



LAND USE SERVICES DEPARTMENT
PLANNING DIVISION
PLANNING COMMISSION STAFF REPORT

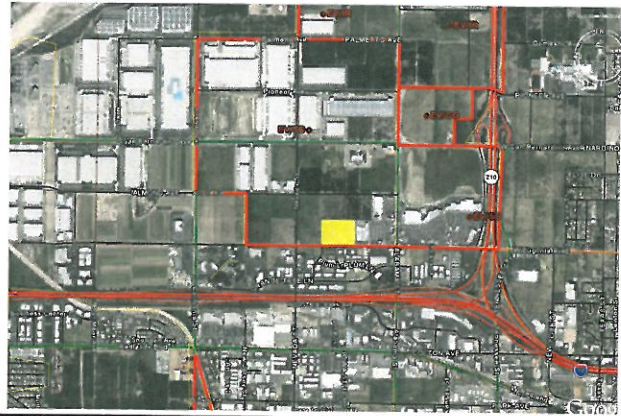


HEARING DATE: July 19, 2012

AGENDA ITEM # 2

Project Description

APN: 0292-055-21 and 24
APPLICANT: University Crossing
COMMUNITY: Redlands East Valley Area Plan
LOCATION: North side of Lugonia Avenue between Alabama Street and Nevada Street
PROJECT NO: P201200086
STAFF: Chris Warrick
REP(S): University Crossing
PROPOSAL: Planned Residential Development (PRD) that includes a Preliminary and Final Development Plan for a 306 unit Multi-Family Residential project that includes a total of 19 two-story and three-story structures with a recreation center on 12.35 net acres.



22 Hearing Notices Sent On: July 5, 2012
P.C. Field Inspection Date: July 17, 2012

Report Prepared By: Chris Warrick
Inspected By: Commissioner Kwappenberg

SITE INFORMATION:

Parcel Size: 12.35 net acres
Terrain: Generally flat, gently sloping
Vegetation: Seasonal grasses and weeds

SURROUNDING LAND DESCRIPTION:

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	Vacant	East Valley/Special Development (EV/SD)
North	Vacant (Planned Warehouse Project Approved By Planning Commission on April 19, 2012)	East Valley/Special Development (EV/SD)
South	Commercial/Retail	City of Redlands
East	Commercial/Retail	East Valley/Special Development (EV/SD)
West	Vacant	City of Redlands

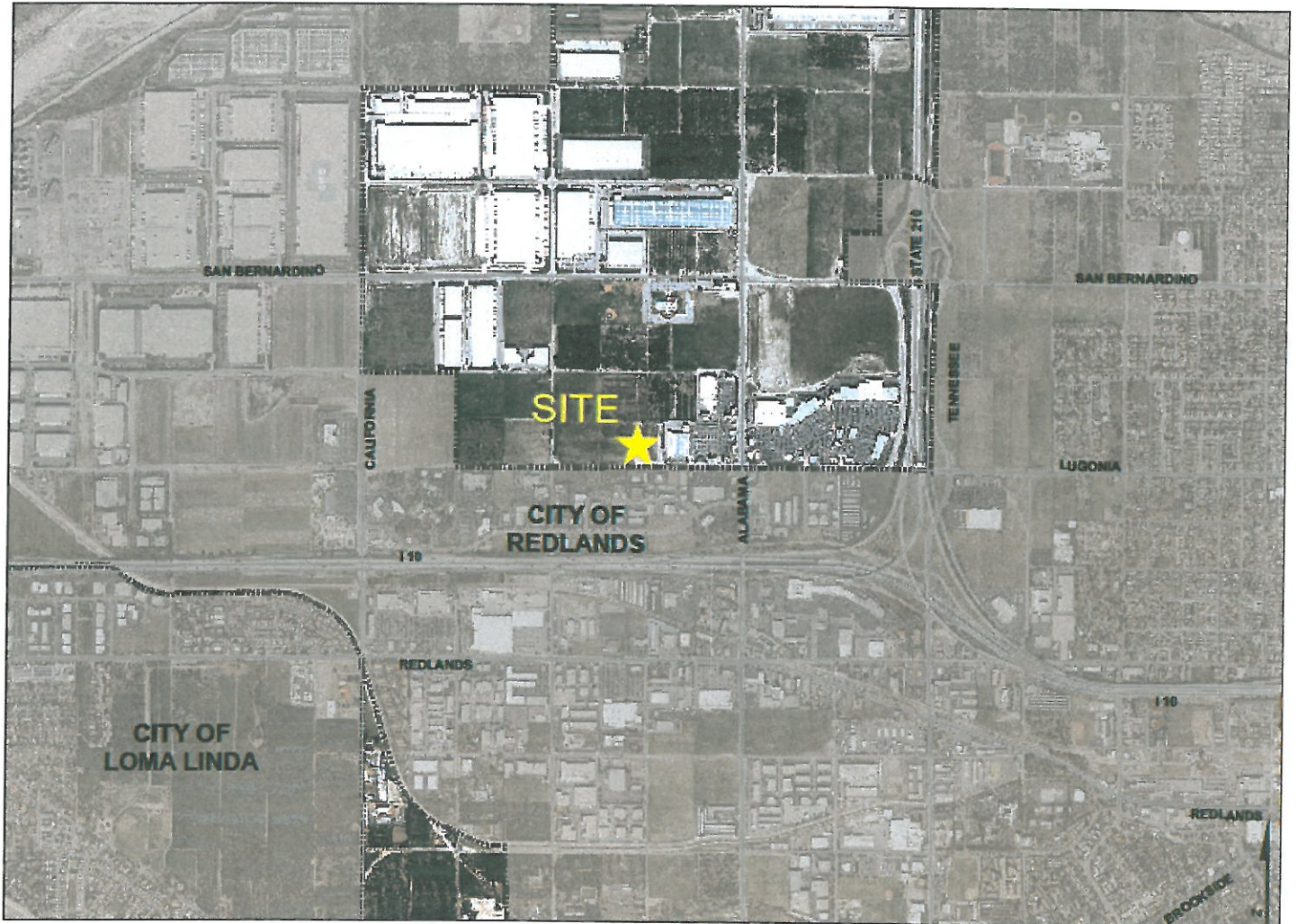
	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence:	N/A	N/A
Water Service:	City of Redlands	Per Resolution
Sewer Service	City of Redlands	Per Resolution

STAFF RECOMMENDATION: **RECOMMEND** that the Board of Supervisors **APPROVE** the Planned Residential Development.

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 to the Board.

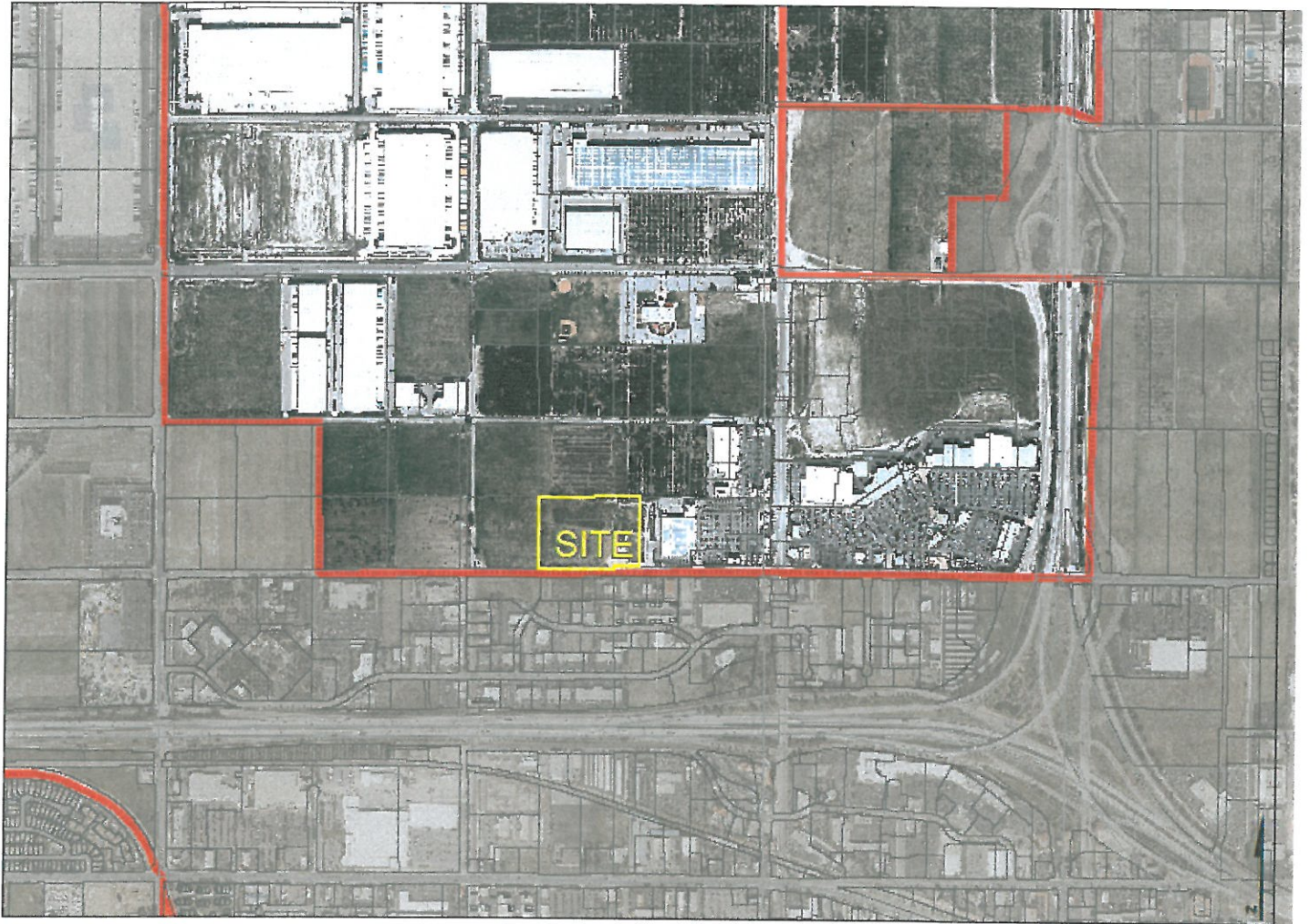
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VICINITY MAP



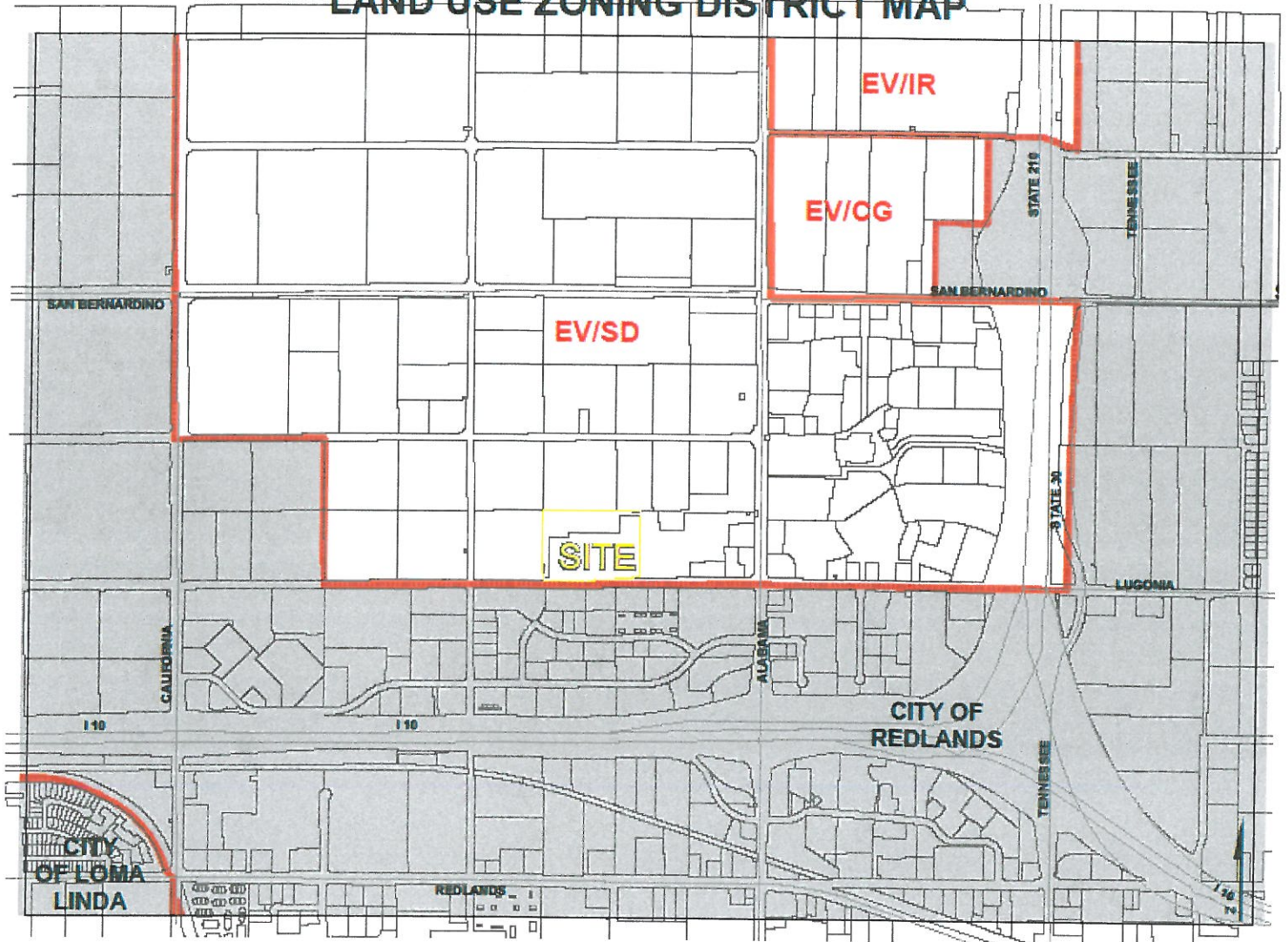
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AERIAL MAP



