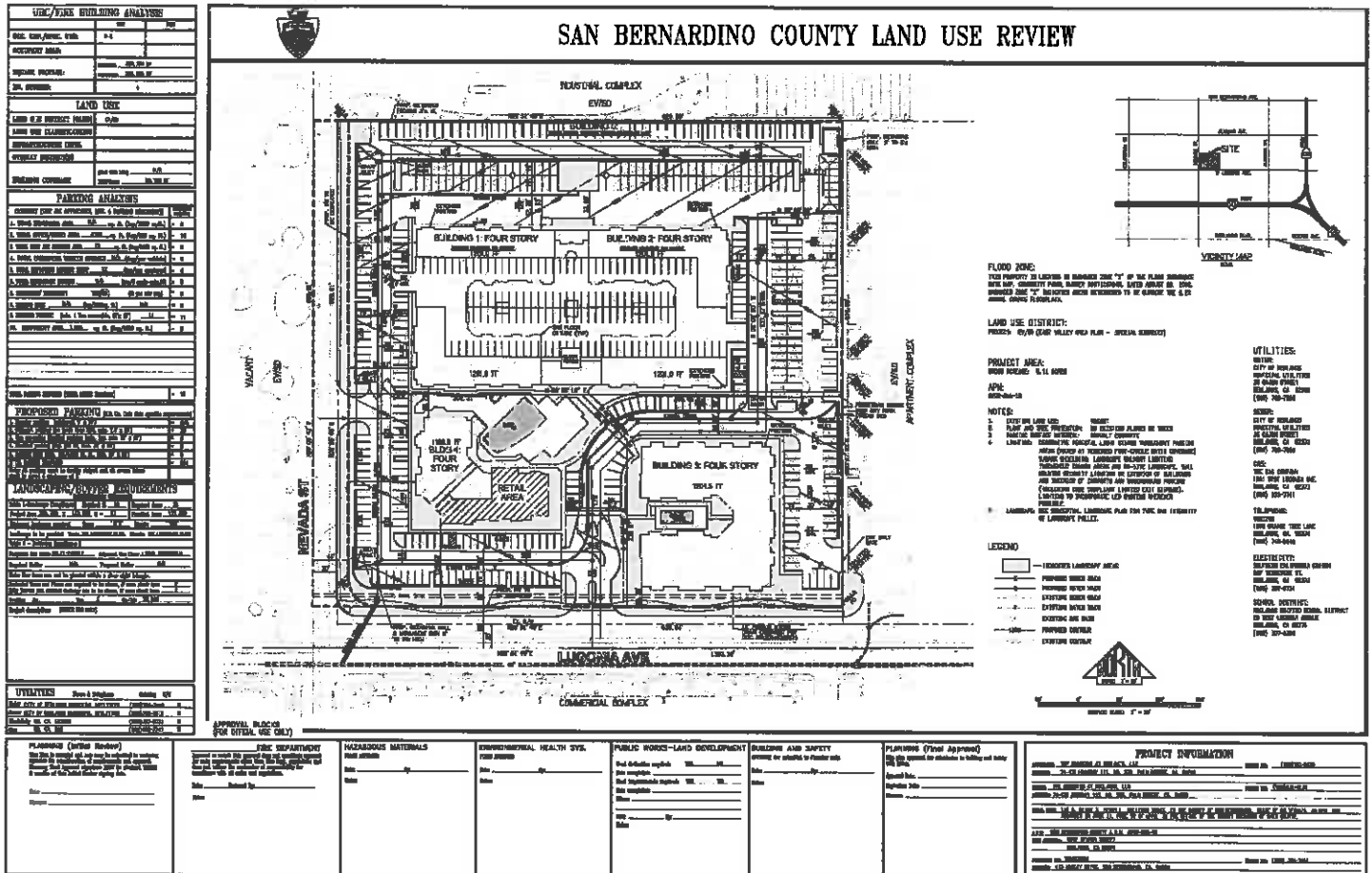
Regional Vicinity Map



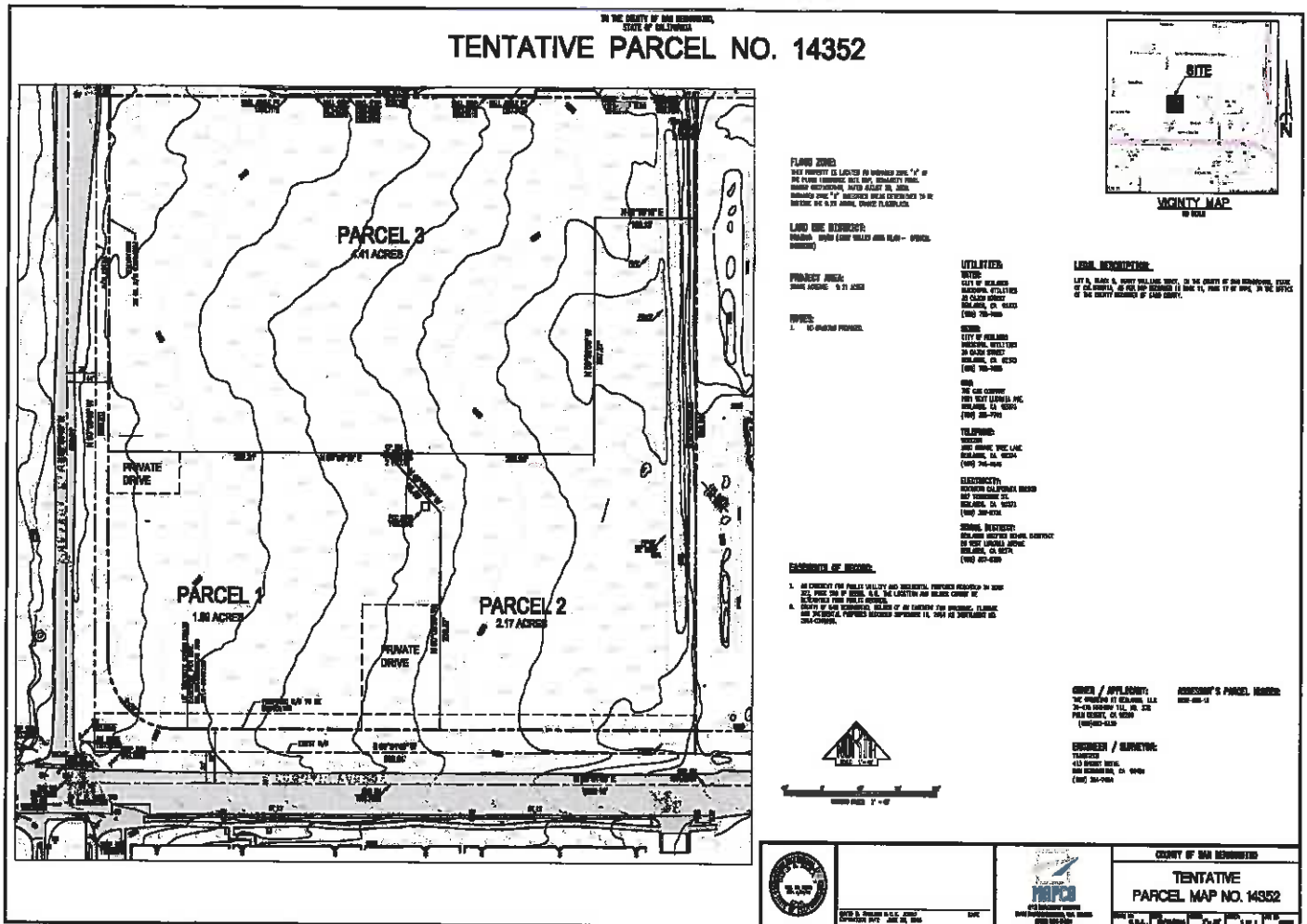
Local Vicinity Map- The Crossings



Site Plan Exhibit



Tentative Parcel Map (TPM) Exhibit



EVALUATION FORMAT

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


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

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


DETERMINATION: (To be completed by the Lead Agency)

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

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


 Signature: prepared by Chris Warrick, Senior Planner

1-2-2015
 Date


 Signature: Dave Prusch, Supervising Planner

1-2-2015
 Date

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

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

The proposed project is not located within a Scenic Corridor, as designated by the Scenic Corridor Overlay District of the General Plan. The proposed project is consistent with other surrounding development in the area and is architecturally compatible with the visual character of the surrounding urban development.

