



# LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

**HEARING DATE: May 21, 2015**

**AGENDA ITEM: 3**

Project Description

Vicinity Map **N↑**

**APNs:** 0315-291-02, 14, 15 & 32  
**Applicant:** YMCA of Long Beach  
**Community:** Bear Valley/Third Supervisorial District  
**Location:** End of Monte Vista Drive, approximately 4200 feet northeast of the intersection of Highway 38 and Lakewood Drive  
**Project No.:** P201300366  
**Staff:** Oxso Shahriari, Planner  
**Representative:** LPA Architects  
**Proposal:** Revision to an Approved Action to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, and entry improvements to the existing YMCA Camp Oaks, on portions of 129.83 acres



**164 of Hearing Notices Sent On: April 30, 2015**

**Report Prepared By: Oxso Shahriari, Planner**

**SITE INFORMATION:**

**Parcel Size:** 129.83 Acre  
**Terrain:** Hilly  
**Vegetation:** Sporadic indigenous vegetation

**SURROUNDING LAND DESCRIPTION:**

AREA	EXISTING LAND USE	LAND USE ZONING/OVERLAY DISTRICTS
Site	Existing YMCA Camp	Rural Living 40-Acre Minimum Lot Size (RL-40). Biological Resources & Fire Safety Overlay (FS-1) Overlays
North	Vacant	Resource Conservation (RC) Biological Resources & Fire Safety Overlay (FS-1) Overlays
South	Vacant	Resource Conservation (RC) Biological Resources & Fire Safety Overlay (FS-1) Overlays
East	Vacant	Resource Conservation (RC) Biological Resources & Fire Safety Overlay (FS-1) Overlays
West	Vacant and Single Family Residences	Single Residential (RS) Biological Resources & Fire Safety Overlay (FS-1) Overlays

	<b>AGENCY</b>	<b>COMMENT</b>
City Sphere of Influence:	N/A	N/A
Water Service:	Existing On-Site Well	N/A
Septic/Sewer Service:	Existing Septic	N/A

**STAFF RECOMMENDATION:** That the Planning Commission **APPROVE** the Revision to an Approved Action to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, and entry improvements to the existing YMCA Camp Oaks, on portions of 129.83 acres

In accordance with Section 86.08.010 of the Development Code, this action may be appealed to the Board of Supervisors.

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## VICINITY MAP (Regional)



### AERIAL MAP







## SITE PHOTOS



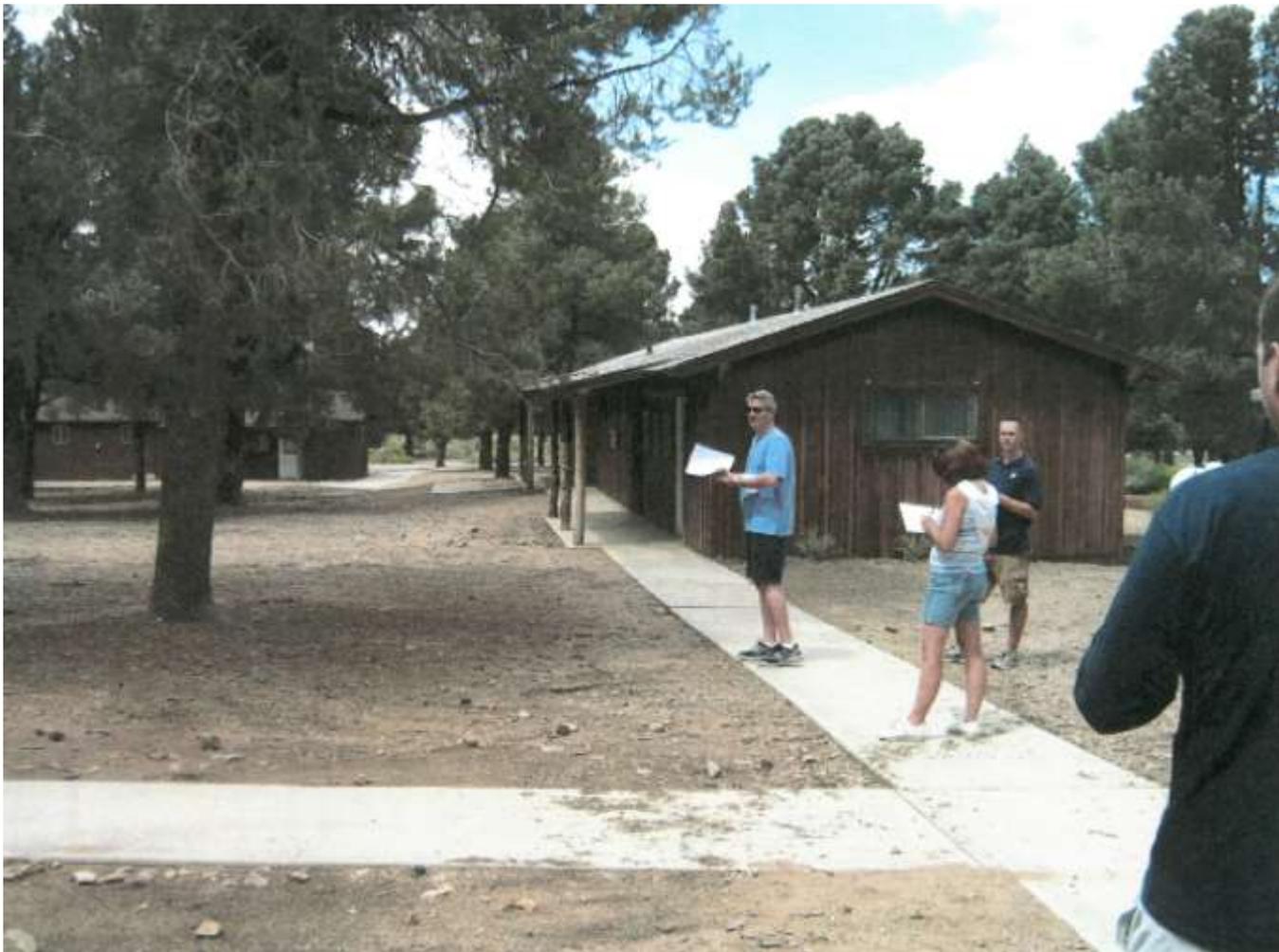
Looking east from within the project site.