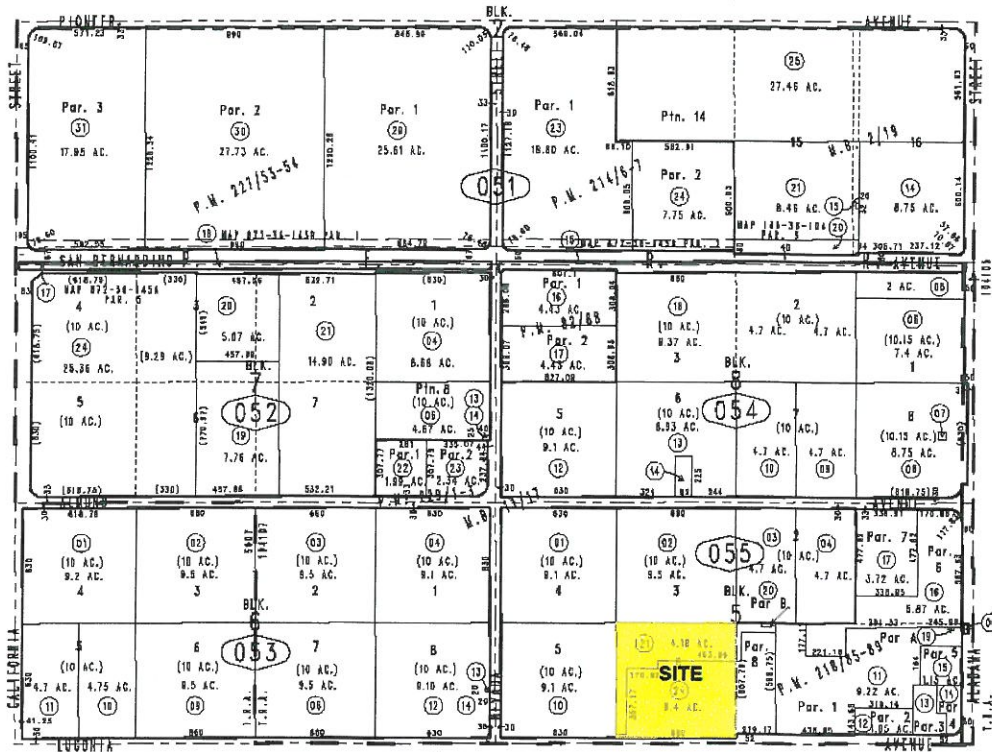
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LAND USE ZONING DISTRICT MAP



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ASSESSOR'S PARCEL MAP



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SITE MAP



1 – LOOKING NORTHWEST FROM LUGONIA AVE.



2 – LOOKING NORTH FROM LUGONIA AVE.



3 – LOOKING NORTHWEST FROM EAST PROPERTY BOUNDARY



4 – LOOKING SOUTHWEST FROM EAST PROPERTY BOUNDARY



5 – LOOKING WEST ALONG LUGONIA FROM THE EAST PROPERTY BOUNDARY



6 – LOOKING EAST ALONG LUGONIA FROM NEAR THE EXISTING JC PENNEY ENTRANCE



7 – LOOKING SOUTHEAST FROM ALMOND AVENUE TOWARD PROPERTY

PROJECT SUMMARY

	DATA
ZONING OF SITE:	PD
TOTAL GROSS SITE AREA:	12.58 AC
TOTAL NET SITE AREA:	12.32 AC
PROPOSED TOTAL # OF DWELLING UNITS:	306
PROPOSED DENSITY OF UNITS:	24.8 DU/AC

PARKING SUMMARY
TOTAL REQUIRED

UNIT TYPES	UNITS	RATIO	QTY.
1 BDRM. UNITS	166	2.0	312
2 BDRM. UNITS	132	2.0	264
3 BDRM. UNITS	18	2.0	36
TOTAL UNITS	306	2.0	-
TOTAL REQUIRED PARKING			612

PARKING SUMMARY
TOTAL PROVIDED

	QTY.	%
TOTAL PARKING PROVIDED	300	50%
TOTAL GARAGE	284	48%
TOTAL OPEN STALL	4	1%
VAN MARKED SPACES	8	1%
TOTAL PROVIDED PARKING	296	100%
PARKING RATIO		1.95

LEASABLE UNIT SQ. FT.

UNIT TYPE	UNIT	QTY.	%	TOTAL LEASABLE SF
A1	685	30	10%	20,550
A2	728	42	14%	30,576
A3	762	11	4%	8,382
A4	823	58	19%	47,734
A5	909	15	5%	13,635
B1	1,029	38	12%	39,102
B2	1,063	8	3%	8,504
B3	1,076	55	18%	59,125
B4	1,076	15	5%	16,140
B5	1,225	16	5%	19,600
C1	1,340	18	6%	24,120
TOTAL	-	306	100%	287,468

BUILDING/UNIT MIX

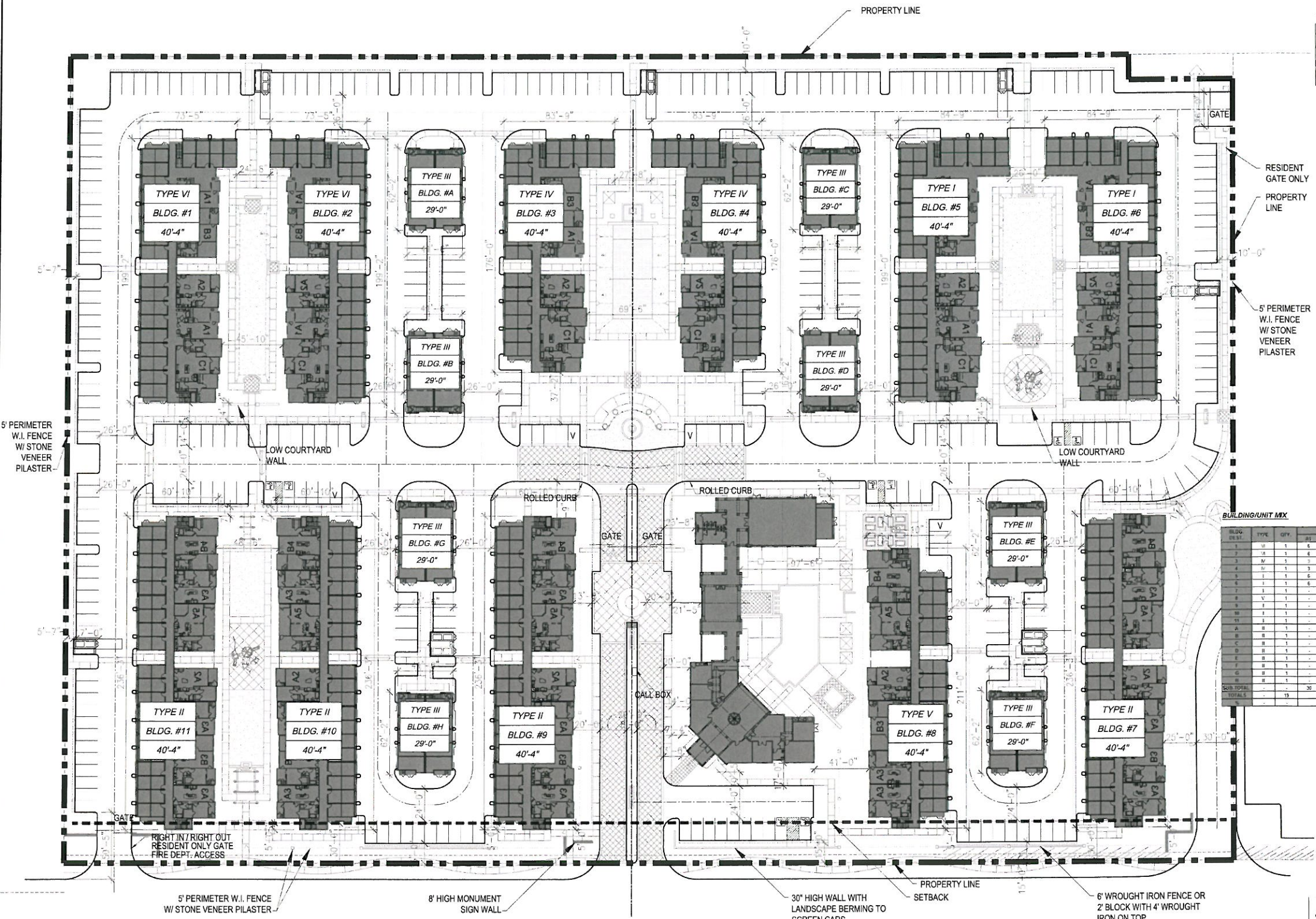
BLDG. DIST.	TYPE	QTY.	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	TOTAL
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2	1	1	6	1	-	6	-	4	-	5	-	-	-	23
3	1	1	6	1	-	6	-	4	-	5	-	-	-	23
4	1	1	6	1	-	6	-	4	-	5	-	-	-	23
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VICINITY MAP

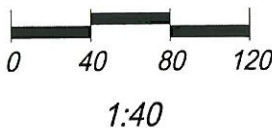


SITE PLAN LEGEND

TYPE I	BUILDING TYPE
BLDG. #12	BUILDING NUMBER
40'-0"	BUILDING HEIGHT
V	VAN DROP OFF/ PICK UP
-----	PROPERTY LINE
-----	SETBACK LINE



NORTH



1:40

UNIVERSITY CROSSINGS

COUNTY OF SAN BERNARDINO, CALIFORNIA

ARCHITECTURAL SITE PLAN

TRANSCOAST FINANCIAL

8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90293

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

APN #: 292-055-21 & 24

PLANNED DEVELOPMENT FOR MULTI-FAMILY APARTMENTS

APPLICANT: TRANSCOAST FINANCIAL
8405 PERSHING DRIVE
SUITE #301
PLAYA DEL REY, CA 90293
TEL: (310) 821-7338
ATTN: MICHAEL DAVIS

PLAN PREPARER: ARCHITECTS ORANGE
144 N. ORANGE
ORANGE, CA 92866
TEL: (714) 639-9860
ATTN: SERAFIN MARANAN

A-1

2011-235 MAY 21, 2012



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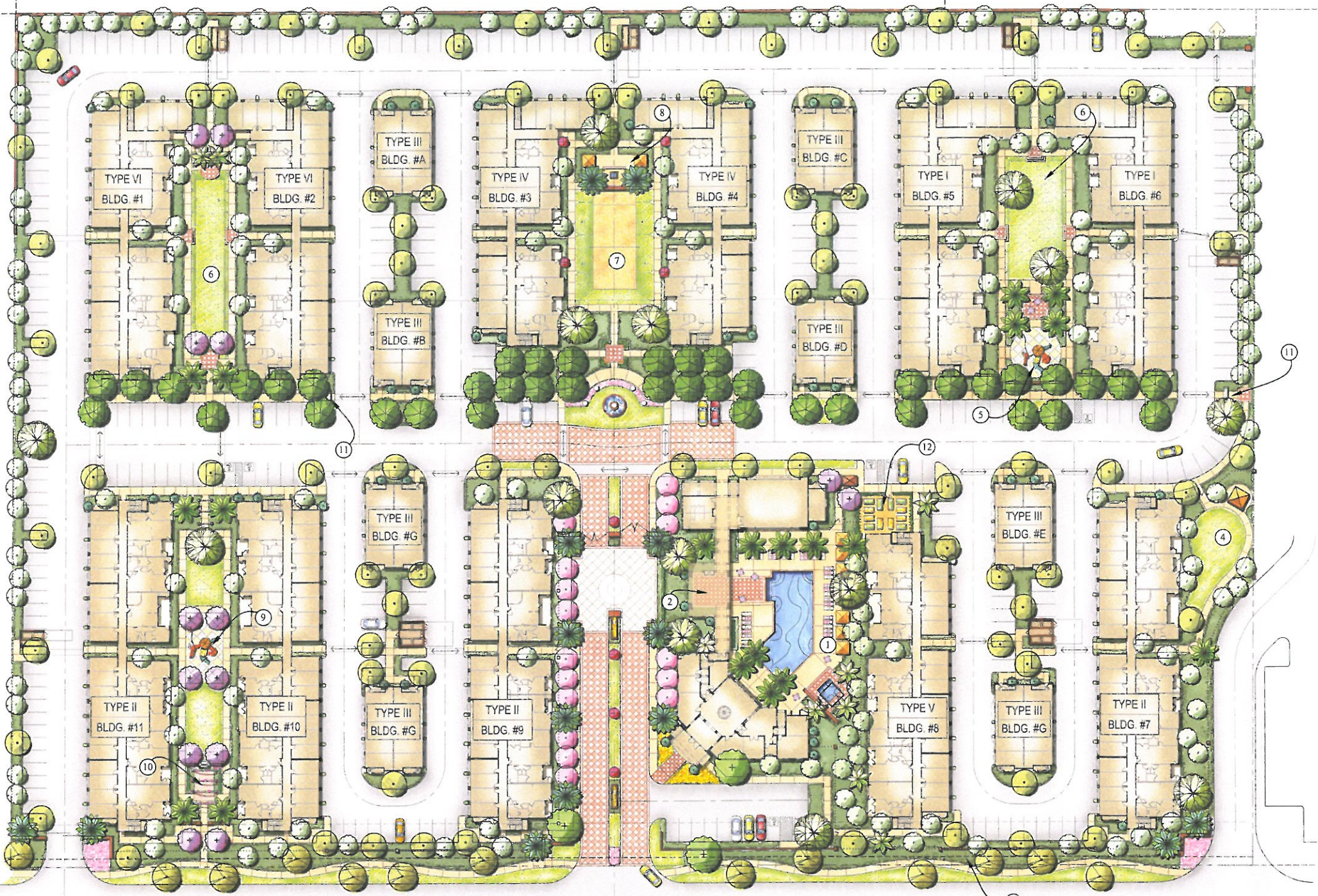
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LEGEND