- I a) **Less than significant.** The project will have a less than significant impact on scenic vistas. The proposed project is located within an area where surrounding lands are already substantially developed. The applicant's Preliminary Development Plan (PDP) proposes complementary architecture and a palette of materials that will further blend the development with the surrounding viewshed. The PDP sets forth standards and guidelines for the development of homes and other improvements within the proposed project.
- I b) **Less than Significant.** The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site.
- I c) **Less than Significant.** 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 subject property is located within an area that is surrounded by existing development, which is primarily commercial development.
- I d) **Less than Significant.** 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 on site will be hooded and down-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.

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

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

The proposed project is not located on Important Farmland, as mapped by the State of California. The site was once occupied by a citrus orchard, although all citrus trees have been removed and the site is now vacant and contains moderate vegetation cover consisting of non-native grasses and weeds. The site is located in an area that is considered urbanizing and is not located in an Agricultural Preserve area.

- ii a) **Less than Significant.** This site is identified as Grazing Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. Grazing Land is considered land for which the existing vegetation is suited for grazing of livestock. The County of San Bernardino General Plan contemplated the loss of designated farmland in its 2007 EIR. In it, the County found that the loss of designated farmland would occur, especially in the project area. However the project site is located in an area that does not contain prime agricultural soils, and was re-zoned for urban development with the adoption of the East Valley Area Plan in the 1990s. The area surrounding the project site has been rapidly changing from agricultural uses and grazing land to urban uses, in accordance with the East Valley Area Plan. Approval of the project would authorize removal of vegetation suitable for grazing, but it would not constitute a significant loss of an agricultural resource. The project site is not considered prime farmland, unique farmland or farmland of statewide importance. Therefore, the project's impact to designated farmland is considered less than significant.
- ii b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- ii c) **No Impact.** The subject property is not forest land or timberland, and the project does not propose re-zoning.
- ii d) **No Impact.** The subject property is not forest land.
- ii e) **Less than Significant.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a multi-family residential project, the site is currently not used for agricultural purposes. The subject property, and surrounding areas, are planned for urban uses pursuant to the East Valley Area Plan and is not zoned for agricultural use. Impacts are considered less than significant.

The site is not located on forest land, nor on farmland that is important to agricultural resources. No significant adverse impacts are identified or anticipated. Therefore, no mitigation measures are required.

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

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

An Air Quality Impact Analysis of this project was prepared by Rincon Consultants, Inc., August 2014.

III a) **Less than Significant.** The proposed project does not conflict with or obstruct implementation of the applicable air quality plan. The proposed project involves the construction of 340-unit apartment project and 6,377 sf of retail. Assuming an average of 2.86 people per house, which CalEEMod estimates bases on either the statewide default or information supplied by individual air districts, the proposed project could house approximately 972 new residents (CalEEMod, 2013). The project is also expected to employ ten people. The 2014 population of the County was 2,085,669 and the 2020 population was projected to be 2,268,000; therefore, 982 residents would be equivalent to 0.5% of the County's projected growth. The increased number of residents associated with the project would be within the SCAG Regional Transportation Plan Growth Forecast's population and housing forecasts for San Bernardino County (2012). Relative to the overall population of the area and forecast growth, the project would not result in a substantial increase in the number of housing units available. Therefore, the proposed project would not conflict with the AQMP.

III b) **Less than significant with Mitigation Incorporated.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM10 and PM2.5) and exhaust emissions from heavy construction vehicles, in

addition to ROG that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of site preparation, grading, construction of the proposed buildings, paving, and architectural coating.

The site preparation phase would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. This analysis assumes that graded soils would be balanced on the project site and that no soil import or export would be required. The project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin.

Construction emissions modeling for site preparation, grading, building construction, paving, and application of architectural coatings is based on the overall scope of the proposed development and construction phasing, which is expected to begin late 2015 and extend through late 2017. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Table 5 summarizes the estimated maximum daily emissions of pollutants occurring during 2015, 2016, and 2017.

Table 5
Estimated Maximum Daily Construction Emissions and Regional Thresholds

Construction Phase	Maximum Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
<i>2015 Maximum lbs/day</i>	3.9	40.5	27.8	5.7	3.7
<i>2016 Maximum lbs/day</i>	5.3	38.5	44.8	5.9	3.6
<i>2017 Maximum lbs/day</i>	47.4	53.4	57.4	7.0	3.9
<u>SCAQMD Regional Thresholds</u>	75	100	550	150	55
<u>Threshold Exceeded 2015</u>	No	No	No	No	No
<u>Threshold Exceeded 2016</u>	No	No	No	No	No
<u>Threshold Exceeded 2017</u>	No	No	No	No	No

Construction of the proposed project would not generate emissions exceeding the SCAQMD regional thresholds during 2015, 2016, or 2017. *RINCON*

Table 6
Estimated Maximum Daily Construction Emissions and LSTs

	NOx	CO	PM ₁₀	PM _{2.5}
2015 Maximum lbs/day	40.5	27.8	5.7	3.7
2016 Maximum lbs/day	38.5	44.8	5.9	3.6
2017 Maximum lbs/day	53.4	57.4	7.0	3.9
Local Significance Threshold (on-site only)¹	486	9,044	113	40
Threshold Exceeded 2015?	No	No	No	No
Threshold Exceeded 2016?	No	No	No	No
Threshold Exceeded 2017?	No	No	No	No

Notes: All calculations were made using CalEEMod. See the Appendix 5.2 for calculations. Grading, Paving, Building Construction, and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Site Preparation and Grading phases incorporate anticipated emissions reductions the conditions listed above, which are required by SCAQMD Rule 403 to reduce fugitive dust.

¹ LSTs are for a 5-acre project in SRA-35 within a distance of 656 feet from the site boundary.
 RINCON

Both short-term and long-term emissions from the project will not exceed the SCAQMD established significance thresholds and therefore the air quality impact of the project is considered less than significant with mitigation measures incorporated. The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use(s) do not exceed established thresholds of concern as established by the SCAQMD.

III c) **Less than Significant** Table 7 (below) summarizes emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources, including fireplaces, landscape equipment and architectural coating emissions as the structures are repainted over the life of the project. The majority of operational emissions are associated with vehicle trips to and from the project site.

The project traffic study utilized the Institute of Transportation Engineers' 9th Edition 2012 traffic generation rates and the San Diego Association of Governments, Traffic Generators (2002), for residential uses to provide a reasonable estimate of project-related vehicle trips.