## SITE PHOTOS



Looking east/southeast from within the project site

## SITE PHOTOS



Looking west from within the project site

## SITE PHOTOS



Looking west/southwest from within the project site

**BACKGROUND:**

The proposed project (Project) is a Revision to an Approved Action application to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, an entrance gate and a bridge to the existing YMCA Camp Oaks (CAMP), on portions of 129.83 acres. The proposed additions will take place in already cleared, disturbed areas of the site, and some existing cabins will be removed and others reconfigured for uses other than housing campers. The net increase in beds resulting from the proposed improvements will accommodate 74 additional campers and 2 additional staff. The Project will increase the total capacity of the camp from 424 campers and 21 staff to a maximum of 504 campers and 23 staff.

The existing camp was established in 1958, and it operates primarily as a summer camp. During summer months, campers arrive and depart by bus on Saturdays, between the hours of 12:00 p.m. and 2:00 p.m. During off-peak times, the camp is utilized for weekend camping activities, when campers arrive on Friday and depart on Sunday.

The Camp site is zoned Rural Living 40-Acre Minimum Lot Size (RL-40) and is located in the Mountain Region, approximately 9 miles south/southeast of the City of Big Bear Lake. Primary access to the Camp is provided by State Highway 38, to Lakewood Drive, to Sky View Drive, and then to Monte Vista Drive. The Camp is within Fire Safety Overlay District 1 (FS-1). It is also located in the Biological Resources overlay. However, the proposed area for new construction is already cleared and disturbed as part of the existing camp site. No disturbance of natural vegetation or sensitive habitat is proposed.

**ANALYSIS:**

Consistency with General Plan and Zoning Regulations: The Project is consistent with General Plan goals and policies that encourage outdoor recreation, including Policy M/ED 1.1: *“Encourage development and business activities that capitalize on the amenities and recreational activities contained within the National Forest and offered by the mountain communities, including skiing, biking, fishing, hiking and camping.”* The Project is also consistent with the land use and development standards of the RL-40 zoning designation, as set forth in Chapter 82.04 of the Development Code, including building height and setback requirements, parking and landscaping. The Project provides more than the required 20% landscaping as it is located on a nearly 130-acre site, much of which is open space. The Project provides 50 parking spaces, which complies with parking requirements for organizational camps including provisions for access by disabled persons and a bus loading area. The Project has been reviewed by various County departments and agencies, including Traffic, Land Development, Solid Waste Management and the Big Bear Fire Department. The proposal and the site plan comply with applicable Development Standards.

Public Notice and Comments: A total of 164 hearing notices have been mailed to surrounding property owners within 700 feet of the Camp boundaries, and to others who have requested notification, as required by the Development Code. The Notice of Hearing was also published in The San Bernardino County Sun and The Big Bear Grizzly.

At the time of writing the staff report, staff has received several written communications and a petition in opposition to the Project and three written communications in favor of the Project, attached in Exhibit E. Most of the comments in opposition are based on concerns about increased traffic on local streets of the nearest neighborhood.

Visual Impact: The developed area of the Camp, where the new construction proposed by the Project would occur, will be approximately 0.8 mile away from State Highway 38, which is a designated scenic corridor. The proposed Project construction will have a minimal impact on the 130-acre Camp and will not affect any scenic vista, due to the distance and location of the proposed new structures from the highway and from surrounding existing development.