- 1 RECREATION AREA:
POOL
SPA
CABANA
SUN DECK
- 2 OUTDOOR ROOM WITH FIREPLACE.
- 3 PERIMETER STREETScape WITH LANDSCAPED
BERMINGS. WALL SHALL BE 6 WROUGHT IRON FENCE
OR 2' BLOCK WITH 4" WROUGHT IRON ON TOP.
- 4 ENCLOSED DOG PARK WITH 12' SQUARE SHADE
STRUCTURE.
- 5 ENCLOSED COURTYARD WITH TOT-LOT AND
ADJACENT BBQ/PICNIC AREA.
- 6 DEPRESSED OPEN PLAY TURF AREA.
- 7 SUNKEN SAND VOLLEYBALL COURTS WITH SLOPED
TURF SIDES.
- 8 BEACH LOUNGE WITH SAND FIREPIT, LOUNGE CHAIRS
AND CABANA.
- 9 TOT-LOT FOR AGES 5-12 ADJACENT TO OPEN TURF
PLAY AREA.
- 10 AL FRESCO DINING AREA, SEMI-ENCLOSED BY ARCHING
VINE TRELLIS WITH FOCAL BBQ/FIREPLACE.
- 11 FIVE LARGE, THEMED ARBORS ALONG MAIN
PEDESTRIAN SPINE.
- 12 COMMUNITY GARDEN

PLANTING LEGEND

BOTANICAL NAME	COMMON NAME	SIZE
CINNAMOMUM CAMPHORA	CAMPOR TREE	24" BOX
FICUS R. 'FLORIDA'	RUSTY LEAF FIG	24" BOX
CITRUS SPP.	CITRUS	24" BOX
CUPANIOPSIS ANACARDIODES	CARROTWOOD	24" BOX
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	24" BOX
STRELITZIA NICHOLAI	GIANT BIRD OF PARADISE	24" BOX
LIQUIDAMBAR S. 'FESTIVAL'	AMERICAN SWEET GUM	24" BOX
MAGNOLIA G. 'LITTLE GEM'	SOUTHERN MAGNOLIA	36" BOX
MAGNOLIA G. 'D.D. BLANCHARD'	SOUTHERN MAGNOLIA	15G
PINUS CANARIENSIS	CANARY ISLAND PINE	24" BOX
TRISTANIA CONFERTA	BRISBANE BOX	24" BOX
PHOENIX DACTYLIFERA	DATE PALM	20' BTH
PYRUS KAWAKAMII	EVERGREEN PEAR	24" BOX
SCHINUS MOLLE	CALIFORNIA PEPPER	24" BOX
SYAGRUS ROMANZOFFIANUM	QUEEN PALM	12"-18" BTH
ULMUS PARVIFOLIA 'TRUE GREEN'	EVERGREEN ELM	24" BOX
WASHINGTONIA R. HYBRIDA	HYBRID FAN PALM	15'-20' BTH
AGAPANTHUS AFRICANUS	LILY-OF-THE-NILE	1G
AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	5G
AGAVE VILMORINIANA	OCTOPUS AGAVE	5G
AGAVE WEBERI	WEBER'S CENTURY PLANT	5G
ALOE ARBORESCENS	TREE ALOE	5G
ANIGOZANTHOS H. 'BUSH RANGER'	DWARF KANGAROO PAW (RED)	1G
BACCHARIS 'CENTENNIAL'	COYOTE BRUSH	1G
BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD	5G
CALLISTEMON V. 'LITTLEJOHN'	DWARF BOTTLEBRUSH	5G
FEDOA SELLOWIANA	PINEAPPLE GUAVA	5G
JUNIPERUS S. 'SKYROCKET'	SKYROCKET JUNIPER	5G
LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5G
LOMANDRA LONGIFOLIA 'LM300'	BREEZE DWARF MAT RUSH	1G
MUHLENBERGIA RIGENS	DEER GRASS	5G
PANICUM V. 'HEAVY METAL'	BLUE SWITCH GRASS	1G
PELAGONIUM PELTATUM	IVY GERANIUM 'RED'	1G
PHORMIUM TENAX 'BRONZE BABY'	NEW ZEALAND FLAX (REDDISH)	5G
PITTOSPORUM TOBIRA 'WHEELER'	WHEELER'S DWARF TOBIRA	5G
PLECOSTACHYS SERPYLLIFOLIA	DWARF HELICHRYSOM PETIOLARE	1G
HAIPHOLEPS INDICA 'CLARA'	DWARF INDIAN HAWTHORNE	5G
ROSA F. 'TRUMPETER'	TRUMPETER ROSE	5G
ROSMARINUS O. 'PROSTRATUS'	TRAILING ROSEMARY	1G
ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5G
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1G
YUCCA GLORIOSA	SPANISH DAGGER	5G
SOD TURF	MARATHON II, TALL FESCUE	



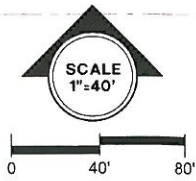
W. LUGONIA AVE.

PRELIMINARY LANDSCAPE PLAN
UNIVERSITY CROSSINGS REDLANDS, CALIFORNIA

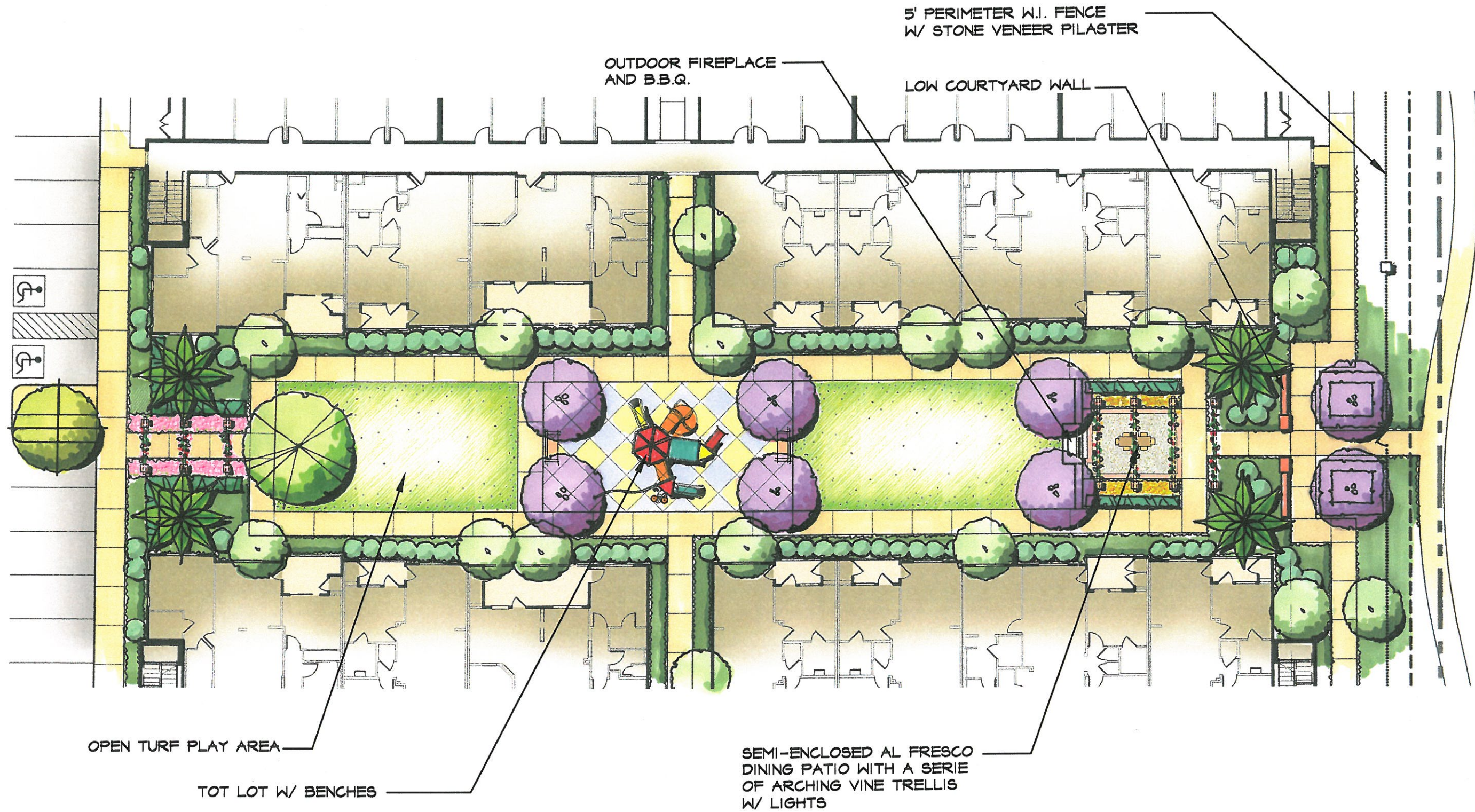
TRANSCOAST FINANCIAL
8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90293

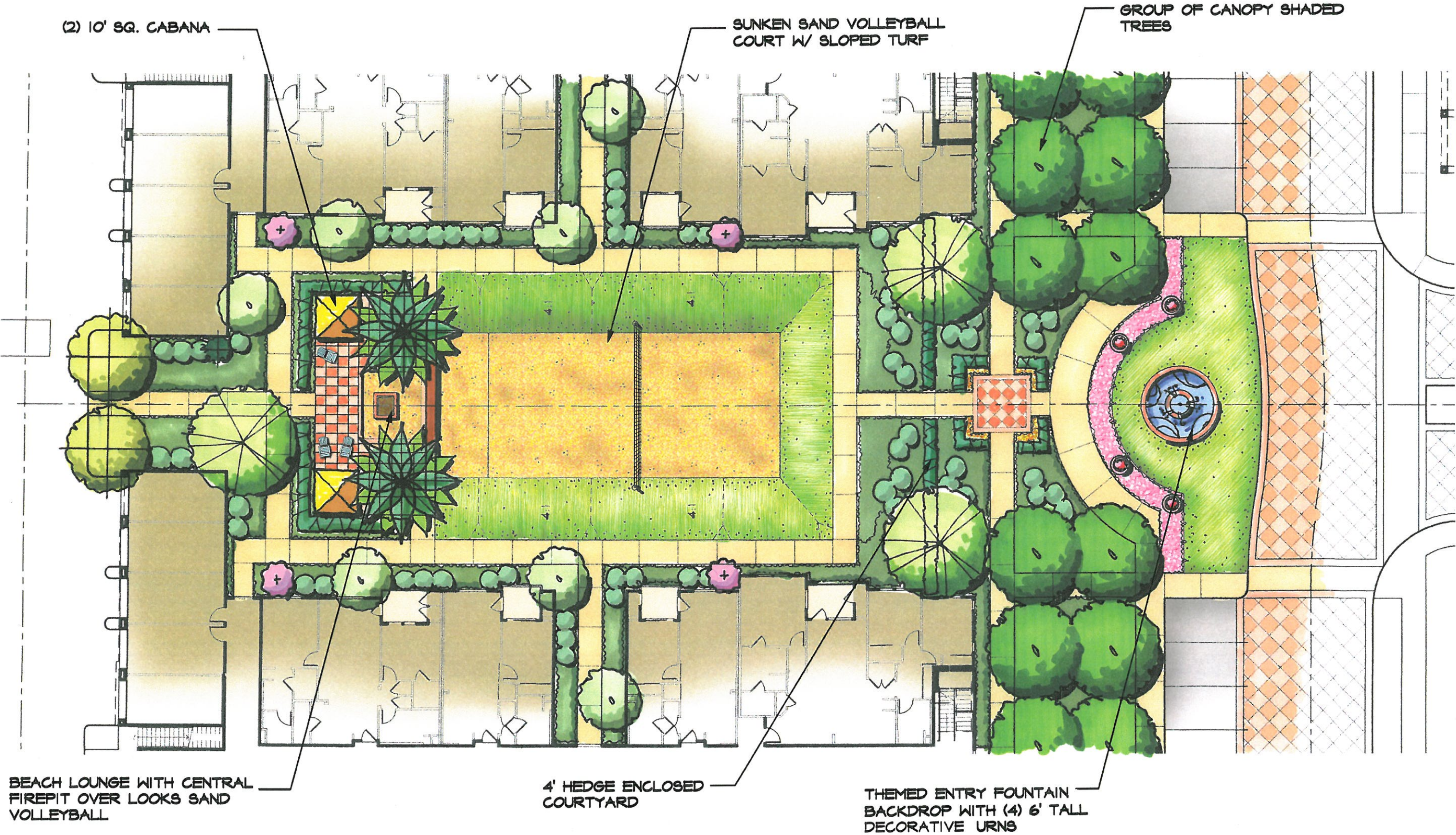
SITE SCAPES
Landscape Architecture & Planning
3190-82 Airport Loop Drive
Costa Mesa, CA 92626
Richard P. Pappas, License # 2782
PH (649) 644-9370 FAX (714) 310-3140