Project-related emissions would not exceed the SCAQMD thresholds for ROG, NOX, CO, SOX, PM10 or PM2.5. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant.

**Table 7
 Estimated Operational
 Emissions**

Emission Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
<i>Area</i>	10.0	0.3	28.3	<0.1	0.6	0.6
<i>Energy</i>	0.1	1.0	0.4	<0.1	0.1	0.1
<i>Mobile</i>	8.7	24.3	94.0	0.3	17.4	4.9
<i>Maximum lbs/day</i>	18.8	25.6	122.7	0.3	18.1	5.6
<u>SCAQMD Thresholds</u>	55	55	550	150	150	55
<u>Threshold Exceeded?</u>	No	No	No	No	No	No

See Appendix A for CalEEMod ver. 2013.2.2 computer model output for emissions calculations. Summer emissions shown. RINCON

III d) **Less than Significant.** The potential impact of Project-generated air pollutant emissions at sensitive receptor locations has also been considered in the Air Quality Analysis. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. Potential sensitive receptors in the Project vicinity include existing residences and schools that may be located in close proximity to the Project site. The nearest sensitive receptors to the project site is a church, the Hope in Christ Ministries, which is located approximately 650 to the south and an outpatient surgery center, approximately 1,100 feet to the west of the site, on the south side of Lugonia Avenue.

The SCAQMD has developed Localized Significance Thresholds (LST) to account for ambient air quality conditions and potential effects on sensitive receptors in the local area. For conservative analysis purposes, the Air Quality Analysis assumes sensitive receptors placed at a distance of 50 meters (approximately 164 feet) from the Project boundary. Results of the LST analysis indicate that the proposed Project will not exceed the SCAQMD localized significance thresholds during construction activity as illustrated in Table 7 (above).

CO emissions exceedances caused by idling vehicles, referred to as CO “hotspots” result from excessive idling at intersections attributable to the delay the project traffic causes at intersections impacted by project traffic. The traffic analysis of the proposed Project does not identify an intersection impact requiring a hotspot analysis. Therefore, with proposed mitigation, a less than significant impact to sensitive receptors is expected during operations.

The Crossings at Redlands project is adjacent to the Prologis BMW Auto Parts warehouse facility located north of the proposed project site. Particulate matter from diesel truck engines is a common concern associated with warehouse/distribution centers. Diesel particulate matter (diesel PM) is a carcinogen identified by the California Air Resources Board (CARB) and a toxic air contaminant that contributes to particulate pollution. Because of the potential health risks associated with these facilities, CARB recommends that proximity be considered when siting new residential projects and other sensitive uses (i.e., schools, hospitals, daycare facilities) near diesel PM sources. As a resource to assist with siting decisions, CARB developed the *Air Quality and Land Use Handbook: A Community Health Perspective* (April, 2005). The CARB Handbook provides recommendation for consideration by permitting agencies when making entitlement decisions. The two diesel PM sources located in proximity to the proposed site and addressed in this evaluation are the Interstate

10 freeway located south of the site and the Prologis BMW Auto Parts warehouse facility located north of the site.

With respect to freeways, CARB recommends avoiding locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. The project site is located approximately 1,000 feet north of I-10. As documented in the Traffic Impact Study prepared for the proposed project by Kunzman & Associates, Inc. (August, 2014), average daily vehicle volumes on Lugonia Avenue are projected to be approximately 12,000 in the year 2016 with operation of the proposed project. Average daily volumes on Nevada Street are projected to be 4,600. These traffic levels do not meet or exceed the CARB criteria for avoidance of exposure to diesel PM generated by traffic on adjacent roadways.

With respect to the Prologis BMW Auto Parts warehouse located adjacent to and north of the site, CARB recommends avoiding locating new sensitive land uses within 1,000 feet of a distribution center that accommodates 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. Traffic volumes associated with the Prologis BMW Auto Parts warehouse were obtained from Kunzman & Associates, the consulting firm that performed the traffic impact study for the Prologis facility. The data were provided to Rincon pertaining to trip generation rates used for the Prologis facility were confirmed by Kunzman & Associates and reviewed and approved by San Bernardino County as part of the entitlement process for that project. Impacts are considered less than significant.

- III e) **Less than Significant.** The Project does not contain land uses typically associated with emitting 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 typical 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 and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

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

The project will be subject to air quality regulations implemented by the South Coast Air Quality Management District (SCAQMD), notably the nuisance and dust control regulations of SCAQMD Rules 402 and 403. In addition to these requirements, the following mitigation measures are recommended to reduce potential impacts of the project:

MM# Mitigation Measures

III-1 **AQ-Dust Control Plan.** *The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:*

- a) *Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day*

- during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- b) The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.
 - c) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
 - d) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
 - e) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
 - f) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
 - g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.
 - h) Storm water control systems shall be installed to prevent off-site mud deposition.
 - i) All trucks hauling dirt away from the site shall be covered.
 - j) Construction vehicle tires shall be washed, prior to leaving the project site.
 - k) Rumble plates shall be installed at construction exits from dirt driveways.
 - l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
 - m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-1] Prior to Grading Permits/Planning

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

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

BRF Consulting, a Michael Baker International Company, conducted a habitat assessment for the proposed project on October 21, 2014. The proposed project is not on the Biotic Resources Overlay Map of the County General Plan. The entire project site consists of undeveloped, vacant land that has been heavily disturbed from previous agricultural activities and routine maintenance activities. On-site and surrounding land uses have heavily disturbed, if not completely eliminated, most of the naturally occurring habitats around the project footprint, reducing the suitability of the habitat to support sensitive plant and wildlife species. As a result, and based on the results of the habitat assessment, it was determined that the project site does not provide suitable habitat that would support any of the sensitive plant and wildlife species known to occur in the vicinity of the project site.

IV a) **Less than significant.** Sixteen (16) sensitive plant species have been recorded in the Redlands quadrangle. Since the project site and surrounding properties no longer support undisturbed native plant communities, they do not provide suitable habitat for any of the identified sensitive plant species. The majority of the project site has been heavily disturbed by human activities, mechanically disturbing surface soils, and removing naturally occurring habitats. Based on habitat requirements for specific species and the availability and quality of habitats needed by each sensitive plant species, it was determined that the project site does not provide suitable habitat that would support any of the sensitive plant species known to occur in the general vicinity of the project site.

Thirty-six (36) sensitive wildlife species have been recorded in the Redlands quadrangle. Since the project site and surrounding properties no longer support undisturbed native plant communities, they do not provide suitable habitat for most sensitive wildlife species. The majority of the project site has been heavily disturbed by human use and no longer supports naturally occurring habitats. Based on habitat requirements for specific species and the availability and quality of habitats needed by each sensitive wildlife species, it was determined that the project site does not provide suitable habitat that would support any of the sensitive wildlife species known to occur in the general vicinity of the project site.

The CNDDDB lists three (3) sensitive plant communities as having been recorded in the Redlands quadrangle: Riversidean alluvial fan sage scrub, southern coast live oak riparian forest, and southern sycamore alder riparian woodland. No sensitive plant communities were observed on the project site during the habitat assessment.

IV b) **No Impact.** This project will not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because the project site does not contain riparian habitat or other sensitive natural community. There is no blue line stream, nor any surface waters on the project site. The ruderal plant community that has established on site after removal of the citrus orchard is not a sensitive plant community.