Traffic and Circulation: In response to concerns about local traffic and road conditions, the applicant prepared a Traffic Analysis dated July 20, 2014. The analysis notes that the current operation draws up to a maximum of 11 buses each Saturday during the summer season. The addition of 74 more campers is expected to generate no more than two additional bus loads, for a maximum total of 13 buses arriving and leaving the site each Saturday during summer. In the off-peak season, the camp currently receives an average of four bus loads each weekend, and this level of bus traffic is not expected to increase. The analysis further finds that local intersections will continue to operate at Level of Service C or better when the Project is completed, which is an acceptable level of service according to County policy. The County Traffic Division has reviewed this analysis and concurs with the conclusion of the analysis.

**ENVIRONMENTAL REVIEW:**

An Initial Study has been prepared for the Project and circulated for public review in compliance with the California Environmental Quality Act (CEQA). Mitigation measures have been incorporated to minimize potential short term impacts on air quality and potential impacts on cultural resources during grading and construction. The Initial Study concludes that the Project would not have a significant adverse impact on the environment with application of the recommended mitigation measures, so staff recommends adoption of a Mitigated Negative Declaration.

**RECOMMENDATION:**

- A. **ADOPT** the Mitigated Negative Declaration;
- B. **ADOPT** the Findings as contained in the Staff Report;
- C. **APPROVE** the Revision to an Approved Action to add 10 new cabins, a dining hall, a maintenance building, and entry improvements to the existing YMCA Camp Oaks on portions of 129.83 acres; and
- D. **FILE** a Notice of Determination.

**ATTACHMENTS:**

- EXHIBIT A: Findings
- EXHIBIT B: Conditions of Approval
- EXHIBIT C: Initial Study
- EXHIBIT D: Traffic Analysis Memorandum dated July 20, 2014
- EXHIBIT E: Correspondence

# EXHIBIT A

## Findings

**FINDINGS:** Revision to an Approved Action to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, an entrance gate and a bridge to the YMCA Camp Oaks existing facilities, on portions of 129.83 acres

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to this Revision to an approved application because the proposed facility is required to meet, either by design or by application of Conditions of Approval, to comply with all Development Code requirements for camp grounds which is an allowed use for its designated zoning. The proposed project is consistent with County development standards and the designated zoning of: Rural Living-40 Acre Minimum Lot Size (RL-40).
2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use because the proposed additions to the existing YMCA camp site will have adequate legal and physical access by utilizing State HWY 38 along the south side of the project site; then through Lakewood Drive, Sky View Drive and Monte Vista Drive. The County Public Works Department/Traffic Division has reviewed the project information, site plan and the Traffic Analysis Memorandum dated July 20, 2014 which concludes that expansion of the YMCA Camp Oaks Facility will have insignificant traffic impact on Lakewood Road. The analysis finds that local traffic will operate at Level of Service C or better. Traffic Division has reviewed and concurs with the memorandum's conclusions.
3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance because the proposed use is permitted in General Commercial Zoning District, subject to the conditions of approval of this revision to an approved action. The proposed additions have been reviewed for traffic, noise, air quality and waste management impacts. As determined by licensed professionals, this use will not generate excessive disturbances and any impact will be less than significant. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems because the use and the proposed structures will not cast significantly large, sun-blocking shadows across a potential site for such solar energy system.
4. The proposed use and manner of development are consistent with the goals, policies, standards and maps of the County General Plan because the proposed facility will provide services considered harmonious with residential use of the area; and the use of open space zoning to the north, south and east of the property. The proposed expansion together with the provisions for its design and improvement are consistent with the goals and policies of the General Plan. Specifically, the proposed use is consistent with:

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 M/ED 1.1: “Encourage development and business activities that capitalize on the amenities and recreational activities contained within the National Forest and offered by the mountain communities, including skiing, biking, fishing, hiking and camping.”

The proposed revision to an existing YMCA camp is located within the Rural Living zoning district, which intended to allow a mix of compatible uses for its residentially zoned area. This project will serve the broader community by providing opportunity for outdoor life and enjoyment; and by extension meet a general social need.

5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels because the existing YMCA camp site is sufficiently served by the existing infrastructure which is connected to the State Highway 38. The intensity of the proposed use has been determined to minimally increase service demands. Neither the short-term construction activities nor the long-term operational activities of the camp site will cause level of service for traffic to fall below the required standards, as depicted in the Traffic Analysis Memorandum dated July 20, 2014. The project water and sewer are currently met by existing infrastructure.
6. The lawful conditions stated in the approval are deemed necessary to protect the public health, safety and general welfare because the Conditions of Approval incorporate measures intended to reduce any short-term potential impacts in the area of noise, biological resources and air quality associated with the construction of the proposed expansion. The other conditions, when implemented, will protect the public health, safety and welfare by providing adequate site improvements.
7. The design of the site has considered the use of solar energy systems and passive or natural heating and cooling opportunities, in that adequate space is made available through the site design for future installation of such systems.
8. The project is consistent with the California Environmental Quality Act (CEQA) because an Initial Study has been prepared in compliance with CEQA, which represents the independent judgment of the County acting as the lead agency for the project. The Initial Study contains measures recommended to minimize any short-term potential impacts. The Initial Study and the draft Mitigated Negative Declaration were posted and made available for public review as required by law. Based on the referenced Initial Study, the proposed revision will not have significant adverse impacts with application of the required conditions of approval. Therefore, a Mitigated Negative Declaration is proposed.