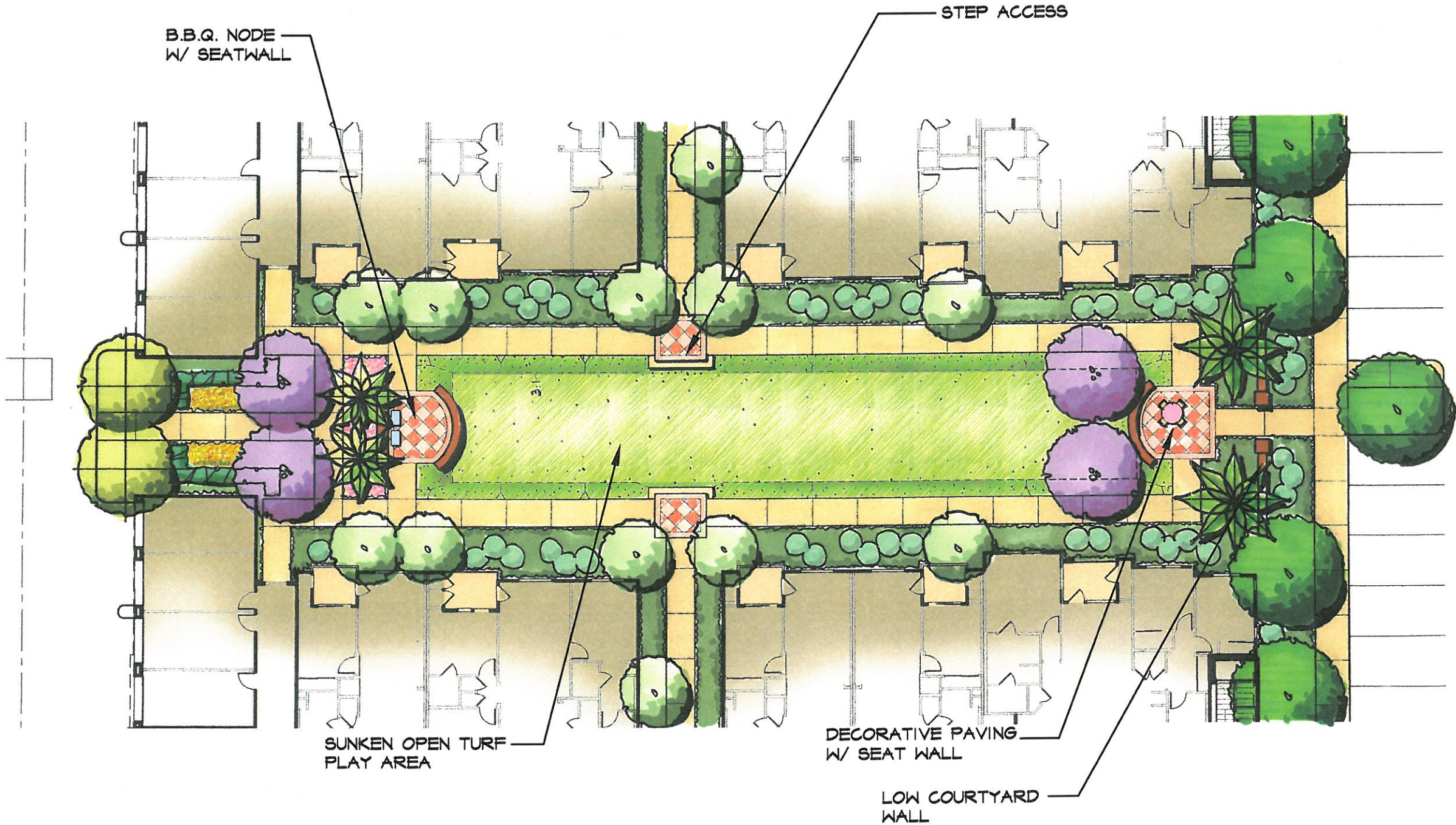
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

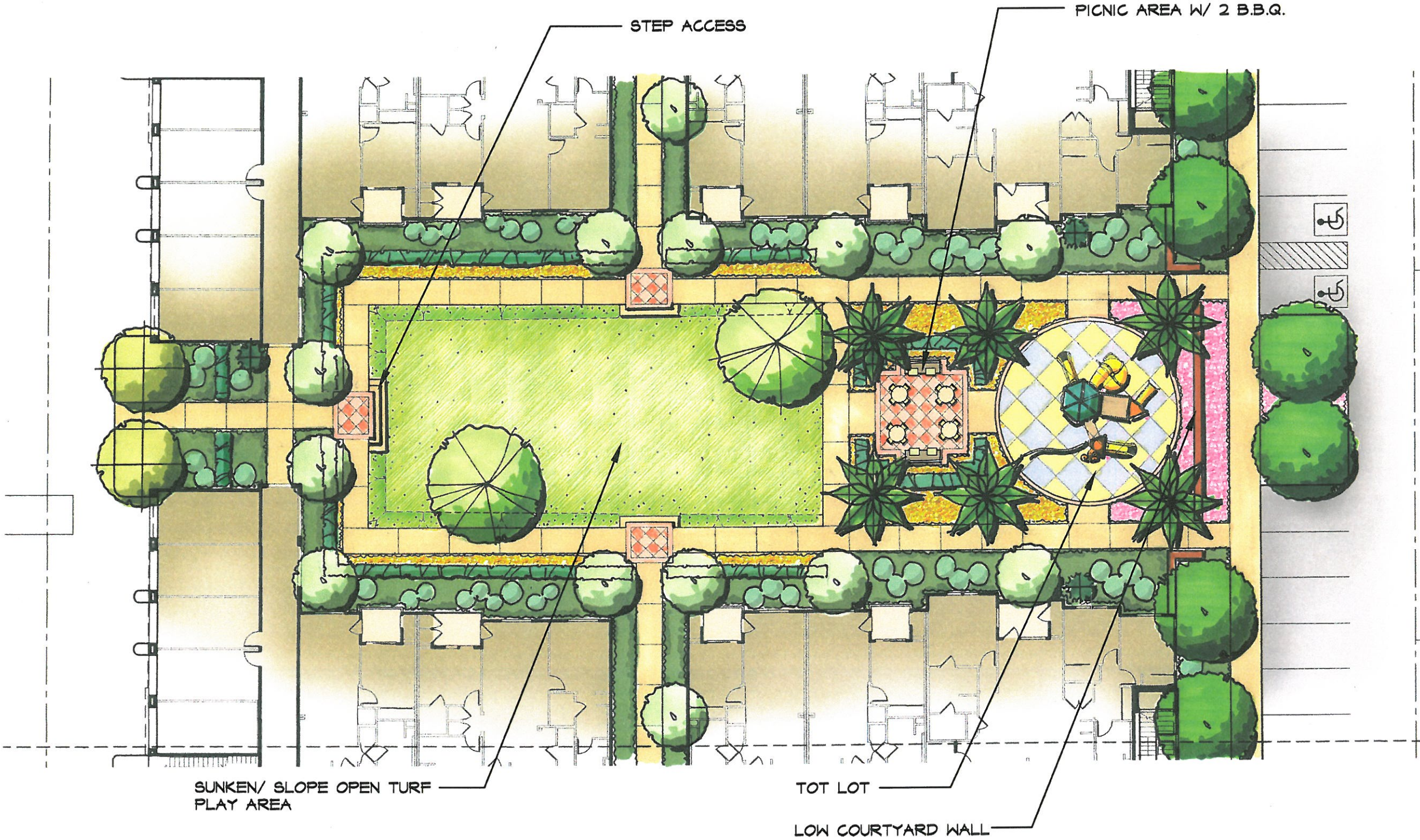


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2011-235 MARCH 05, 2012
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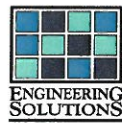




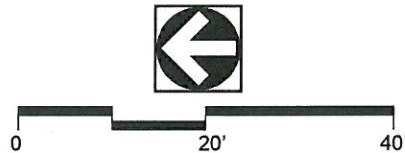


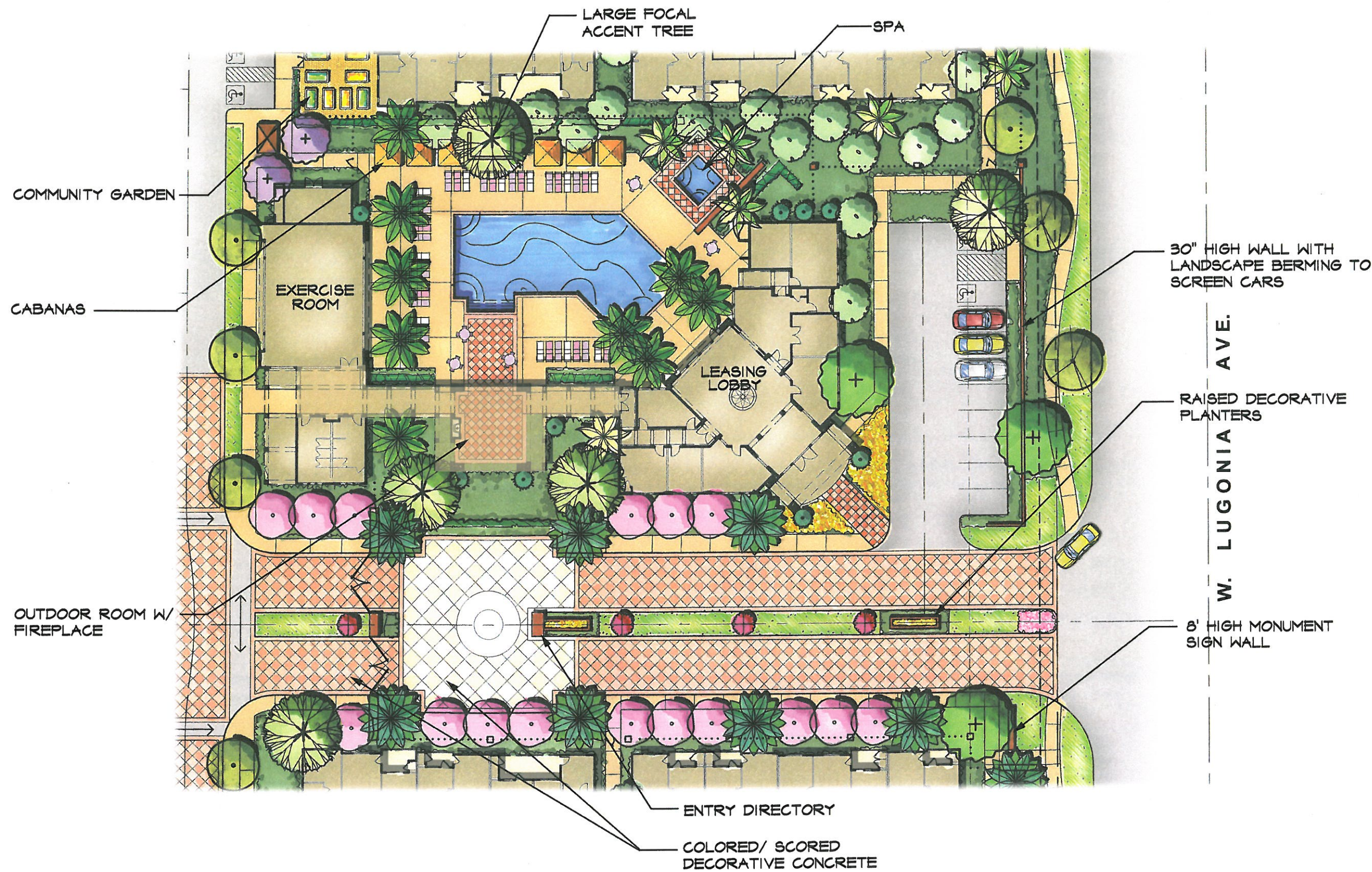
Courtyard 4

Prepared For:
TransCoast
Financial, Inc.



SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Polhemus, License # 2382
(949) 644-9370 FAX (714) 210-3140





MATERIAL & COLOR LEGEND - SCHEME 1	
DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	3. STUCCO, "DOORS" - SW 6108 LATTE
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURER'S SPECS	4. STUCCO - SW 6165 CONNECTED GRAY
1. STUCCO, FOAM TRIM, DECORATIVE TILES, "GARAGE DOORS" - SW 6147 PANDA WHITE	5. RAILING, METAL AWNINGS - SW 2837 AURORA BROWN
2. STUCCO, "GARAGE DOORS, "DOORS" - SW 7050 USEFUL GRAY	6. FASCIA, CORBELS, "GARAGE DOORS, "DOORS" - SW 6069 FRENCH ROAST
	7. CONCRETE TILE ROOF - EAGLE ROOFING BELAIR - VILLAGE BLEND 4871



BUILDING TYPE I - FRONT ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING TYPE I - REAR ELEVATION

SCALE: 1/8" = 1'-0"

UNIVERSITY CROSSINGS COUNTY OF SAN BERNARDINO, CALIFORNIA

BUILDING I - EXTERIOR ELEVATIONS

TRANSCOAST FINANCIAL
8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90293

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

A-5
2011-235 MARCH 12, 2012

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MATERIAL & COLOR LEGEND - SCHEME 2	
DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	3. STUCCO, *DOORS - SW 6106 KILIM BEIGE
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURE'S SPECS	4. STUCCO, *DOORS - SW 6151 QUIVER TAN
1. STUCCO, FOAM TRIM, DECORATIVE TILES, *GARAGE DOORS, *DOORS - SW 6147 PANDA WHITE	5. RAILING - SW 2837 AURORA BROWN
2. STUCCO - SW 7050 USEFUL GRAY	6. FASCIA, CORBELS, *GARAGE DOORS - SW 6069 FRENCH ROAST



BUILDING TYPE II - FRONT ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING TYPE II - REAR ELEVATION

SCALE: 1/8" = 1'-0"

A-8

2011-235 MARCH 12, 2012



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UNIVERSITY CROSSINGS COUNTY OF SAN BERNARDINO, CALIFORNIA

BUILDING II - EXTERIOR ELEVATIONS

TRANSCOAST FINANCIAL

ARCHITECTS ORANGE

8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90293

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

MATERIAL & COLOR LEGEND - SCHEME 1	
DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	3. STUCCO, "DOORS" - SW 6108 LATTE
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURE'S SPECS	4. STUCCO - SW 6165 CONNECTED GRAY
1. STUCCO, FOAM TRIM, DECORATIVE TILES, "GARAGE DOORS" - SW 6147 PANDA WHITE	5. RAILING, METAL AWNINGS - SW 2837 AURORA BROWN
2. STUCCO, "GARAGE DOORS, "DOORS" - SW 7050 USEFUL GRAY	6. FASCIA, CORBELS, "GARAGE DOORS, "DOORS" - SW 6069 FRENCH ROAST
	7. CONCRETE TILE ROOF - EAGLE ROOFING BELAIR - VILLAGE BLEND 4671



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

UNIVERSITY CROSSINGS

COUNTY OF SAN BERNARDINO, CALIFORNIA

BUILDING III - EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

TRANSCOAST FINANCIAL

8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90293

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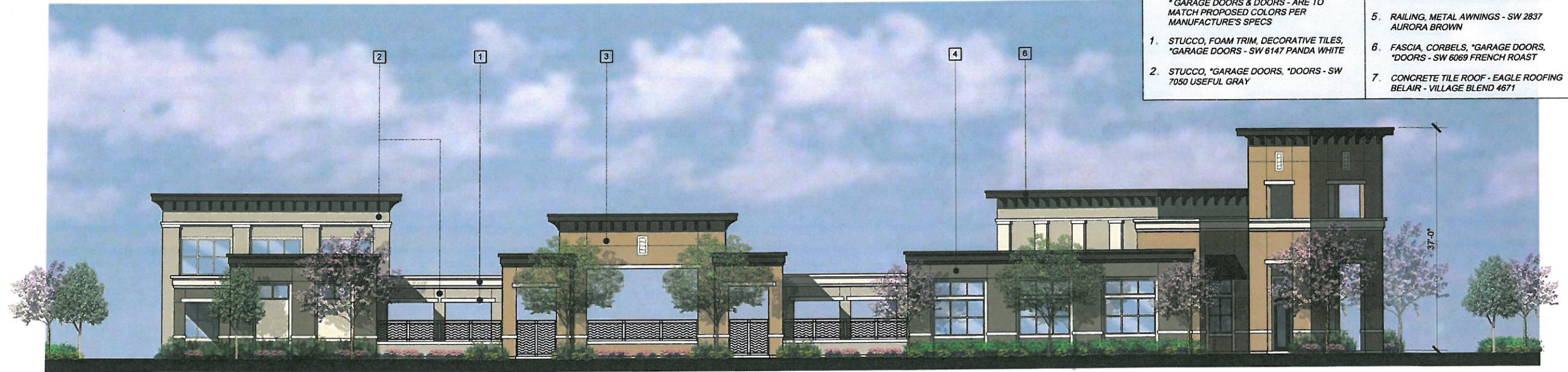
2011-235 MARCH 12, 2012



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MATERIAL & COLOR LEGEND - SCHEME 1

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	7. CONCRETE TILE ROOF - EAGLE ROOFING BELAIR - VILLAGE BLEND 4671



CLUBHOUSE - WEST ELEVATION

SCALE: 1/8" = 1'-0"



CLUBHOUSE - SOUTH ELEVATION (LUGONIA AVE.)

SCALE: 1/8" = 1'-0"

UNIVERSITY CROSSINGS

COUNTY OF SAN BERNARDINO, CALIFORNIA

CLUBHOUSE ELEVATIONS

TRANSCOAST FINANCIAL

8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90293

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BACKGROUND

The applicant is requesting approval of a Planned Residential Development that includes a Preliminary and Final Development Plan for the development of a 306 unit multi-family residential project on 12.35 net acres (Project). The Project includes 19 two and three story apartment structures. The floor areas of the units range from 685 to 1,340 square feet with one, two and three bedroom units. A total of 596 parking spaces are proposed, which includes 300 enclosed garage spaces, 6 carport spaces, 278 open spaces and 12 handicapped accessible spaces. The Project includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The Project also includes open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. Total building coverage is 29 percent of the site area, and the total impervious area is 65 percent of the site area. The total landscaped and open space area consists of 4.31 acres, which is 35 percent of the site area. Project development will include half-width improvements to Lugonia Avenue fronting the Project and the construction of off-site storm drain improvements in Lugonia Avenue.

The Project is located on the north side of Lugonia Avenue between Alabama Street and Nevada Street, 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 it 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 Residential Development Permit (PRD). The proposed Planned Residential Development Permit (PRD) is for a private, gated, residential development. 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 PRD 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, with 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 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, 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 and 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 Redlands in regards to the Project design and necessary infrastructure improvements that have been incorporated into the Project design, as well as the conditions of approval.

Adjacent Land Uses. The surrounding off-site land uses consist of a mixture of commercial developments, a proposed warehouse facility and undeveloped land. The adjacent property to the east is an existing retail center (Redlands Town Center). A building separation of 115 feet will be provided between the proposed multi-family residential project and the retail center, which will include an enhanced landscape buffer that varies from 20 to 25 feet in width. The truck loading docks of the retail center are located on the north side of the building and are not directly visible to the proposed residential project.

The adjacent property to the north is currently vacant, although a Conditional Use Permit was approved by the Planning Commission on April 19, 2012, for the development of a 425,000 square foot warehouse facility. A building separation of 255 feet will be provided between the residential project and the proposed warehouse facility. An 8-foot concrete block wall will be constructed along the north property line between the two uses. Based on the preliminary grading plans for both projects, there will be a grade differential of approximately 12 feet between the two properties, with the warehouse project being at the lower elevation. As a result, the wall will be 6 feet in height as viewed from the residential Project and 8 feet in height as viewed from the warehouse project. The two developers have agreed to share in the cost of the 8-foot wall. A 20-foot landscape buffer, 10-feet on each side of the wall, will also be provided along the north property line.

Parking. The Project includes a total of 596 parking spaces, which is 1.95 parking spaces per unit. This includes handicap spaces, guest parking spaces, and 306 enclosed/covered spaces. Pursuant to Chapter 83.11 of the County Development Code, multi-family residential projects in the Multiple Residential (RM) District are required to provide 2.5 parking spaces per unit, one of which shall be covered or enclosed. A strict adherence to the multi-family parking standards would require the proposed project to provide 765 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 prepared by Apt Market Research (May 30, 2012), which evaluated the adequacy of parking among other similar apartment projects in the area. The parking analysis focused not only on parking 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 more generous than all but one of the projects surveyed. Parking ratios found throughout the survey range from 1.16 to 1.18 spaces per bedroom. The per-unit ratios found in the survey ranged from 1.75 to 2.10 per unit. This research

demonstrates that the proposed parking ratio of 1.26 spaces per bedroom (or 1.95 spaces per unit) for the proposed project exceeds local/regional norms for apartment complexes of similar scale and type, and will pose no impediment to marketability or livability.

CEQA ANALYSIS:

Aesthetics: The proposed Project will include landscaping around the entire perimeter of the site and will incorporate the design guidelines found in the EV/SD zoning development standards. The architectural design of the Project includes a contemporary residential appearance with articulated massing and a varied mix of building scale that provides an aesthetically appealing skyline. Building materials and exterior color themes include a mix of contemporary earth tones that are complementary to surrounding development. The few on-site parking areas that front on Lugonia Avenue will be screened by landscape berms and vegetation at the Lugonia Avenue 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 Urban Crossroads, March 1, 2012, and revised May 3, 2012 and again on June 29, 2012. 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 2,135 trip-ends per day on a typical weekday, with approximately 164 a.m. peak hour trips and 199 p.m. peak hour trips. The analysis provides baseline information for the existing year (2012), opening year (2014) 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 8 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. A regional transportation system fee 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. 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 as mitigation measures required to mitigate project impacts to a level less than significant.

Air Quality: The Project air quality analysis shows that both short-term and long-term emissions from the Project will not exceed the South Coast Air Quality Management District (SCAQMD) established significance thresholds and 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 (MTCO₂e) per year is used to identify projects that may require reduction measures. For projects exceeding 3,000 MTCO₂e 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 101 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 site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east (Redlands Town Center). Storm flows from the existing basin are slowly released into an existing storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain. Additional sections of this storm drain pipe extending westerly, downstream from the project, will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area.

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 June 9, 2012 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 Clearing House for circulation. The comment period began on June 13, 2012, which initiated the 30 day review and availability of the Initial Study document. As of the closing date of the comment period, July 12, 2012, 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.

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** a Planned Residential Development that includes a Preliminary and Final Development Plan for a 306 unit Multi-Family Residential project that includes a total of 19 two-story and three-story structures with a recreation center on 12.35 net acres, based on the Findings contained in the Staff Report and subject to the attached Conditions of Approval.
- 3) **FILE** a Notice of Determination.

ATTACHMENTS:

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

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EXHIBIT A

FINDINGS

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FINDINGS: Planned Residential Development Permit (PRD)

A Planned Residential Development that includes a Preliminary and Final Development Plan for a 306 unit Multi-Family Residential project that includes a total of 19 two-story and three-story structures with a recreation center on 12.35 net acres.

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 Residential 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 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 City of San Bernardino Unified School District for kindergarten through sixth grade and the Redlands Unified School District will serve the site for Middle School and High School.
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 Residential 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 Residential Development that has been designed as a private gated community that incorporates significant amounts of open space, recreational amenities and architectural design features that has achieved a more efficient use of land through the Planned Residential 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.

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.

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EXHIBIT B

CONDITIONS OF APPROVAL

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CONDITIONS OF APPROVAL

Planned Residential Development (PRD) **University Crossing**

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 includes a Preliminary and Final Development Plan for a 306 unit Multi-Family Residential project that includes a total of 19 two-story and three-story structures with a 10,534 square foot recreation center (Project). The Project site is 12.35 net acres in size and is located on the north side of Lugonia Avenue between Alabama Street and Nevada Street. Project APN: 0292-055-21, 24; Project Number P201200086.
 - a) Project signs shall comply with SBCC Chapter 83.13.
 - b) Project landscaping shall comply with SBCC Chapter 83.10
 - c) There are 596 parking spaces proposed, which includes 306 enclosed spaces, 278 standard spaces and 12 disabled accessible spaces.
 - d) Project construction shall comply with all applicable construction codes including the California Building Codes (CBC) and Uniform Fire Code (UFC).
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 P201200086. 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. NOD/MND/CDFG Fees. The California Environmental Quality Act (CEQA) requires that an environmental determination be prepared for this project. County staff completed an environmental initial study for this project and circulated it for review. A Mitigated Negative Declaration (MND) will be issued indicating that all identified impacts were found to be mitigated below a level of significance. A Notice of Determination (NOD) of this finding is required to be filed with a fee (currently \$50). The California Department of Fish and Game (CDFG) requires that an additional fee (currently \$2,101.50) be paid with the NOD filing, unless CDFG issues a determination of "No Biological Effect". The combined fees (\$2,151.50) are required to be paid to the Clerk of the Board with the NOD filing, and the project approval does not become effective until these fees are paid and the filing is posted.
11. 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:
 - Grading Permits - a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans.
 - Building Permits - a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan.
 - Final Inspection - a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.
12. 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
13. 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.

14. 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:

- Odors: No offensive or objectionable odor
- Emissions: No emission of dirt, dust, fly ash, and other forms of particulate matter.
- 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)
- Radiation: No dangerous amount of radioactive emissions.
- Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.

- Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.
15. 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.
16. 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.
17. 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.
18. 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*

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

19. 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) (909) 387-4666

20. 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.
21. 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

22. 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 Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
23. 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.

PUBLIC WORKS/ Land Development - Drainage (909) 387-8218

24. 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.

25. 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.
26. 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.
27. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC WORKS / Land Development – Road Section (909) 387-8145

28. 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.
29. Access. The property currently has temporary full turning movement access to Lugonia Ave. The County reserves the right in the future to construct and/or install a raised median on Lugonia Ave or other appropriate safety measures/traffic control devices for the purposes of protecting public health and safety, which could result in the property having only right-in and right-out access to Lugonia Ave.

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

30. 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.
31. 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.