IV c) **No Impact.** This project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because there are no identified wetlands or streambeds on the project site.

IV d) **No Impact.** This project will not 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, because there are no such corridors or nursery sites within or near the project site. Surrounding properties are substantially developed with commercial or industrial land uses. The few remaining vacant properties do not provide connectivity to open space that supports wildlife movement.

IV e) **Less than significant.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed 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.

IV f) **No Impact.** The project area 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 management plans would occur.

Development surrounding the project site has isolated the project site from connecting to undisturbed, natural habitats still available in the area. The isolation and disturbance level of the project site limits the site's viability to provide suitable habitat for sensitive biological resources. As a result, no significant adverse impacts to biological resources are identified or anticipated. Therefore, no mitigation measures are required.

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

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

The proposed project is not located in a Cultural or Paleontological Resources Overlay area, as determined in cooperation with the County Museum. A Cultural Resources Assessment was prepared for this area by McKenna et.al. on September 20, 2014.

V a) **Less Than Significant.** As noted in the McKenna study, research into previously completed studies and recorded resources was completed through the San Bernardino County Museum, Archaeological Information Center (Appendix B). This research confirmed the project area was previously surveyed in 2004 as part of a larger project (Goodwin and Marvin 2004). A minimum of thirty-six (36) area-specific studies and five (5) general overviews have been completed within one mile of the project area. A listing of the cultural resources recorded within one mile of the current project area are contained in the report. These resources do not appear to be historical resources under CEQA. Of particular importance to this investigation are the two resources identified within the current project area: 336-024295 and 36-024296, a historic residence and irrigation system, respectively. Both were recorded in 2004 as part of a larger study (Goodwin and Marvin 2004) and identified as the Langford residence and Gist irrigation system. Neither was considered to be historically significant (Goodwin 2004a and b).

Therefore, development of the subject property is not expected to result in any adverse impacts to historical or archaeological resources.

V b) **Less than Significant.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a standard condition of approval will be applied to the project, which requires the developer to contact the County Museum for a determination of appropriate measures if any finds are made during project construction.

V c) **Less than Significant.** This project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified in the cultural resources survey of the site. A paleontological overview was prepared by Dr. Samuel McLeod of the Natural History Museum of Los Angeles County (Appendix D). 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. Deep excavation may impact older Quaternary deposits, however, the relative depth of the older deposits in this area are generally below any development impact areas. Paleontological monitoring was only recommended if older deposits are encountered.

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

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

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

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

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

A Geotechnical Engineering Investigation was prepared for this project by Soils Southwest, Inc. dated July 24, 2014. A Geologic Report was prepared for this project by James Evans, CEG 974 dated September 23, 2014 This project is not located in a Geologic Hazard (GH) Overlay District, as defined in the County General Plan.

VI a) **i) Less than Significant.** A Geotechnical Investigation was prepared by Soils Southwest, Inc. in order to identify the site's geotechnical conditions. The study 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 the USGS and CDMG fault lines are well delineated and do not intersect with the project site nor are they inferred by patterns of area faulting. The subject property 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 4 miles away. The nearest Type A fault is the San Andreas-Southern fault zone, which is approximately 5.5 miles away. 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 within the site.

ii) Less than Significant. 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. Further the primary purpose for earthquake design standards is to safeguard against major structural failures and loss of life, not to limit damage or maintain function. Accordingly, significant damage to structures may be unavoidable during large earthquakes. However, the proposed structures will, be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. With compliance with the UBC, impacts are considered less than significant.

iii) Less than Significant. The project site is expected to experience earthquake activity that is typical of the Southern California area. Liquefaction is caused by build-up of excess hydrostatic pressure in saturated cohesionless soils due to cyclic stress generated by ground shaking during an earthquake. The significant factors on which liquefaction potential of a soil deposit depends, among others include, soil type, relative soil density, intensity of earthquake, duration of ground shaking, and depth of ground water.

The potential for liquefaction at this site is considered to be very low due to the regional depth of groundwater in excess of 50 feet. Additionally, the site is beyond the limits of the liquefaction zone for the aforementioned earthquake faults. Therefore, based on the geotechnical investigation, impacts from liquefaction are considered less than significant.

iv) No Impact. 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 area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards.

VI b) Less Than Significant. The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the 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.

VI c) Less Than Significant with Mitigation. The subject property 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. Slope stability analyses were not performed since no slopes over five (5) feet are anticipated. 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. The topography of the site being near level, it is the opinion of the Geotechnical Engineer and Project Geologist that the potential for seismically induced lateral spreading should be considered as "remote".

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

The Geotechnical Engineering Investigation Report prepared for the project identifies potentially significant impacts related to stability of manufactured slopes. The following mitigation measure is required to reduce potential impacts to a level below significant.

MM# Mitigation Measures

- VI-1 Seismic Standards. *The site shall be designed in accordance with the most current standards for seismic mitigation. [Mitigation Measure VI-1] Prior to Building Permits/Building and Safety*
- VI-2 Soils Engineer. *All grading shall be performed under the inspection, testing and approval of the site Soils Engineer. [Mitigation Measure VI-2] Prior to Building Grading Permits/Building and Safety*

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

SUBSTANTIATION:

A Greenhouse Gas Analysis and San Bernardino County Screening Table Evaluation was prepared for this project by *Rincon Consultants, Inc.*, August 2014.

VII a) **Less than Significant.** 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 a more substantial long-term reduction in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify and mitigate project emissions. Based on the CalEEMod statistical analysis, multi-family residential projects with more than 85 units typically generate more than 3,000 MTCO_{2e}. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and, therefore, will be determined to have a

less than significant individual and cumulative impact for GHG emissions.

The proposed project has garnered 123 points on the Screening Tables through the application of Building Energy Reduction Measures by 1) exceeding energy efficiency standards in Title 24 of the Building Code by 20%, 2) utilizing high-efficiency lighting fixtures and appliances, 3) providing pedestrian linkages to nearby commercial uses, 4) improving bicycle linkages between the site and other land uses, 5) utilizing EPA high efficiency shower heads, faucets and toilets, and 6) utilizing Vehicle Trip Reduction Measures the reduce Vehicle Miles Traveled (VMT) for residential projects near existing retail centers and installing an electric vehicle charging station. The project is 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 are included in the project design, and will be included as conditions of approval.

- VII b) **Less than Significant.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan and potential impacts are expected to be less than significant.

Project design features selected from the GHG Plan Screening Tables will ensure that impacts of the project related to Greenhouse Gas emissions will be less than significant. These project design elements will be documented in the conditions of approval. Therefore, no mitigation measures are required.

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

SUBSTANTIATION:

VIII a) **Less Than Significant.** The planned land uses on the subject property are limited to open space and multi-family residential uses and a minor degree of retail/commercial, none of which generate hazardous or toxic materials that will require routine transport, use, or disposal. Onsite hazardous waste generation will be limited to household and/or non-toxic hazardous wastes (batteries, light bulbs, appliances, food products).