# **EXHIBIT B**

## **Conditions of Approval**

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## CONDITIONS OF APPROVAL

### GENERAL REQUIREMENTS Conditions of Operation and Procedure

*[Not subject to Condition Compliance Release Form (CCRF) signatures]*

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

1. **Project Description:** The County conditionally approves the proposed Revision to An Approved Action to add 10 new cabins (totaling 24,520 sf), a 5,788 sf dining hall, a 6,024 sf maintenance building, an entrance gate and a bridge to the YMCA Camp Oaks existing facilities, on portions of 129.83 acres, in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the California Fire Code (CFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations).

The developer shall provide a copy of the approved conditions and the site plan to every current and future Project tenant, lessee, and property owner to facilitate compliance with these Conditions of Approval and continuous use requirements for the Project Site; Assessor Parcel Number: 0315-291-02, 14, 15 & 32; P201300366.

2. **Project Location:** The project site is located on Monte Vista Drive, approximately 4,500 feet east of State Highway 38, in the community of Bear Valley.
3. **Revisions:** Any proposed change to the approved use/activity on the site; or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to 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 approved by the County. The developer shall prepare, submit with fees, and obtain approval of the application prior to implementing any such revision or modification. (SBCC 86.06.070)
4. **Continuous Effect/Revocation:** All Conditions of Approval applied to this Project shall be effective continuously throughout the operative life of the Project for the approved use. Failure of the property owner, tenant, applicant, developer, or any operator 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. **Indemnification:** In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its "indemnities" (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 the 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's 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.

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This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

6. **Expiration:** This Project permit approval shall expire and become void if it is not "exercised" within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either:
- the permittee has commenced actual construction or alteration under a validly issued Building Permit, or
  - 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 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:

- Building and Safety does not issue construction permits for all or part of the Project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is 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 expiration date. The developer is responsible for initiation of any Extension of Time application.

7. **Extension of Time:** County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Extension application, which must include 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)
8. **Development Impact Fees:** Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
9. **Project Account:** The Job Costing System (JCS) account number is P201300366. This is an actual cost Project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the Project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).
10. **Condition Compliance:** In order to obtain construction permits for grading, building, final inspection and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
- **Grading Permits:** a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans.
  - **Building Permits:** a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan.
  - **Final Occupancy:** a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by the Planning Division.
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11. **Additional Permits:** The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and Project site. These may include:
- FEDERAL:** Fish & Wildlife Service, Army Corps of Engineers, Federal Aviation Administration
  - STATE:** Department of Fish & Wildlife, Santa Ana RWQCB, South Coast AQMD,
  - COUNTY:** Land Use Services – Planning, Building and Safety, Code Enforcement, Land Development; Public Health–Environmental Health Services; Public Works; County Fire; and Hazardous Materials
  - LOCAL:** Big Bear Municipal Water District; Big Bear City Fire Department
12. **Continuous Maintenance:** The Project property owner 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 property owner 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:
- Annual maintenance and repair:** The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - Graffiti and debris:** The developer shall remove graffiti and debris immediately through weekly maintenance.
  - Landscaping:** The developer shall maintain landscaping 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.
  - Dust control:** The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - Erosion control:** The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - External Storage:** The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - Metal Storage Containers:** The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - Screening:** The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - Signage:** The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - Lighting:** The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - Parking and on-site circulation:** The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires the Planning Division review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations.
  - Fire Lanes:** The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking” designations and “Fire Lane” designations.
13. **Performance Standards:** The approved land uses shall operate in compliance with the general performance standards listed in SBCC 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.
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- Smoke: No smoke of a greater density than that described in No. 2 on the Ringelmann Chart, as published currently by the United States Bureau of Mines, shall be emitted from any Project source.
  - 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.
14. Clear Sight Triangle: Signs and other structures located within the clear sight triangle, shall comply with the height and location requirements specified by the SBCC or as otherwise required by the County Traffic Division.
  15. Water Conservation: Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.
  16. Construction Hours: Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.
  17. Signs: This conditional approval does not include signs. The developer must apply for any free-standing or attached sign, which must be permitted in accordance with SBCC Chapter 7, Sign Regulations and in compliance with the Conditions of Approval.
  18. Anti-Idling Enforcement (GHG Reduction Measure R2T1). All commercial vehicles are restricted to idle for not more than 5 minutes per trip on site and at loading docks (1 point).
  19. Truck Queues. All commercial vehicles are restricted from queuing in excess of 5 minutes at both the San Bernardino Avenue and Alabama Street ingress/egress points to minimize diesel particulate emissions to sensitive receptor sites.