32. 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.

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

The following shall be completed:

LAND USE SERVICES/ Building and Safety (909) 387- 4246

33. Soils Report. When earthwork quantities exceed 5,000 cubic yards, a new/updated geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
34. Geologic Feasibility Report. A geologic feasibility 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 issuance of grading permits.
35. Grading Plans. If grading exceeds fifty (50) cubic yards, approved plans will be required.
36. 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

37. 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

38. *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*
39. 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:
- 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.
 - 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.

PUBLIC WORKS / Land Development Division – Drainage Section (909) 387-8145

40. Drainage Facility Design. A Registered Civil Engineer shall investigate and design *adequate* drainage facilities 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 study review will be collected upon submittal to the Land Development Division.
41. Flow Mitigation. Design a storm drain facility along Lugonia Avenue to Zanja Creek, in accordance with the approved preliminary drainage study dated June 2012. Submit storm drain plans to the County of San Bernardino and the City of Redlands for review and approval. The off-site and on-site flows shall be mitigated until the ultimate storm drain system is built on Lugonia Avenue.

42. 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 to dewater into private property.
43. Storm Drain Facility. Design a storm drain facility along the property frontage, per latest Comprehensive Storm Drainage Plan. Submit storm drain plans to the County of San Bernardino and the City of Redlands for review and approval.
44. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
45. 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.
46. 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. Copies of the WQMP guidance and template can be found at:
http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp
47. WQMP Inspection Fee. The developer shall deposit an inspection fee for WQMP in the amount of \$3,600 to Land Development Division.

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

48. 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.

COUNTY FIRE/ Community Safety (909) 386-8465

49. 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 Uniform Fire Code.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

LAND USE SERVICES/ Building and Safety (909) 387- 4246

50. Building Plans. Three copies of the proposed professionally prepared building plans shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, for any building, sign, or structure (including trash enclosures) to be constructed or located on site.
51. 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.
52. 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.
53. Sign Plans. Any building, sign, or structure to be constructed or located on site will require professionally prepared plans approved by the Building and Safety Division.
54. 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.
55. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.
56. Energy Efficiency for New Residential Development (GHG Reduction Measure R2E6). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below:
 - Insulation – Enhanced Insulation (15% > Title 24) (7 points)
 - Windows - Enhanced Window Insulation (15% > Title 24) (7 points)
 - Doors - Enhanced Door Insulation (15% > Title 24) (7 points)
 - Air Infiltration – Reduced Building Envelope Leakage (15% > Title 24) (7 points)
 - Heating and Cooling Distribution System – Reduced Distribution Losses (15% > Title 24) (7 points)
 - Space Heating/Cooling Equipment – High Efficiency HVAC (15% > Title 24) (7 points)
 - Water Heaters – Efficiency Water Heaters (Energy Star conventional that is 5% > Title 24) (3 points)

- Artificial Lighting – High Efficient Lights, LED, etc. (15% > Title 24) (7 points)
- Appliances – High Efficiency Appliances (15% > Title 24) (7 points)

57. Potable Water - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include the following potable water reduction measures that exceeds the current Title 24 energy efficiency requirements as indicated below::

- The project shall include EPA High Efficiency Showerheads (15% > Title 24) (3 points).
- The project shall include EPA High Efficiency Toilets (15% > Title 24) (3 points).
- The project shall include EPA High Efficiency Faucets (15% > Title 24) (3 points).

LAND USE SERVICES/ Planning (909) 387-8311

58. Lot Merger/Lot Line Adjustment. Prior to issuance of any building permit, a lot merger or lot line adjustment must be recorded to merge APNs: 0292-055-21 and 24 into one parcel or adjust the property lines to accommodate the new development plan.

59. East Valley (EV) Guidelines. The project shall adhere to and implement the site design standards/guidelines and the circulation design standards specified in the East Valley Area Plan.

60. Bike Lane Required. A Class II Bike Lane shall be incorporated into the design of Lugonia Avenue. The following standards shall apply to Class II Bike Lane:

- Bike lanes shall be one-way facilities.
- Where required, bike lanes shall occupy the emergency parking land along major arterials, major highways and secondary highways, with widths of 8 to 10 feet. Painted demarcation lines shall define the bicycle lane, with appropriate freestanding and pavement signs.

61. Bicycle/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). The project will also be required to construct a Class II Bike Lane, which provides linkages to commercial and other land uses in the area (2 points).

62. 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).

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 Project is to be phased the Developer shall submit a detailed 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 phasing plan shall address emergency access, resident access, construction access, infrastructure, drainage, parking, construction staging, and landscaping and amenities. All improvements shall be completed prior to receiving final occupancy for each phase of development as shown on the approved phasing plan. The club house facility shall be completed with phase one of the project.
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 four copies of a landscape and irrigation plan to County Planning. The landscape plans shall include elevations for an 8' block wall to be constructed along the northerly property line with enhanced landscaping to provide a buffer from the adjacent proposed warehouse project to the north.
67. 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. 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 Liquidambar 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.
68. *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*
69. *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 units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. The Acoustic Analysis shall specifically address Lugonia Avenue, the Interstate 10 Freeway and the adjacent (proposed) warehouse project to the north. [Mitigation Measure XII-2] - Prior to Building Permit/Planning/DEHS*
70. *Exterior Noise Level Reduction. The exterior noise levels produced by Lugonia Avenue and I-10 shall be reduced to a maximum of 65 dBA through the application of exterior walls, landscaping, landscape berms, or building placement which restrict the noise levels produced by these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis showing that the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. [Mitigation Measure XII-3] - Prior to Building Permit/Planning/DEHS*

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

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

SPECIAL DISTRICTS/Street Lights (909) 387-5940

72. 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.
73. Annexation to CFD. This project lies within the boundaries of County Service Area 70, Zone EV-1. Annexation to Community Facilities District 2010-1 (East Valley) for the purpose of financing ongoing street light costs is required for this project. Annexation fee deposit of \$5,000 is required. Please allow a minimum of three months to complete this process. To complete the annexation to CFD 2010-1 please contact Special Districts Department, Lien Administration Section at (909) 387-5829.

PUBLIC HEALTH/ Environmental Health Services (DEHS) (909) 387-4666

74. Water. Water purveyor shall be City of Redlands or EHS approved
75. 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 909-387-4655. Letter dated February 29, 2012 on file with EHS.
76. Sewer. Method of sewage disposal shall be City of Redlands or EHS approved.
77. Wastewater Verification. Developer shall procure a verification letter from the sewerage agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewerage agency. The letter shall reference the Assessor's Parcel Number. Letter on file dated February 29, 2012.
78. 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.

79. 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: 909-884-4056.

PUBLIC WORKS/ Land Development - Roads (909) 387-8218

80. Road Dedication/Improvement. The developer shall submit for review and obtain approval from the County Public Works of the following dedications, plans and permits for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California. These shall be submitted to the Department of Public Works (DPW), located at 825 E. Third Street, San Bernardino CA 92415-0835. Phone: (909) 387-8145.

Lugonia Ave (Major Highway – 104')

- Road Dedication. A 22-foot grant of easement is required to provide a half-width right-of-way of 52 feet.
 - Street Improvements. Design curb and gutter with match up paving 40 feet from centerline.
 - Sidewalks. Design 6' wide meandering sidewalk per East Valley Area Plan.
 - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.
81. Road Design. Road sections within or bordering the development shall be designed and constructed to Valley Road standards and to Road Standards of San Bernardino County in accordance with the policies and requirements of the County Department of Public Works and the Master Plan of Highways.
82. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction.
83. Utilities. 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.
84. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.
85. 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.

86. 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.
87. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing shall be required.
88. 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

89. *Regional Transportation Mitigation Fees.* *This project falls within the Regional Transportation Facilities Mitigation Plan for the Donut Hole Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. These fees are subject to periodic updates. 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. 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*
90. *Fair Share Contributions to Intersection Improvements.* *This project is required to contribute a proportionate fair share of the cost of improvements to the following intersections, based on the traffic report dated June 29, 2012 from Urban Crossroads. The fair share breakdown for these improvements is:*
 - A. *Nevada Street/Lugonia Avenue: The applicant is required to pay a fair share contribution toward the construction of protected left turn lanes for all approaches, an additional eastbound through lane, and an additional westbound through lane. The project fair share percentage is 23.1%. This intersection is shared 50% within the County's jurisdiction and 50% within the City of Redlands jurisdiction; therefore, the fair share contribution shall be 23.1% of the cost of the required work within the County's jurisdiction.*

- B. *Alabama Street/Lugonia Avenue: The applicant is required to pay a fair share contribution toward the construction of an additional left turn lane for all approaches, an additional northbound through lane, and a dedicated northbound right turn lane with an overlap phase. The project fair share percentage is 6.2%. This intersection is shared 50% within the County's jurisdiction and 50% within the City of Redlands jurisdiction; therefore, the fair share contribution shall be 6.2% of the cost of the required work within the County's jurisdiction.*

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works – Traffic Division, with a cashier's check.

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

91. Emergency Access. The project's westerly gated driveway access shall be designated for emergency access only.
92. Main Access. The project's easterly driveway shall be designed to provide full access. The applicant shall provide a striped median on Lugonia Avenue between the project access and the retail access, approximately 75 feet to the east, on the south side of Lugonia Avenue, A 75-foot eastbound left turn pocket shall be provided for the project's easterly driveway.

LAND USE SERVICES/ Planning (909) 387-8311

93. *Prior to issuance of building permits, developer's engineer shall calculate the project's fair share contributions identified in the June 29, 2012 traffic study by Urban Crossroads for the intersections of Alabama Street/Redlands Boulevard and California Street/Lugonia Avenue in the City of Redlands and for the Caltrans ramps at I-10/Alabama Street. Such calculations shall be made based on current costs of construction of all improvements identified in the traffic study and shown on developer's final traffic plan and shall be subject to approval by County. The developer shall satisfy the identified obligations by construction of improvements or by placing funds in escrow to contribute to future construction.*

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

COUNTY FIRE/ Community Safety (909) 386-8465

94. Access. The development shall have a minimum of 2 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. Standard 902.2.1
- 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.

- 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.
95. Building Plans. Not less than two (2) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
96. 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.
97. 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. Standard 902.2.1
98. 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]
99. 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]
100. 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]

101. 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]
102. 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]

PRIOR TO FINAL INSPECTION OR OCCUPANCY PERMITS

The Following Shall Be Completed:

LAND USE SERVICES/Building and Safety (909) 387-4226

103. Building Occupancy. Any building without specified tenants and uses may receive final inspection for construction purposes only. A Tenant Improvement that identifies the tenant and proposed uses shall be submitted and approved prior to occupancy being granted.
104. Van Accessible Parking. 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 eight feet wide and shall be designated "Van Accessible". The words "NO PARKING" shall be painted on the ground within each eight-foot wide loading area as specified in the California Building Code.
105. Path of Travel. Provide a path of travel from all parking spaces for the disabled up to the primary entrances of each building.
106. Planning Division Approval. Prior to occupancy all Planning Division requirements and Condition Compliance Release Forms shall be completed.

LAND USE SERVICES/ Planning (909) 387-8311

107. 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.
108. 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.

109. Lights Installed. All required lighting shall be installed in compliance with the approved lighting plan. All lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares.
110. Screening Installed. All required screening and buffering measures shall be installed. All rooftop mechanical equipment shall be screened from ground vistas. All trash enclosures shall be screened from public view and shall be double-bin capacity with a rainproof roof.
111. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
112. 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.
113. Landscape SUP Surety. Surety in a form and manner determined acceptable to County Counsel and the Land Use Services Director shall be required for all landscape plantings and irrigation systems to ensure that the landscaping remains in a healthy thriving condition for a minimum of two full years. As a minimum this surety shall be in an amount equal to 120% of the cost estimate by a licensed landscape architect to replace all plant material (including labor) and must include material and labor for each landscaped area. This does not include an estimate to replace the irrigation system.

Failure to accomplish the screening and other landscape objectives listed in these conditions shall require additional/replacement plantings and/or other corrective measures as determined necessary by County Code Enforcement in coordination with County Planning. Also the time requirement for the SUP shall be extended and continue until such time as the objectives have been accomplished to the satisfaction of County Code Enforcement in coordination with County Planning and then sustained for one subsequent year.

114. 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.

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

115. Special Use Permit - Landscaping. The developer shall submit an application with the appropriate fees and obtain approval of a Special Use Permit for the confirmation inspections and administration of the surety to guarantee the installation, proper maintenance, and survival of the required landscaping.

SPECIAL DISTRICTS (909) 387-5940

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

PUBLIC WORKS/ Land Development Division – Drainage Section (909) 387-8145

117. Drainage and WQMP Improvements. All required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works.
118. WQMP Final File. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

PUBLIC WORKS/ Land Development - Roads (909) 387-8218

119. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
120. Main Access Construction. The project's easterly driveway (main access) shall be constructed to provide full access. The applicant shall provide a striped median on Lugonia Avenue between this project access and the retail access, approximately 75 feet to the east, on the south side of Lugonia Avenue. A 75-foot eastbound left turn pocket shall be constructed for the projects easterly of the driveway.
121. 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.
122. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by the 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

123. 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

124. 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]
125. 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]
126. 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]
127. 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]
128. 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]
129. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required. Standard 902.4 [F86]

130. 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 Uniform Fire Code. [F87]
131. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department. [F88]

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

132. 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.
133. 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.
134. 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.