- VIII b) **Less than Significant.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII c) **Less than Significant.** The future occupants of the proposed facilities will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials. In addition, all existing and proposed schools are more than one-quarter mile from the project site.
- VIII d) **Less than Significant.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This has been confirmed by a query of the Envirostar on-line database. No features or elements of the proposed project would create a significant hazard to the public or the environment. No impacts related to hazardous materials can be anticipated as a result of implementing the proposed project and, therefore, no mitigation measures are required.
- VIII e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.5 miles south of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base) which means the site is within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. 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. The proposed primary residential structure height of 45 feet and the 'clock tower' feature of 60 feet do not conflict with any height restrictions required for safe airport operations. 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 proposed site. The site is within the AR-3 Overlay District and the project will be required to comply with the AR-3 standards of the County Development Code.
- VIII f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- VIII g) **Less than Significant.** 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, Alabama Street and Nevada Street.
- VIII h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because 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.

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

MM# Mitigation Measures

- VIII-1** AR3 Operational Requirements. *The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:*
- a) *All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. (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 VIII-1] General Requirement/Planning
- VIII-2** AR3 Design Requirements. *The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning*

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

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

A Hydrology and Hydraulics Report and a preliminary Water Quality Management Plan (WQMP) were prepared for this project by Transtech Engineers, Inc., June 2014, and June 22, 2014, respectively. 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.

- IX a) **Less Than Significant.** The project will not violate any water quality standards or waste discharge requirements, because a Preliminary Hydrology Study and a Final Water Quality Management Plan (WQMP) has been prepared and approved by the County Public Works Department. 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 be conveyed and directed to the southwesterly portion of the project site. The low flow water quality flows will be diverted to the water quality infiltration basin by a low flow diversion structure. Storm water flows greater than the water quality flow rate will be discharged to the existing 51-inch storm drain pipe located in Lugonia Avenue.

The 51-inch storm drain located in Lugonia Avenue is part of the County's master drainage system. Portions of this storm drain system were previously constructed as developments along Lugonia Avenue were completed. Remaining portions of the storm drain system have yet to be completed. Until the Lugonia Avenue storm drain system is completed, this project will provide storm water detention to minimize the flows from the project site. This project is part of a combination of four sites in the area that will contribute stormwater runoff to a proposed detention basin located at the northwest corner of Lugonia Avenue and Nevada Street. The four sites that will contribute to the detention basin are the Redlands Town Center, University Crossing project, this project and proposed future develop of the Nevada Street parcel where the detention basin is located. This detention basin will also provide the water quality mitigation for the University Crossing project, this project and the Nevada Street parcel. This joint use detention water quality infiltration basin has been approved by the County. The details of the proposed water quality detention basin can be reviewed in the report entitled *Detention and Water Quality Infiltration Basin Analysis prepared by Transtech Engineers, dated June 2014*. County Public Works has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.

The project will be served by the City of Redlands, an established water and wastewater purveyor that is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.

- IX b) **Less Than Significant.** 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 retains 33% of the site area as pervious surfaces. The project is served by an existing water purveyor, the City of Redlands that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project, in conformance with the City's urban water management plan.
- IX c) **Less Than Significant.** 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. 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.
- IX d) **Less Than Significant.** The project will not substantially alter the existing drainage pattern of the

site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or 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 be conveyed and directed to the southwesterly portion of the project site. The low flow water quality flows will be diverted to the water quality infiltration basin by a low flow diversion structure. Storm water flows greater than the water quality flow rate will be discharged to the existing 51-inch storm drain pipe located in Lugonia Avenue. County Public Works has reviewed the Final Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design, such that the quantity of runoff from the project site after development will not exceed the existing condition.

- IXI e) **Less Than Significant.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, because County Public Works has reviewed the proposed project hydrology and hydraulic study and has determined that the proposed systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site will be required as conditions of the construction of the project, and will be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project.
- IX f) **Less Than Significant.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required.
- IX g) **No Impact.** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because The subject property is not mapped as occurring within a flood hazard zone.
- IX h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation.
- IX i) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. This project is not located in the inundation area of the Seven Oaks dam.
- IX j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

No significant adverse impacts related to hydrology and water quality are identified or anticipated. Therefore, no mitigation measures are required.

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

SUBSTANTIATION

X a) **No Impact.** The proposed project will not physically divide an established community, because the proposed multi-family, mixed-use residential project is located in an urbanizing area planned for a mix of commercial, industrial and residential land uses. The project is located 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 and commercial projects are permitted in the 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.

In addition, the project provides greater connectivity between the existing community and uses by integrating residential uses within walking and biking distance of local retail uses and employers. This also helps to reduce vehicle trips and vehicle miles traveled. The project site is located in close proximity to a regional retail shopping district, and approximately 2 miles from ESRI and Loma Linda University and Medical Center, major employers in the area. The proposed project is sited and designed to enhance and be integrated with an established community.

X b) **Less Than Significant.** The project will 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 will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations. The project site is designated as EV/SD (East Valley Area Plan/Special Development) and the proposed use is consistent with that designation, subject to the preparation and approval of a Planned Development application, as proposed.

X-c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

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

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

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

XI a) **No Impact.** 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. Additionally, mineral extraction would be incompatible with existing and planned land uses in the area.

XI b) **No Impact.** The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because 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.

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

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

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

The 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 this project by Rincon Consultants, Inc. dated August 4, 2014.

XII a) **Less Than Significant.** A noise impact analysis was prepared by Rincon Consultants, Inc. to determine the noise exposure that may impact the proposed Project. The purpose of the on-site noise impact analysis is to demonstrate compliance with the County of San Bernardino's criteria for mixed-use/residential development. In addition, this analysis provides specific noise mitigation measures to ensure that the noise levels achieve the required County standards.

Traffic is the primary post-construction noise source associated with the proposed project. The proposed project would contribute to increased traffic volumes primarily on Lugonia Avenue as that would be the primary point of ingress/egress. Secondary access would be provided to/from Nevada Street. The increased traffic volumes may cause or contribute to an increase in traffic-related noise on and adjacent to the project site.

Noise levels along both Lugonia Avenue and Nevada Street were estimated using the Traffic Noise Model Version 2.5 (U.S. Department of Transportation, Federal Highway Administration [FHWA], April 2004)(see Appendix A, Rincon Study 2014). Roadway noise levels were estimated for a weekday peak hour when the proposed project would add the largest volume of vehicles to area

roadways. Peak hour volumes were assumed to be 10% of average daily traffic (ADT) for modeling purposes. Speeds were assumed to be 35 mph for cars/light trucks, 30 mph for medium trucks and 25 mph for heavy trucks. No heavy trucks were counted on Lugonia Avenue during monitoring; thus, no trucks were included in the model for calibration purposes. The traffic four-way stop at the Lugonia Avenue/Nevada Street intersection was included in the modeling calculations to account for speeds approaching and departing the intersection.

Table 6 shows the existing and anticipated future (cumulative) noise levels at the residential project located east of the site and at the project site adjacent to Lugonia Avenue and Nevada Street. Existing modeled roadway noise levels range from about 58 to 62 dBA within the study area. Noise levels are within approximately 2 dBA of the measured noise levels referenced in Table 2. Project related traffic volumes would not cause noise levels to increase by 3 dBA or to exceed the County's 65 dBA standard. The highest noise level would be 62.5 dBA northeast of the Lugonia Avenue/Nevada Street intersection. Noise levels would increase by less than 1 dBA with operation of the project. Therefore, the project's impact with respect to traffic noise would be less than significant.