#### **LAND USE SERVICES – Code Enforcement Division (909) 884-4056**

20. Enforcement: If any County enforcement activities are required to enforce compliance with the Conditions of Approval, the County will charge the property owner for such enforcement activities in accordance with the SBCC Schedule of Fees.
  21. Weed Abatement: The applicant shall comply with San Bernardino County weed abatement regulations [SBCC§ 23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).
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**LAND USE SERVICES – Land Development Division – Drainage Section (909) 387-8311**

22. Tributary Drainage: Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.
23. Natural Drainage: The natural drainage courses traversing the site shall not be occupied or obstructed.
24. Additional Drainage Requirements: In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that 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.
25. 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.
26. BMP Enforcement: In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

27. Noise: Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
28. Septic System: The Septic system shall be maintained so as not to create a public nuisance and shall be serviced by a DEHS permitted pumper. For information, contact DEHS/Wastewater Section at 1-800-442-2283.
29. 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 visual or other impacts and 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 as 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 33.081 et. seq. For information, please call DEHS/LEA at 1-800-442-2283.

**BIG BEAR CITY FIRE DEPARTMENT – Community Safety Division (909) 866-7566**

30. Fire Jurisdiction: The above referenced project is protected by the Big Bear City Community Services District's Fire Department. Prior to construction occurring on any parcel, the applicant shall contact the fire department for verification of current fire protection development requirements. All new construction shall comply with the existing California Fire Code and all applicable statutes, codes, ordinances or standards regarding fire safety as adopted by the County of San Bernardino or State of California.

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

31. Recycling Storage Capacity: The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
32. Mandatory Commercial Recycling: Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week must arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. Requirement is to assist the County in compliance with the recycling requirements of AB 341.

**BIG BEAR CITY FIRE DEPARTMENT – Community Safety Division (909) 866-7566**

33. Chimney Maintenance: Every chimney used in conjunction with any fireplace, wood stove or any heating appliance in which a solid or liquid fuel is used, shall be maintained with an approved spark arrestor, visible from the ground, as identified in the Uniform Fire Code.

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

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

34. Retaining Wall Plans: Submit plans and obtain separate building permits for any required walls or retaining walls.
  35. Geology Report: A geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to final project approval.
  36. Geotechnical (Soil) Report: When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
  37. Grading Plans: Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance of more than 50 Cu Yards.
  38. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
  39. Erosion & Sediment Control Plan: An erosion and sediment control plan and permit shall be submitted to and approved by the Building Official prior to any land disturbance.
  40. Erosion Control Installation: Erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
  41. NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics.  
[www.swrcb.ca.gov](http://www.swrcb.ca.gov)
  42. Regional Board Permit Letter: CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
-

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

43. Air Quality – Dust Control Plan: The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include these elements to reduce dust production:
- Exposed soil shall be kept continually moist through a minimum of twice daily waterings to reduce fugitive dust during all grading and construction activities.
  - Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped 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.
  - Tires of vehicles will be washed before vehicles leave project site and enter a paved road.
  - Any truck hauling dirt away from the site shall be covered
  - 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 be terminated until wind speeds no longer exceed 25 mph.
  - Storage piles that are to be left in place for more than three working days shall either be sprayed with a non-toxic soil binder, or covered with plastic or revegetated.
- [Mitigated Measure III-1]
44. Cultural Resources: The “developer” shall prepare, submit for review and obtain approval of a letter agreeing to adhere to the following requirements and to include in any construction contracts/ subcontracts a requirement that project contractors 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 resource excavation and recovery 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 appropriate action. The developer shall implement any such additional action to the satisfaction of County Planning and the County Museum. 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.
- [Mitigation Measure V-1]
45. DCP: The developer shall submit a Dust Control Plan (DCP) to the Planning Division, which meets the requirements of the South Coast Air Quality Management District (SCAQMD) and which the SCAQMD has approved.
46. Tree and Plant Removal Plan. A Tree or Plant Removal Plan shall be presented to the County Planning for review and approval. A letter signed by the applicant shall be submitted to Planning agreeing that any removal of regulated trees six inches in diameter or wider and/or plants shall be consistent with the County Development Code Section 88.01.050.
47. SCAQMD: The developer shall submit verification to the Planning Division that project design and construction adhere with the requirements of the SCAQMD, including compliance with all SCAQMD regulations (i.e., Rules 201, 203, 401, 403.2, 404), proper maintenance of vehicles, implementation of the SCAQMD-approved DCP, and suspension of all construction during high wind or second stage smog events.
48. Construction and Demolition Debris Diversion Program (GHG Reduction Measure R2W5). Pursuant to the requirements of Solid Waste Management (Condition No. 65) the contractor shall recycle a minimum of 50% of all project related construction and demolition debris. Prior to issuance of a Grading Permit the developer shall submit a plan of construction recycling showing how a minimum of 50% of all construction related materials will be recycled (6 points)
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**LAND USE SERVICES – Land Development Division – Drainage Section (909) 387-8311**