END OF CONDITIONS

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EXHIBIT C

INITIAL STUDY

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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:	0292-055-21 and 24
APPLICANT:	Transcoast Financial Inc.
COMMUNITY:	Redlands East Valley Area Plan
LOCATION:	North side of Lugonia Avenue between Alabama Street and Nevada Street P201200086
PROJECT NO:	
STAFF:	Chris Warrick
REP('S):	Transcoast Financial Inc.
PROPOSAL:	Planned Residential Development that includes a Preliminary and Final Development Plan for a 306 unit Multi-Family Residential project that includes a total of 19 two-story and three-story structures with a recreation center on 12.35 net acres.

USGS Quad: Redlands
T, R, Section: T: 1S R: 3W Sec.20 NE ¼
Thomas Bros.: Page 4958, grids: H1, J1, H2, and J2.
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: Transcoast Financial Inc.
8405 Pershing Drive, Suite 301
Playa Del Rey, CA 90293
Phone No: (310) 821-7338

PROJECT DESCRIPTION:

This project consists of a Planned Residential Development that includes a Preliminary and Final Development Plan for the development of a 306 unit multi-family residential project on 12.35 net acres. The project includes 19 structures, consisting of two and three story apartment structures. The floor area of the units ranges from 685 to 1,340 square feet with one, two and three bedroom units. A total of 596 parking spaces are proposed, which includes 300 enclosed garage spaces, 6 carport spaces, 278 open spaces and 12 handicapped accessible spaces. The project includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The project also includes open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. Total building coverage is 3.56 acres (29%) and the total impervious area is 8.01 acres (65%). The total landscaped and open space area consists of 4.31 acres, which is 35 percent of the site area. Project development will include half-width improvements to Lugonia Avenue fronting the project and the construction of storm drain improvements in Lugonia Avenue.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The subject property is 12.35 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 north side of Lugonia between Alabama

Street and Nevada Street. The property is generally rectangular and elongated in an east west direction. 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 1217 above mean sea level (MSL) at the northeast corner, and the lowest point is approximately 1207 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 moderate vegetation 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 an existing commercial retail center to the east and another retail center to the south in the City of Redlands. The adjacent property to the north was recently approved for a 425,000 square foot distribution warehouse facility.

The subject property is currently vacant and no structures exist on-site. The property fronts on Lugonia Avenue, a Major Highway. Lugonia Avenue is partially constructed at the property frontage. The site contains an existing detention basin that serves the existing commercial center to the east.

AREA	EXISTING LAND USE	LAND USE/OVERLAY DISTRICT
Site	Vacant	East Valley/Special Development (EV/SD)
North	Vacant (Planned Warehouse Project Approved By Planning Commission on April 5, 2012)	East Valley/Special Development (EV/SD)
South	Commercial Retail	City of Redlands
East	Commercial Retail	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

Point: 34°04'20.26" N 117°13'44.33" W elev 1153 ft

U.S.G.S. (c) 2004
 Image (m) to 2018 NAIP
 Shapefiles (c) 2011 San Bernardino
 Imagery (c) 2011 AerialGraphics
 Streaming 100%

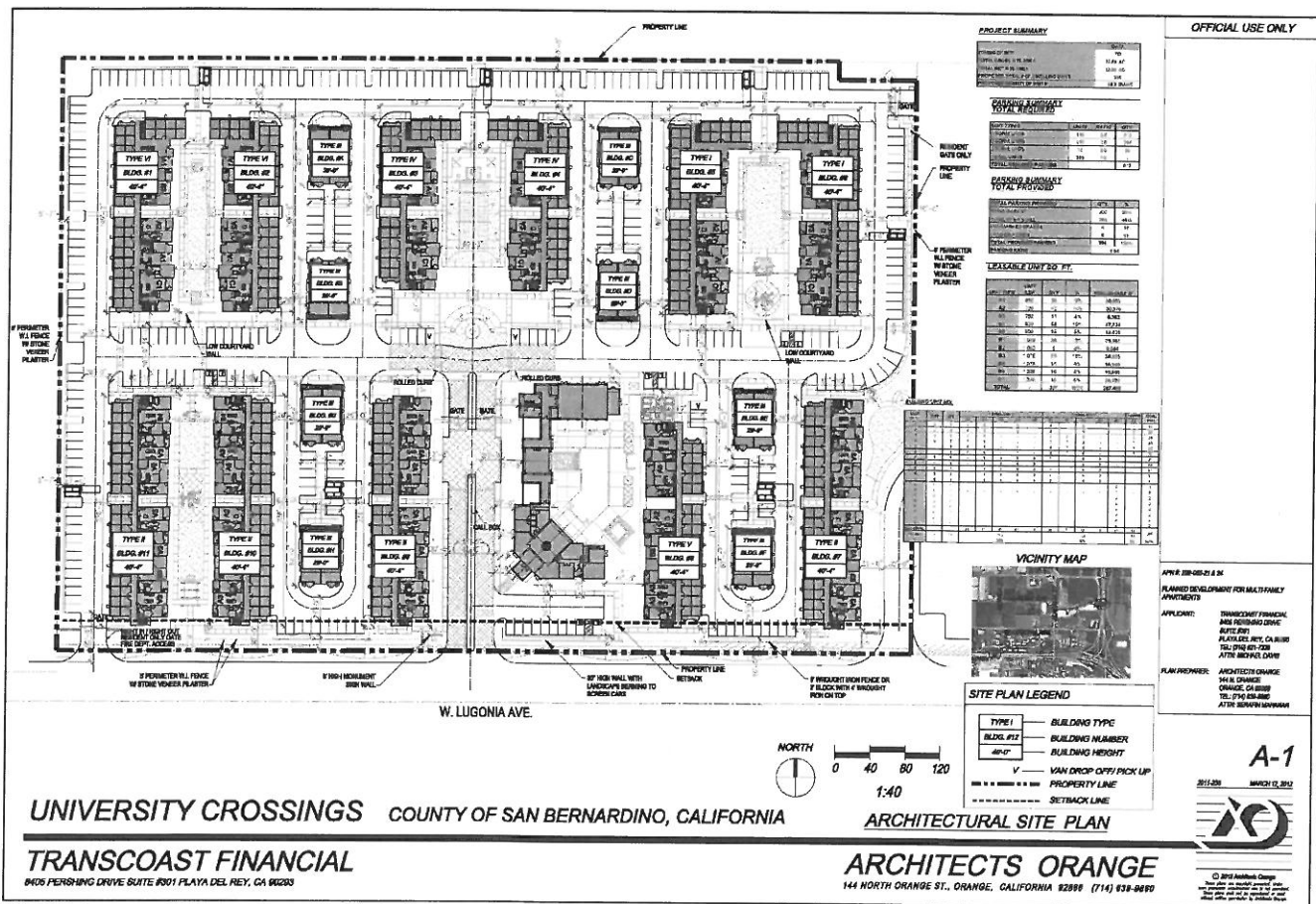
Google

Eye alt 15720

Local Vicinity Map



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

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

Date

Signature: Judy Tatman, Supervising Planner

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 <input type="checkbox"/> 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
II. AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<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 Urban Crossroads, March 5, 2012.

- III a) **Less than Significant.** The proposed project does not conflict with or obstruct implementation of the applicable air quality plan. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program designed to lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. Based on the Air Quality Impact Analysis prepared by Urban Crossroads for this project, the proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Additionally, operational emissions will not be generated in excess of SCAQMD's regional threshold criteria. The proposed project will not exceed the assumptions in the AQMP. The Project will not exceed any applicable numeric thresholds established by the SCAQMD on a local or regional level. Additionally, 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. Since the Project satisfies

both of the two aforementioned criteria for determining consistency, Project Impacts are expected to be less than significant.

- 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. Air quality impacts would include construction exhaust emissions generated from construction equipment, vegetation clearing and earth moving activities (if necessary), construction workers' commute, and construction material hauling for the entire construction period. These activities would involve the use of diesel and gasoline-powered equipment that would generate emissions of criteria pollutants such as Carbon Monoxide (CO), Nitrogen Oxides (NO_x), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO_x), Particulate Matter less than 10 microns (PM₁₀), and Particulate Matter less than 2.5 microns (PM_{2.5}). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM₁₀), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

The South Coast Air Quality Management District (SCAQMD) has developed regional and localized significance thresholds for regulated pollutants. The significance thresholds for pollutants associated with project construction and the estimated emissions for the proposed project are summarized in Table 3-3 from the Air Quality Analysis. Based on the data provided in the air quality analysis, without mitigation the construction emissions of the project would not exceed the SCAQMD thresholds for significance during construction activities. All other short-term emissions associated with construction activities, of all criteria pollutants, are estimated to be below the SCAQMD regional and localized thresholds of significance, as illustrated in the following Table 3-3 from the Urban Crossroads Air Quality Analysis:

**TABLE 3-3 EMISSIONS SUMMARY OF OVERALL CONSTRUCTION
(MAXIMUM DAILY EMISSIONS) (WITHOUT MITIGATION)**

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2012	37.77	88.65	65.31	0.12	22.62	14.22
2013	36.95	52.57	61.48	0.12	10.02	3.42
Maximum Daily Emissions	37.77	88.65	65.31	0.12	22.62	14.22
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Urban Crossroads

The impacts without mitigation do not take credit for reductions achieved through best management practices (BMPs) and standard regulatory requirements (SCAQMD's Rule 403). Although SCAQMD's Rule 403 is a project requirement, in order to facilitate monitoring and compliance, Rule 403 requirements are restated as recommended mitigation measure (MM) III-1.

The estimated maximum daily operational emissions of the project and the related SCAQMD thresholds of significance are summarized in Table 3-4 of the Air Quality Analysis. The primary source of operational emissions would be motor vehicles. Other sources include combustion emissions from natural gas and electricity use, landscaping equipment, and use of other consumer products. Long-term emissions of all criteria pollutants are projected to fall below the SCAQMD significance thresholds in both winter and summer during project operation. Since the project emissions are mainly from mobile sources, according to SCAQMD localized significance threshold methodology, no localized significance threshold analysis is required.

TABLE 3-4
SUMMARY OF PEAK OPERATIONAL EMISSIONS (SUMMER)
(POUNDS PER DAY) (WITHOUT MITIGATION)

Operational Activities	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions ^a	14.50	0.32	27.46	0	0.15	0.15
Energy Source Emissions ^b	0.14	1.24	0.53	0.01	0.10	0.10
Mobile Emissions ^c	14.08	38.42	137.30	0.24	26.87	2.41
Maximum Daily Emissions	28.72	39.98	165.29	0.22	27.12	2.66
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

SUMMARY OF PEAK OPERATIONAL EMISSIONS (WINTER)
(POUNDS PER DAY) (WITHOUT MITIGATION)

Operational Activities	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions ^a	14.50	0.32	27.46	0	0.15	0.15
Energy Source Emissions ^b	0.14	1.24	0.53	0.01	0.10	0.10
Mobile Emissions ^c	13.87	40.60	126.69	0.21	26.89	2.43
Maximum Daily Emissions	28.51	42.16	154.68	0.22	27.14	2.68
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Note: Please refer to Appendix A for the CalEEMod™ output files and additional supporting information for the estimated emissions.

^a Includes emissions of landscape maintenance equipment and architectural coatings emissions

^b Includes emissions of natural gas consumption

^c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel

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.** The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM10 and PM2.5. Germane to this non-attainment status, the Project-specific evaluation of emissions demonstrates that the Project will not exceed any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards. The Project will be required to comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures and the Air Quality dust control plan required as a mitigation measure. Per SCAQMD rule and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions of the proposed project would be less than significant.

- III d) **Less than Significant with Mitigation Incorporated.** 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 receptor to the project site is 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, with mitigation incorporated, as illustrated in Table 3-5:

TABLE 3-5

LOCALIZED SIGNIFICANCE SUMMARY CONSTRUCTION (WITHOUT MITIGATION)

Activity	NO _x	CO	PM ₁₀	PM _{2.5}
2012	88.65	65.31	22.62	14.22
2013	52.57	61.48	10.02	3.42
Maximum Daily Emissions	88.65	65.31	22.62	14.22
SCAQMD Localized Threshold	268	2,497	35	10
Significant?	NO	NO	YES	YES

NOTE: PLEASE REFER TO ATTACHMENT "A" FOR CALFEEMOD™ OUTPUT FILES FOR THE ESTIMATED EMISSIONS.

TABLE 3-6

LOCALIZED SIGNIFICANCE SUMMARY CONSTRUCTION (WITH MITIGATION)

Activity	NO _x	CO	PM ₁₀	PM _{2.5}
2012	88.65	65.31	11.60	8.16
2013	52.57	61.48	10.02	3.42
Maximum Daily Emissions	88.65	65.31	11.60	8.16
SCAQMD Localized Threshold	268	2,497	35	10
Significant?	NO	NO	NO	NO

Urban Crossroads

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.

- 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*

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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 ☐):

The proposed project is not on the Biotic Resources Overlay Map of the County General Plan. 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.

- IV a) **Less than significant.** According to the CNDDB, several State and/or Federally-listed Endangered or Threatened plant species are known to occur in the region; however, these species occur in chaparral or marsh habitats that are not present on the site. No habitat for sensitive species occurs on the project site, due to the continuous ground disturbance from previous agricultural use and the current/recent weed abatement activities. Impacts are considered less than significant.

- 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.

Due to the disturbed condition of the site and its location in an urbanizing are, 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
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 LSA Associates, Inc. on June 25, 2004.