Table 6
Existing and Project Related Noise Levels

Roadway	Noise Level (dBA Leq)			
	Existing	Existing Plus Project	Project Change	Significant Impact
Northeast of Lugonia/Nevada intersection	61.8	62.5	+0.7	No
Mid-block Lugonia Avenue east of Nevada	61.4	62.0	+0.6	No
Mid-block east of Nevada	60.2	60.7	+0.5	No
Northeast corner of site east of Nevada	58.1	58.6	+0.5	No
Lugonia Avenue at adjacent apartments	61.0	61.7	+0.7	No

Estimates of noise generated by traffic from roadway centerline at 40 feet for both Nevada Street and Lugonia Avenue. In suburban areas such as the project site vicinity, the peak hour Leq is generally roughly equal to the CNEL.

Refer to Appendix for full noise model output.

Source: Federal Highway Administration Traffic Noise Model Version 2.5.

A number of features have been incorporated into the site design to minimize noise levels within the living and common areas. The proposed project would set the vast majority of residences back a minimum of 25 feet (in some areas the setback is over 100 feet) from adjacent roadways. The landscaping and intervening parking lots would reduce traffic noise by approximately 3 dBA per doubling of distance from Lugonia Avenue and Nevada Street. A 7 foot high block wall currently runs the length of the northern property line which provides some shielding from warehouse-related noise. The majority of units would be clustered near the center of the site; however, the carriage house building would be constructed along the north property line abutting the adjacent warehouse site. The building location and use of concrete block as the primary construction material is intended to reduce noise levels on the project site associated with outdoor warehouse activities and could result in a transmission loss of up 45 dBA or more (Environmental Noise Control Handbook, 2014) between the warehouse site and the project site located south of the carriage unit building. Noise levels on-site associated with the warehouse use would be below the 65 dBA criteria.

All residential buildings on-site would be designed to meet or exceed California Energy Code Title 24 standards, which specify construction methods and materials that result in energy efficient structures

and up to a 30 dBA reduction in exterior noise levels (assuming that windows are closed). This includes installation of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. Such a reduction would reduce potential noise levels along the northern side of the carriage house to within the County's 45 dBA interior standard in all units.

XII b) **Less Than Significant with Mitigation Incorporated.** Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts to noise will be short term during construction and will end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction will be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

XII c) **Less Than Significant.** A noise impact analysis was prepared by Rincon Consultants Inc. Traffic is the primary post-construction noise source associated with the proposed project. The proposed project would contribute to increased traffic volumes primarily on Lugonia Avenue as that would be the primary point of ingress/egress. Secondary access would be provided to/from Nevada Street. The increased traffic volumes may cause or contribute to an increase in traffic-related noise on and adjacent to the project site.

Noise levels along both Lugonia Avenue and Nevada Street were estimated using the Traffic Noise Model Version 2.5 (U.S. Department of Transportation, Federal Highway Administration [FHWA], April 2004)(see Appendix A). Roadway noise levels were estimated for a weekday peak hour when the proposed project would add the largest volume of vehicles to area roadways. Peak hour volumes were assumed to be 10% of average daily traffic (ADT) for modeling purposes. Speeds were assumed to be 35 mph for cars/light trucks, 30 mph for medium trucks and 25 mph for heavy trucks. No heavy trucks were counted on Lugonia Avenue during monitoring; thus, no trucks were included in the model for calibration purposes. The traffic four-way stop at the Lugonia Avenue/Nevada Street intersection was included in the modeling calculations to account for speeds approaching and departing the intersection.

Table 6 shows the existing and anticipated future (cumulative) noise levels at the residential project located east of the site and at the project site adjacent to Lugonia Avenue and Nevada Street. Existing modeled roadway noise levels range from about 58 to 62 dBA within the study area. Noise levels are within approximately 2 dBA of the measured noise levels referenced in Table 2. Project related traffic volumes would not cause noise levels to increase by 3 dBA or to exceed the County's 65 dBA standard. The highest noise level would be 62.5 dBA northeast of the Lugonia Avenue/Nevada Street intersection. Noise levels would increase by less than 1 dBA with operation of the project. Therefore, the project's impact with respect to traffic noise would be less than significant.

Table 6
Existing and Project Related Noise Levels

Roadway	Noise Level (dBA Leq)			
	Existing	Existing Plus Project	Project Change	Significant Impact
Northeast of Lugonia/Nevada intersection	61.8	62.5	+0.7	No
Mid-block Lugonia Avenue east of Nevada	61.4	62.0	+0.6	No
Mid-block east of Nevada	60.2	60.7	+0.5	No
Northeast corner of site east of Nevada	58.1	58.6	+0.5	No
Lugonia Avenue at adjacent apartments	61.0	61.7	+0.7	No

Estimates of noise generated by traffic from roadway centerline at 40 feet for both Nevada Street and Lugonia Avenue. In suburban areas such as the project site vicinity, the peak hour Leq is generally roughly equal to the CNEL.

Refer to Appendix for full noise model output.

Source: Federal Highway Administration Traffic Noise Model Version 2.5.

XII d) **Less Than Significant with Mitigation Incorporated.** Construction of the proposed project will result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Existing ambient exterior noise levels on the project site, adjacent to Lugonia Avenue range from 58.1 to 61.8 CNEL, daily. Short-term impacts associated with construction will be limited with the implementation of the mitigation measures outlined below. Mitigation measures are also proposed to protect future residents from ambient noise. The project has also been conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA.

XII e) **Less than Significant.** 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.

XII f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

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

MM# Mitigation Measures

XII-1 **Construction Noise.** *The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the*

following:

- a. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
- d. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
- e. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

XII-2 Interior Noise Level Reduction. An interior noise level reduction of approximately 25.0 dBA CNEL is required to satisfy the County of San Bernardino 45 dBA CNEL interior noise standard. All residential buildings on-site would be designed to meet or exceed California Energy Code Title 24 standards, which specify construction methods and materials that result in energy efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming that windows are closed). This includes installation of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. Such a reduction would reduce potential noise levels along the northern side of the carriage house to within the County's 45 dBA interior standard in all units. Developer to provide written certification that all noise thresholds in accordance with the acoustical study prepared by Rincon have been met. [Mitigation Measure XII-2] - Prior to Occupancy/Planning

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

SUBSTANTIATION

XIII a) **Less than Significant.** 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 this 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 9.1 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, and although the City of Redlands does not have land use authority over this area, the East Valley Area Plan is located within the Corporate boundaries of 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, which is obviously more specific to this region than the Countywide average of 3.4 units per acre. The proposed project offers a majority of studio and 1 bedroom units (approximately 70% of all units) that could apply and even lower occupancy threshold of 2.0 persons per unit to be considered feasible.

Using the City of Redlands Census data of 2.61 persons per unit, the maximum anticipated number of residents would be 887, which exceeds the maximum population density of 614 persons. Using the 2.0 persons per unit average would be 680 persons, still exceeding the MPD by a small margin. Although the Countywide average of 3.4 persons per unit is not a realistic indicator of the anticipated population density for this area, if it was applied to this project, it would yield a maximum population of 1,156, which is higher than the allowed maximum population density. However, the fact that the surrounding properties in the SD district are substantially developed with commercial and industrial land uses, development of the project for an occupancy of 1,156 persons would not exceed the MPDA for the overall SD district, 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 this project will be provided by a number of public agencies, including the County of San Bernardino and the City of Redlands. No service provider has indicated inability to serve the project. There are benefits derived from this 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.

XIII b) **No Impact.** 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. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

XIII c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

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

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

A full range of urban public services is available to serve the project site.

XIV a) **Less than Significant.** 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 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. The project includes a 13,000 square foot recreation center with two (2) pools, spa, exercise room, library, kitchen, lounges, restrooms, and a leasing office. 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 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.