49. Drainage Improvements: A Registered Civil Engineer shall investigate and design adequate drainage Improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$520 deposit for drainage review will be collected upon submittal to the Land Development Division.
50. FEMA Flood Zone: The project is located within Flood Zone D according to FEMA Panel Number 8035H dated 08/28/2008. Flood Hazards are undetermined in this area but possible.
51. WQMP: A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://www.sbcounty.gov/dpw/land/npdes.asp>).
52. WQMP Inspection Fee: The developer shall provide \$3,600 deposit to Land Development Division for inspection of the approved WQMP.

**PRIOR TO ISSUANCE OF BUILDING PERMITS  
The Following Shall Be Completed**

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

53. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.

**PUBLIC WORKS – Surveyor (909) 387-8162**

54. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.
55. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
  - a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

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**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

56. Water: Water purveyor shall be EHS approved.
57. Water Source: Source of water shall meet water quality and quantity standards. Test results, which show source meets, water quality and quantity standards shall be submitted to the Division of Environmental Health Services (DEHS). Water system permit holder must comply with Safe Drinking Water Act requirements i.e.: 1) Raise well head at least 18 inches above finished grade. 2) Install a totalizer flow meter. 3) Install sample tap between well head and check valve. 4) Install testable backflow prevention device where applicable. For information, contact the Water Section at 800-442-2283.
58. Sewage Disposal: The method of sewage disposal shall be a DEHS approved onsite wastewater treatment system (OWTS).
59. Percolation Report: If sewer connection and/or service are unavailable, onsite wastewater treatment system(s) may then be allowed under the following conditions: A soil percolation report shall be submitted to DEHS for review and approval. A plot plan showing the location of the septic system may be required by DEHS prior to the issuance of building permits. If the percolation report cannot be approved, the project may require an alternative OWTS. For information, please contact the Wastewater Section at 1-800-442-2283.
60. Septic System: Existing septic system can be used if applicant provides certification from a qualified professional (i.e., Professional Engineer (P.E.), Registered Environmental Health Specialist (REHS), C42 contractor, Certified Engineering Geologist (C.E.G.), etc.) that the system functions properly, meets code, and has the capacity required for the proposed project. Applicant shall provide documentation outlining methods used in determining function.
61. Clearance: Written clearance shall be obtained from the designated California Regional Water Quality Control Board and a copy forwarded to the Division of Environmental Health Services.
62. Acoustics: Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 1-800-442-2283.
63. Modifications: All modifications/additions to an organized camp shall be reviewed and approved by DEHS. For information, call DEHS camps program at 1-800-442-2283.