- V a) **Less Than Significant.** There are no known historic resources on the project site. The Cultural Resources Assessment prepared by LSA Associates, Inc. and the associated field survey conducted for the area identified two previously unrecorded historic resources: A 1922 Craftsman ranch house located at the northeast corner of Lugonia Ave. and Nevada Street, an historic structure near the northwest corner of Lugonia and Alabama, and a concrete standpipe irrigation system located on the adjacent property to the north. These resources do not appear to be historical resources under CEQA. The historic structure at the northwest corner of Lugonia and Alabama has been removed and displaced with the construction of the Town Center Retail Center. The historic house at the northwest corner of Lugonia and Nevada was removed sometime within the last 10 years. Due to the potential for buried historic deposits associated with the historic residence, LSA recommended monitoring of all earthmoving activities within 200 feet of the location of the historic house. The project site is approximately 600 feet from the former location of the historic house, so no monitoring is recommended during earthmoving activities. 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. Furthermore, the alluvial soils in the area provide a low potential for discovery of paleontological resources. 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.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input 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 Krazan & Associates, Inc., February 27, 2012. 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 Krazan & Landmark Consultants, 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. 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. The proposed project will include the development of manufactured slopes, which may be subject to lateral stresses in the event of a nearby earthquake. The geotechnical study prepared for the project by Krazan & Associates sets forth recommendations for grading and site engineering, to mitigate the potential for slope instability and excessive settlement due to collapsible soils. Implementation of the Krazan & Associates recommendations in the preparation and review of grading plans is recommended as a mitigation measure.

- 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 Slope Stability Design Measures. The design and construction recommendations in the February 2012 Geotechnical Engineering Investigation Report prepared by Krazan & Associates shall be implemented in the preparation and review of grading plans and in shall be confirmed during inspection of grading and construction activities on the project site.

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 Urban Crossroads, March 5, 2012.

- 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 (MTCO₂e) 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 MTCO₂e. For projects exceeding 3,000 MTCO₂e 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 101 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 15%, 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. 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.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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:

- VII a) **Less Than Significant.** The planned land uses on the subject property are limited to open space and multi-family residential uses, neither of which generate hazardous or toxic materials that will require routine transport, use, or disposal. Onsite hazardous waste generation will be limited to household hazardous wastes (batteries, light bulbs, appliances).

- 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 structure height of 40.5 feet does 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 Engineering Solutions, March 2012, and February 2012, 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 Water Quality Management Plan (WQMP) has been prepared and approved by the County Public Works Department. The site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east. Flows from the existing basin are released into a storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain pipe. Sections of this storm drain pipe, which will be constructed in Lugonia Avenue, extending in a westerly direction, downstream from the project, will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area.

This project will also include the construction of six water quality basins, of which, five of the basins are typical infiltration trenches of varying depths and are provided only for water quality and not for flood control purposes. The sixth water quality basin will be composed of underground chambers, in the form of large diameter pipe. All of these features have been incorporated in the project site design, including the site plan and preliminary landscape plan. The Final WQMP is required prior to issuance of a grading permit. County Public Works has reviewed the Preliminary 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 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 35% of the site area as pervious surfaces, with several infiltration features that will maximize on-site infiltration and groundwater recharge. 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 site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east. Flows from the existing basin are released into a storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain pipe. Sections of this storm drain pipe downstream from the project will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area. County Public Works has reviewed the Preliminary 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 Incorp.	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 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 projects are permitted in the SD District subject to approval of a Planned Development providing adequate buffering from existing 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 placing 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 adjacent to a regional retail shopping district, and approximately 2 miles from ESRI, a major employer 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.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 <input type="checkbox"/> 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 checked="" type="checkbox"/>	<input 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 Urban Crossroads, March 9, 2012.

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

Table 9-1 below presents a summary of future exterior noise level impacts at the building façade for the University Crossing Project. The estimated noise levels at the building façade represent the worst-case combined noise level impacts from Lugonia Avenue and the I-10 Freeway. The on-site traffic noise level impacts indicate that the apartment units will experience long-range Year 2035 unmitigated exterior noise levels approaching 70 dBA CNEL. The on-site exterior noise analysis calculations are provided in Appendix 9.1. of the noise impact analysis.

Pursuant to Section 83.01.080 of the County Development Code, Interior noise levels in all multi-family residences shall not exceed 45 dBA Day-Night Sound Level (Ldn) emanating from sources outside the residential building. The exterior noise levels in all multi-family residential land use areas should not exceed 60 dBA Ldn for any exterior residential use area. However, an exterior noise level of up to 65 dBA is permitted, provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technologies.

Table 9-1
On-Site Traffic Noise Level Impacts (dBA CNEL)¹

Roadway	Distance from Noise Source (ft.)	Noise Level at façade	Interior Noise Level for Windows		Required Interior Noise Reduction
			Open ²	Closed ³	
Lugonia Ave.	60	68.9	56.9	43.9	23.9
I-10 Freeway	1420	63.7	51.7	38.7	18.7
Combined Exterior Level		70.0	58.0	45.0	25.0

¹ Estimated exterior noise level impacts at building façade.

² A minimum of 12 dBA noise reduction is assumed with a windows open condition

³ A minimum of 25 dBA noise reduction is assumed with a windows closed condition and standard dual-glazed windows with a minimum STC (Sound Transmission Class) rating of 26.

To comply with performance standards of the County Development Code, the exterior noise levels from Lugonia Avenue and I-10 shall be reduced from 70 dBA to 65 dBA with the application of exterior walls, landscaping, landscape berms, or building placement that restricts the noise levels produced from these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis that shows how the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. In order reduce the impacts of noise associated with the proposed adjacent warehouse project, an 8-foot high block wall and an enhanced landscape buffer are proposed to be constructed on the northerly property line, subject to confirmation by project-specific acoustic analyses of both projects.

As shown on Table 9-1, 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. The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed. The expected exterior noise levels will trigger a windows closed condition requiring each unit to include a means of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows. In addition, units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis that shows how the interior noise levels have been reduced to 45 dBA for all units facing Lugonia Avenue and the adjacent warehouse project to the north.

- 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 Urban Crossroads, which acknowledged that the traffic associated with future operations of the proposed Project could potentially cause off-site noise impacts to surrounding off-site noise-sensitive uses. The surrounding off-site land uses consist of a mixture of commercial, warehouses and undeveloped open land. To assess the off-site traffic-related noise level impacts associated with the Project, the CNEL levels at a distance of 100 feet from the traffic study area roadway segments were developed for existing, Year 2014 and Year 2035 conditions.

Based on the traffic noise analysis significance threshold of 3.0 dBA for all project-related traffic noise level increases where the resulting noise levels would be in excess of 60 dBA, as described in Section 5.0 of the noise impact analysis, no significant off-site traffic noise impacts would be created by the Project. Actual maximum noise level increases are projected at 0.4 dBA CNEL.

Consequently, the Project's traffic noise impacts on the surrounding communities will be less than significant. This analysis shows that the Project will not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino.

- 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 and adjacent to the commercial property to the east range from 64.5 to 69.8 CNEL, daily. Short-term impacts associated with construction will be limited to the greatest extent practicable 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 units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. The Acoustic Analysis shall specifically address Lugonia Avenue, the Interstate 10 Freeway and the adjacent (proposed) warehouse project to the north. [Mitigation Measure XII-2] - Prior to Building Permit/Planning/DEHS

XII-3 Exterior Noise Level Reduction. The exterior noise levels produced by Lugonia Avenue and I-10 shall be reduced to a maximum of 65 dBA through the application of exterior walls, landscaping, landscape berms, or building placement which restrict the noise levels produced by these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis showing that the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. [Mitigation Measure XII-3] - Prior to Building Permit/Planning/DEHS

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 12.35 acres, which would allow for a maximum population of 833 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.

Using the City of Redlands Census data of 2.61 persons per unit, the maximum anticipated number of residents would be 799, which is less than the maximum population density of 833 persons. 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 1,041, which is slightly 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 1,041 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. 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.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 46 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 19 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 25 high school students from the project site. The School District will receive School Fees to offset the cost of providing school facilities for these students of all levels.

Parks. This project will be provided with an abundance of recreational facilities on site that includes a 10,534 square foot recreation center with a pool, spa, exercise room, and common area. The project also includes on-site open space and outdoor recreation areas consisting of landscaped courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. 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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 306 unit multi-family residential project is not expected to result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project will include on site recreational facilities that includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The project will also include open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. 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 306 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 proposed project will include on site recreational facilities that includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The project will also include open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. These recreational facilities will not have an adverse physical effect on the environment. The project does not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

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 Urban Crossroads, March 1, 2012, and revised May 3, 2012.

XVI a/b) **Less Than Significant with Mitigation Incorporated.** The Urban Crossroads 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 2,135 trip-ends per day on a typical weekday, with approximately 164 a.m. peak hour trips and 199 p.m. peak hour trips. The analysis provides baseline information for the existing year (2012), opening year (2014) 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 8 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. A regional transportation system fee 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. 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 an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- 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. *This project falls within the Regional Transportation Facilities Mitigation Plan for the Donut Hole Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The fee assessed will be based on the applicable rates at the time of application for a building permit. These fees are subject to change however 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. *This project is required to contribute a proportionate fair share of the cost of improvements to the following intersections, as detailed in the May 3, 2012 Traffic Impact Analysis by Urban Crossroads:*
California Street/Lugonia Avenue – Project Contribution: 7.2%
Alabama Street/Lugonia Avenue – Project Contribution: 6.2%
Alabama Street/I-10 Westbound Ramps – Project Contribution: 2.6%
Alabama Street/I-10 Eastbound Ramps – Project Contribution: 2.9%
Alabama Street/Redlands Avenue – Project Contribution: 1.3%
[Mitigation Measure XVI-2] Prior to Building Permit/County Traffic

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 estimated to require only 160 GPCD, well under the City's target rate. The reduced water consumption has a proportional effect on sewage disposal.

- XVII c) **Less than Significant.** The site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east. Flows from the existing basin are released into a storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain pipe. Sections of this storm drain pipe downstream from the project will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area. County Public Works has reviewed the Preliminary 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 or are required as conditions of project construction.

This project will also include the construction of six water quality basins, of which, five of the basins are typical infiltration trenches or varying depths and are provided only for water quality and not for flood control purposes. The sixth water quality basin will be composed of underground chambers, in the form of large diameter pipe. The Final WQMP is required prior to issuance of a grading permit.

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 814 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 223 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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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)

SELF 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 Slope Stability Design Measures. The design and construction recommendations in the February 2012 Geotechnical Engineering Investigation Report prepared by Krazan & Associates shall be implemented in the preparation and review of grading plans and in shall be confirmed during inspection of grading and construction activities on the project site.

- VII-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

- VII-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 units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require

upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. The Acoustic Analysis shall specifically address Lugonia Avenue, the Interstate 10 Freeway and the adjacent (proposed) warehouse project to the north. [Mitigation Measure XII-2] - Prior to Building Permit/Planning/DEHS

XII-3 Exterior Noise Level Reduction. The exterior noise levels produced by Lugonia Avenue and I-10 shall be reduced to a maximum of 65 dBA through the application of exterior walls, landscaping, landscape berms, or building placement which restrict the noise levels produced by these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis showing that the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. [Mitigation Measure XII-3] - Prior to Building Permit/Planning/DEHS

XVI-1 Regional Transportation Mitigation Fees. This project falls within the Regional Transportation Facilities Mitigation Plan for the Donut Hole Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The fee assessed will be based on the applicable rates at the time of application for a building permit. These fees are subject to change however 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. This project is required to contribute a proportionate fair share of the cost of improvements to the following intersections, as detailed in the May 3, 2012 Traffic Impact Analysis by Urban Crossroads:

California Street/Lugonia Avenue – Project Contribution: 7.2%

Alabama Street/Lugonia Avenue – Project Contribution: 6.2%

Alabama Street/I-10 Westbound Ramps – Project Contribution: 2.6%

Alabama Street/I-10 Eastbound Ramps – Project Contribution: 2.9%

Alabama Street/Redlands Avenue – Project Contribution: 1.3%

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

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:

Stanley R. Hoffman Associates, March 7, 2012, University Crossings Fiscal Analysis, County of San Bernardino.

Urban Crossroads, March 5, 2012, University Crossings Apartments, Greenhouse Gas Analysis, County of San Bernardino, California.

Urban Crossroads, March 9, 2012, University Crossings Apartments, Noise Impact Analysis, County of San Bernardino, California.

Urban Crossroads, March 5, 2012, University Crossings Apartments, Air Quality Impact Analysis, County of San Bernardino, California.

Urban Crossroads, March 1, 2012, University Crossings Apartments, Traffic Impact Analysis, County of San Bernardino, California.

Krazan & Associates, Inc., February 27, 2012, Update to Geotechnical Engineering Investigation Report, University Crossings, Redlands, California.

Engineering Solutions, March, 2012, Preliminary Hydrology and Hydraulics Report, and Preliminary Water Quality Management Plan; University Crossings Multi-Family Residential Project, Redlands, California.

Engineering Solutions, February 29, 2012, Preliminary Water Quality Management Plan for University Crossings Redlands, California.

LSA Associates, Inc. June 25, 2004, Cultural Resources Assessment for the House Land Development Parcels, APN's: 0292-055-01 and 0292-055-05 through 10, Redlands, San Bernardino County, CA

Apt Market Research, May 30, 2012, Supplemental Parking Analysis, University Crossings, Redlands, CA