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

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

SUBSTANTIATION

XV a) **Less than Significant.** The proposed 340 unit multi-family, mixed-use 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 13,000 square foot recreation center with two (2) pools, spa, exercise room, library, kitchen, lounges, restrooms, and a leasing office. 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. 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 340 apartment units. However, since future residents are likely use the Santa Ana Regional Trail in the vicinity of the project site, the project has been conditioned to pay an impact fee in the amount of \$1,435 per acre that will contribute toward the construction costs of completing this regional trail.

XV b) **Less than Significant.** The project includes a 13,000 square foot recreation center with two (2) pools, spa, exercise room, library, kitchen, lounges, restrooms, and a leasing office. 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. 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.

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

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

SUBSTANTIATION

A Traffic Impact Analysis was prepared for this project by Kunzman Associates, revised October 23, 2014.

XVI a/b) **Less Than Significant with Mitigation Incorporated.** . The Kunzman Associates Traffic Impact Analysis evaluated the potential traffic and circulation impacts associated with the proposed project on the surrounding roadway system, and recommended improvements required to mitigate impacts and maintain satisfactory levels of service. The project is estimated to generate a total of approximately 2,544 trip-ends per day on a typical weekday, with approximately 181 a.m. peak hour trips and 229 p.m. peak hour trips. The analysis provides baseline information for the existing year (2014), opening year (2016) 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 (2035). The study area for the analysis, including 20 existing and future intersections, was determined in cooperation with the County, the City of Redlands and Caltrans. Impacts on each intersection were analyzed based on the analysis methodology and level of service criteria of the agency with jurisdiction over the subject intersection. The traffic analysis identifies off-site improvements required to mitigate impacts on the study area intersection attributable to the project, and assigns a fair-share contribution to the cost of the improvements,

proportional to the project's contribution to projected traffic in each intersection. The October 23, 2014 TIA prepared by Kunzman Associates shows that the project fair share contributions have been calculated for Buildout Year (2035) improvement locations. The project share of cost has been based on the proportion of project peak hour traffic contributed to the improvement location relative to the total new peak hour Buildout Year (2035) traffic volume. Table 12 presents a summary of improvement cost and project cost shares at the Buildout Year (2035) intersection improvement locations. The intersection fair share cost calculations are based on the higher of the morning and evening peak hour traffic volumes. The project's fair share of identified intersection costs is \$75,870. A regional transportation system fee (RTSF) program is in place to fund certain improvements in the study area. This project will be subject to the regional fee, which will mitigate project impacts on the fee program facilities. The project RTSF for this project is \$790,811.14. Non-program improvements required to mitigate impacts of the project are detailed in the traffic analysis, and the project's fair share contributions toward the cost of the improvements are listed in the study and also presented herein as mitigation measures required to mitigate project impacts to a level less than significant.

- XVI c) **No Impact.** The project site is approximately 1.5 miles south of the San Bernardino International Airport. The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- XVI d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to established roads that are accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- XVI e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site. An emergency access plan has been prepared for this project and reviewed by the County Fire Department, and the project complies with all local and state Fire Code regulations with respect to access.
- XVI f) **Less than Significant.** The project will not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or will be addressed through standard conditions of approval regarding pedestrian access improvements.

MM# Mitigation Measures

- XVI -1 Regional Transportation Mitigation Fees (RTMF). *This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Hole Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$2,198 for a Multi Family Dwelling unit and \$6.82 per square foot for Commercial use. Per the approved traffic study, there are 340 apartment dwelling units and 6,377 square feet of specialty retail. The estimated Regional Transportation Fees for the apartment dwelling units are \$747,320 (340 apartment dwelling units x \$2,198 per dwelling unit). The estimated Regional Transportation Fees for the specialty retail is \$43,491.14 (6,377 sq. ft. x \$6.82 per sq. ft.). Therefore, the total estimated Regional Transportation Fees for both the apartments dwelling units and specialty retail are \$790,811.14. The current Regional Transportation Fee Plan can be found at the following website:*
http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp
[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic

XVI-2 Fair Share Contributions to Intersection Improvements. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised Kunzman Associates traffic study dated October 23, 2014. The study concluded that the additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Alabama Street at San Bernardino Ave, Alabama Street at Lugonia Avenue, SR-210 Freeway Southbound Ramps at San Bernardino Avenue, and SR-210 Freeway Northbound Ramps at San Bernardino Avenue.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$75,870 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

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

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Alabama Street at San Bernardino Avenue <ul style="list-style-type: none"> • Construct additional eastbound (EB) through lane. • Construct eastbound (EB) right-turn lane. • Construct westbound (WB) right-turn lane with overlap. 	\$400,000	3.0%	\$12,000
Alabama Street at Lugonia Avenue <ul style="list-style-type: none"> • Construct additional northbound (NB) left-turn lane. • Construct additional northbound (NB) through lane. • Construct northbound (NB) right-turn lane with overlap. • Construct additional southbound (SB) left-turn lane. • Construct additional eastbound (EB) left-turn lane. • Construct additional westbound (WB) left-turn lane. 	\$550,000	5.3%	\$29,150
SR-210 Freeway southbound (SB) Ramps at San Bernardino Avenue <ul style="list-style-type: none"> • Construct additional southbound (SB) left-turn lane. • Construct additional eastbound (EB) through lane. • Construct additional westbound (WB) through lane. • Construct retaining wall. 	\$1,120,000	1.9%	\$21,280
SR-210 Freeway Northbound (NB) Ramps at San Bernardino Ave <ul style="list-style-type: none"> • Construct additional southbound (SB) left-turn lane. 	\$1,120,000	1.2%	\$13,440

<ul style="list-style-type: none">• <i>Construct additional southbound (SB) through lane.</i>• <i>Construct additional eastbound (EB) through lane.</i>• <i>Construct additional westbound (WB) through lane.</i>• <i>Provide westbound (WB) right-turn overlap.</i>• <i>Construct retaining wall.</i>			
<i>Total</i>			<i>\$75,870</i>

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

SUBSTANTIATION

XVII a) **Less than Significant.** Wastewater sewer service for the project will be provided by the City of Redlands Municipal Utilities Department. As such, the proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project will comply with all regulation and requirements established by the Regional Water Quality Control Board.

XVII b) **Less than Significant.** 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.

XVII c) **Less than Significant.** Flows from the project shall be conveyed from an on site collection system into a storm drain/water quality system in Lugonia Avenue. With the development of the project all storm drain flows from the proposed project will be conveyed to the Lugonia Avenue storm drain pipe. A percentage of these flows will be captured into a detention/water quality basin located nearby on Lugonia Avenue. County Public Works and the City of Redlands have reviewed the Water Quality Management Plan and Hydrology Study for this project and have determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.

The project is not expected to significantly alter drainage patterns off-site and no expansion or new storm drain facilities beyond what is already planned for area-wide drainage will be required.

XVII d) **Less than Significant.** 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 given assurance 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 904 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.

XVII e) **Less than Significant.** The City of Redlands Municipal Utilities Department has notified the project proponent and the County that the City will provide water and sewer service 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.

XVII f) **Less than Significant.** The proposed project site is in the solid waste collection service area of the City of Redlands, and the City also operates the local landfill. Waste stream from the project area is hauled to the Redlands and San Timoteo landfill(s). Based on average waste generation rates published by CalRecycle for multi-family units (4 lbs. per unit per day), the project site would generate approximately 248 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.