**BIG BEAR CITY FIRE DEPARTMENT (909) 866-7566**

64. Fire Safety Overlay FS-1: The project shall comply with fire safety overlay conditions as adopted in San Bernardino County Ordinance No. 3918. This development is located in Fire Safety Overlay District FS-1.
  65. Road Improvements: The perimeter road shall be re-routed and maintained in its entirety on the Camp Oaks property. The road shall be 20 feet wide at a minimum and any tree canopy removed. A graded dirt surface is sufficient.
  66. Compliance: This project shall comply with CBC Chapter 7A.
  67. System Requirements: Fire protection system required. Fire jurisdiction review and approval of fire protection system required prior to start of framing construction.
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68. Exterior Walls and Building Separation For Residential Uses: Exterior wall separation standards are designed to reduce the exposure and risk from adjacent structural fires and to reduce the potential spread of fire from structure to structure. A minimum thirty (30) foot building separations is required.
69. Removal of Flammable Vegetation: Prior to framing construction, all flammable vegetation shall be removed from each building site a minimum distance of thirty (30) feet from any flammable building material, including a finished structure.
70. Fuel Modification Zone: A fuel modification zone in compliance with San Bernardino County standards and/or State of California Public Resource Code 4291 is required. The fuel modification zone is sight specific to the project. The Fire Department must be contacted at the time of lot clearing for foundation footings for fuel modification inspection.
71. Addressing: Commercial or industrial buildings shall post street address with a minimum of eight (8) inch contrasting numbers. Address posting shall be visible from the street and during the hours of darkness shall be electrically illuminated. Where building setback exceeds one hundred (100) feet from the roadway, or if the construction is not visible from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrance.
72. Access: Fire apparatus access roads will be required for every building constructed. Access roadways, which exceed one hundred fifty (150) feet in length, shall be approved by the fire jurisdiction, and shall be extended to within one hundred fifty (150) feet of, and shall provide reasonable access to all portions of the exterior walls of the first story of any building. An access road shall be provided within fifty (50) feet of all buildings if the natural grade between the access road and building is in excess of thirty (30) percent. Where an access road cannot be provided, an approved fire protection system shall be installed. Access door(s) shall be provided at near ground level for fire fighting purposes in accordance with the building code. Metal roll-up doors are not acceptable for such purposes unless approved by the fire jurisdiction.
73. Turnaround: An approved turn-around shall be provided at the end of each access roadway one hundred fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet, except as identified in the County Development Code and approved by the fire jurisdiction.
74. Public Resources Code Section 4291: A person that owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining any mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or any land that is covered with flammable material, shall at all times do all of the following:
- Maintain around and adjacent to the building or structure a firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side of the building or structure or to the property line, whichever is nearer, all flammable vegetation or other combustible growth. This subdivision does not apply to single specimens of trees or other vegetation that is well-pruned and maintained so as to effectively manage fuels and not form a means of rapidly transmitting fire from other nearby vegetation to any building or structure.
  - Maintain around and adjacent to the building or structure additional fire protection or firebreak made by removing all brush, flammable vegetation, or combustible growth that is located within 100 feet from the building or structure or to the property line or at a greater distance if required by state law, or local ordinance, rule, or regulation. Grass and other vegetation located more than 30 feet from the building or structure and less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and prevent erosion. This subdivision does not apply to single specimens of trees or other vegetation that is well-pruned and maintained so as to effectively manage fuels and not form a means of rapidly transmitting fire from other nearby vegetation to a dwelling or structure.
  - Remove that portion of any tree that extends within 10 feet of the outlet of a chimney or stovepipe.
  - Maintain any tree adjacent to or overhanging a building free of dead or dying wood.
  - Maintain the roof of a structure free of leaves, needles, or other dead vegetative growth.
- Prior to framing construction, all flammable vegetation shall be removed from each building site a minimum distance of thirty (30) feet from any flammable building material, including a finished structure.
75. Inspection: Fire Department Inspection required prior to final Building and Safety acceptance.
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Additional Requirements: Dependent upon specific conditions of the site, such as fire flow, building separation, road conditions, slope, vegetation, etc., or combination thereof, the responsible fire authority may require any structures to meet more stringent construction standards as additional mitigation to the fire threat. Such standards include, but are not limited to, full perimeter exterior walls to be constructed to the modified or full one-hour construction standards, sprinklers, soffitted eaves, etc.

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

76. Air Quality – Dust Control Plan. The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include these elements to reduce dust production:
- Exposed soil shall be kept continually moist through a minimum of twice daily waterings to reduce fugitive dust during all grading and construction activities.
  - Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped 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.
  - Tires of vehicles will be washed before vehicles leave project site and enter a paved road.
  - Any truck hauling dirt away from the site shall be covered
  - 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 be terminated until wind speeds no longer exceed 25 mph.
  - Storage piles that are to be left in place for more than three working days shall either be sprayed with a non-toxic soil binder, or covered with plastic or revegetated.
- [Mitigation Measure III-1]
77. Air Quality – Construction Plan. Developer shall submit written verification that all construction contracts and subcontracts for the project contain provisions that require adherence to the following standards to reduce impacts to air quality. During construction, each contractor and subcontractor shall implement the following, whenever feasible:
- Suspend use of all construction equipment operations during second stage smog alerts. For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).
  - Trucks/equipment shall not be left idling on site for periods in excess of 10 minutes.
  - Provide temporary traffic control during all phases of construction.
  - Substitute diesel-powered equipment with electric and gasoline-powered equipment.
  - Onsite electrical power hook-ups shall be provided for electric construction tools to eliminate the need for diesel-powered electronic generators.
  - Install storm water control systems to prevent mud deposition onto paved areas during construction.
  - Contractors shall use low sulfur fuel for stationary construction equipment as required by AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- [Mitigation Measure III-2]
78. Air Quality – Coating Restriction Plan: The developer shall submit a letter agreeing to these Coating Restrictions and to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to these requirements. These shall include, but are not be limited to:
- Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs./day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day
  - Architectural coatings with Reactive Organic Compounds (ROC) shall not have a content greater than 100 g/l.
  - High-Volume, Low Pressure (HVLP) spray guns will be used to apply coatings.
- [Mitigation Measure III-3]
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79. Noise Mitigation. The “developer” shall submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:
- Exterior construction activities shall be limited between 7 a.m. and 7 p.m. There shall be no exterior construction activities on Sundays or National Holidays.
  - Interior construction activities may occur on any day and any time provided they comply with the County noise standards. (SBCC 83.01.080).
  - Construction equipment shall be muffled per manufacturer’s specifications.
  - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.
- [Mitigation Measure XI-1]
80. Energy Efficiency for Commercial Development (GHG Reduction Measure R2E7). The Project shall include GHG reduction measures which include the specific features listed below. The developer shall provide a certified letter from a qualified energy consultant showing that the 2007 Title 24 energy efficiency requirements for each feature is being exceeded by the amounts listed below:
- Insulation – Modest Enhanced Insulation (5% > Title 24) (4 points)
  - Windows – Enhanced Window Insulation (15%>Title 24) (8 points)
  - Doors – Enhanced Insulation (15%>Title 24) (8 points)
  - Air Infiltration – Reduced Building Envelope Leakage (15%>Title 24) (8 points)
  - Space Heating/Cooling Equipment – Efficiency HVAC (5% > Title 24) (4 points)
  - Water Heaters – High Efficiency Water Heaters (Conventional water heater that is 15% > Title 24) (8 points)
  - Daylighting – All peripheral rooms within building have at least one window or skylight (1 point)
  - Artificial Lighting – High Efficiency Lights (LED, etc. 15% > Title 24) (6 points)
  - Appliances – High Efficiency Energy Star Appliances (15% > Title 24) (8 points)
  - Building Placement – North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting. (4 points)
81. Water Use Reduction Goal - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The Project shall include GHG reduction measures which include the specific features listed below. The developer shall provide a certified letter from a qualified energy consultant showing that the 2007 Title 24 energy efficiency requirements for each feature is being exceeded by the amounts listed below:
- Water Efficient Landscaping – Eliminate turf and only provide drought tolerant plants (4 points).
  - Water Efficient Irrigation Systems – Smart irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use (5 points).
  - Recycled Water – Graywater (purple pipe) irrigation system on site (5 points)
  - Toilets – EPA High Efficiency toilets and Waterless Urinals (15% > Title 24)+Commercial Bldg (6 points)
  - Faucets - EPA High Efficiency faucets (15% > Title 24) (3 points).
  - Commercial Dishwashers - EPA High Efficiency dishwashers (20% water savings) (4 points).