XVII g) **Less than Significant.** 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 solid waste generation. Solid waste produced during the construction phase of this 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.

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

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

SUBSTANTIATION

- XVIII a) **Less than Significant.** The project does not appear 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 or eliminate important examples of the major periods of California history or prehistory. No potential impact on rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) has been identified in the analysis of the proposed project, based on the disturbed condition of the project site. There are no identified historic or prehistoric resources identified on this site.
- XVIII b) **Less than Significant.** The project does not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has been planned to accommodate planned build out of the area, including the project site.
- XVIII c) **Less than Significant.** The design of the project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

XIX. MITIGATION MEASURES

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

MONITORING MITIGATION MEASURES: (Compliance monitoring will be verified by existing procedures for condition compliance)

- III-1 AQ-Dust Control Plan. The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
 - b) The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.
 - c) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
 - d) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
 - e) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
 - f) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
 - g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.
 - h) Storm water control systems shall be installed to prevent off-site mud deposition.
 - i) All trucks hauling dirt away from the site shall be covered.
 - j) Construction vehicle tires shall be washed, prior to leaving the project site.
 - k) Rumble plates shall be installed at construction exits from dirt driveways.
 - l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
 - m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
- [Mitigation Measure III-1] Prior to Grading Permits/Planning
- VI-1 Seismic Standards. The site shall be designed in accordance with the most current standards for seismic mitigation. [Mitigation Measure VI-1] Prior to Building Permits/Building and Safety
- VI-2 Soils Engineer. All grading shall be performed under the inspection, testing and approval of the site Soils Engineer. [Mitigation Measure VI-2] Prior to Building Grading Permits/Building and Safety

- VIII-1 AR3 Operational Requirements. The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:
- a) All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.
 - b) Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)
 - c) The "developer"/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.
 - d) Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).
[Mitigation Measure VIII-1] General Requirement/Planning
- VIII-2 AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning
- XII-1 Construction Noise. The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
 - b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
 - c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
 - d. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
 - e. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

XII-2 Interior Noise Level Reduction. An interior noise level reduction of approximately 25.0 dBA CNEL is required to satisfy the County of San Bernardino 45 dBA CNEL interior noise standard. All residential buildings on-site would be designed to meet or exceed California Energy Code Title 24 standards, which specify construction methods and materials that result in energy efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming that windows are closed). This includes installation of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. Such a reduction would reduce potential noise levels along the northern side of the carriage house to within the County's 45 dBA interior standard in all units. Developer to provide written certification that all noise thresholds in accordance with the acoustical study prepared by Rincon have been met. [Mitigation Measure XII-2] - Prior to Occupancy/Planning

XVI-1 Regional Transportation Mitigation Fees (RTMF). This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Hole Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$2,198 for a Multi Family Dwelling unit and \$6.82 per square foot for Commercial use. Per the approved traffic study, there are 340 apartment dwelling units and 6,377 square feet of specialty retail. The estimated Regional Transportation Fees for the apartment dwelling units are \$747,320 (340 apartment dwelling units x \$2,198 per dwelling unit). The estimated Regional Transportation Fees for the specialty retail is \$43,491.14 (6,377 sq. ft. x \$6.82 per sq. ft.). Therefore, the total estimated Regional Transportation Fees for both the apartments dwelling units and specialty retail are \$790,811.14. The current Regional Transportation Fee Plan can be found at the following website:

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

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

XVI-2 Fair Share Contributions to Intersection Improvements. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised Kunzman Associates traffic study dated October 23, 2014. The study concluded that the additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Alabama Street at San Bernardino Ave, Alabama Street at Lugonia Avenue, SR-210 Freeway Southbound Ramps at San Bernardino Avenue, and SR-210 Freeway Northbound Ramps at San Bernardino Avenue.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$75,870 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

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

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Alabama Street at San Bernardino Avenue <ul style="list-style-type: none"> • Construct additional eastbound (EB) through lane. • Construct eastbound (EB) right-turn lane. 	\$400,000	3.0%	\$12,000

<ul style="list-style-type: none"> • Construct westbound (WB) right-turn lane with overlap. 			
Alabama Street at Lugonia Avenue <ul style="list-style-type: none"> • Construct additional northbound (NB) left-turn lane. • Construct additional northbound (NB) through lane. • Construct northbound (NB) right-turn lane with overlap. • Construct additional southbound (SB) left-turn lane. • Construct additional eastbound (EB) left-turn lane. • Construct additional westbound (WB) left-turn lane. 	\$550,000	5.3%	\$29,150
SR-210 Freeway southbound (SB) Ramps at San Bernardino Avenue <ul style="list-style-type: none"> • Construct additional southbound (SB) left-turn lane. • Construct additional eastbound (EB) through lane. • Construct additional westbound (WB) through lane. • Construct retaining wall. 	\$1,120,000	1.9%	\$21,280
SR-210 Freeway Northbound (NB) Ramps at San Bernardino Ave <ul style="list-style-type: none"> • Construct additional southbound (SB) left-turn lane. • Construct additional southbound (SB) through lane. • Construct additional eastbound (EB) through lane. • Construct additional westbound (WB) through lane. • Provide westbound (WB) right-turn overlap. • Construct retaining wall. 	\$1,120,000	1.2%	\$13,440
Total			\$75,870

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources Bulletin #118 (Critical Regional Aquifers).

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, adopted 2007

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

County of San Bernardino, Countywide Integrated Waste Management Plan.

County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

PROJECT SPECIFIC STUDIES:

Economic & Politics Inc., August 4, 2014, The Crossings at Redlands, Redlands, California.
Economic Analysis, County of San Bernardino, California.

Rincon Consultants, Inc., August 2014, The Crossings at Redlands, Redlands, California.
Greenhouse Gas Analysis, County of San Bernardino, California.

Rincon Consultants, Inc., March 9, 2012, The Crossings at Redlands, Redlands, California.
Noise Impact Analysis, County of San Bernardino, California.

Rincon Consultants, Inc., October 22, 2014, The Crossings at Redlands Residential Project,
Air Quality Health Risk Assessment Memorandum, County of San Bernardino, California

Urban Crossroads, August 2014, The Crossings at Redlands, Redlands, California.
Air Quality Impact Analysis, County of San Bernardino, California.

Michael Baker International, October 29, 2014, The Crossings at Redlands, Redlands, California.
Habitat Assessment

Kunzman Associates, Inc., August 16, 2014, revised October 23, 2014, The Crossings at Redlands, Redlands, California. Traffic Impact Analysis, County of San Bernardino, California.

Soils Southwest, Inc., July 24, 2014, and James Evans, CEG, September 23, 2014, The Crossings at Redlands, Redlands, California.
Geotechnical and Geological Engineering Investigation Reports

Transtech Engineers, Inc., June, 2014, The Crossings at Redlands, Redlands, California.
Preliminary Hydrology and Hydraulics Report, and Water Quality Management Plan

Transtech Engineers, Inc., June 22, 2014, The Crossings at Redlands, Redlands, California.
Water Quality Management Plan

McKenna, Inc., September 20, 2014, The Crossings at Redlands, Redlands, California.
Cultural Resources Assessment

October 2014, The Crossings at Redlands, Redlands, CA
Supplemental Parking Analysis

October 2014, The Crossings at Redlands, Redlands, CA
Residential Density Assessment