### **PUBLIC WORKS – Solid Waste Management (909) 387-8701**

82. 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” for **each phase of the project**. 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. Forms can be found on our website at [www.sbcounty.gov/dpw/solidwaste](http://www.sbcounty.gov/dpw/solidwaste).

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

**PRIOR TO FINAL INSPECTION OR OCCUPANCY,  
The Following Shall Be Completed**

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

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

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

84. Drainage Improvements: All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect and certify the improvements have been completed according to the approved plans. A certification letter shall be submitted to Land Development.
85. WQMP Improvements: All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

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

86. Landscape Installed: All landscaping, dust control measures, all walls/fences, pedestrian walkways, irrigation systems, etc. as delineated on the approved landscape plan and/or site plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.
87. On-site Improvements: Parking and on-site circulation requirements shall be installed per approved site plan.
88. Disabled Access: Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
89. Shield Lights: Any lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares in compliance with SBCC Section 83.07.030 – Glare and Outdoor Lighting– Mountain and Desert Regions.
90. 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.
91. Screen Rooftop: All roof top mechanical equipment is to be screened from ground vistas.
92. Fees Paid: Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201300366 shall be paid in full.

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

93. 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 of 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 percent of total volume of all construction waste.

END OF CONDITIONS

# EXHIBIT C

## Initial Study

**SAN BERNARDINO COUNTY  
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

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

**PROJECT LABEL:**

<b>APNs:</b>	<b>0315-291-02, 14, 15 &amp; 32</b>
<b>Applicant:</b>	<b>YMCA of Long Beach</b>
<b>Community:</b>	<b>Bear Valley/Third Supervisorial District</b>
<b>Location:</b>	<b>End of Monte Vista Drive, approximately 4,200 feet northeast of the intersection of Highway 38 and Lakewood Drive</b>
<b>Project No.:</b>	<b>P201300366</b>
<b>Staff:</b>	<b>Oxso Shahriari, Planner</b>
<b>Representative:</b>	<b>LPA Architects</b>
<b>Proposal:</b>	<b>Revision to an Approved Action to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, an entrance gate and a bridge to the YMCA Camp Oaks existing facilities, on portions of 129.83 acres</b>

**USGS Quad:** BIG BEAR VALLEY  
**T, R, Section:** T 2N R 2E Sec.27 NE ¼

**Community:** BEAR VALLEY  
**LUD:** Rural Living 40 Acre Minimum Lot Size (RL-40)  
**Overlays:** Biological Resources and Fire Safety (FS-1) Overlays

**PROJECT CONTACT INFORMATION:**

**Lead Agency:** County of San Bernardino  
Land Use Services Department – Planning Division  
385 North Arrowhead Avenue; First Floor  
San Bernardino, CA 92415-0187

**Contact Person:** Oxso Shahriari, Planner  
**Phone No.:** (909) 387-8311  
**E-mail:** [oxso.shahriari@lus.sbcounty.gov](mailto:oxso.shahriari@lus.sbcounty.gov)

**Fax No:** (909) 387-3223

**Project Sponsor:** LPA Inc.  
5161 California Avenue  
Irvine, CA 92617  
(949) 701-4163

**PROJECT DESCRIPTION:**

The proposed project is a Revision to an Approved Action to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, an entrance gate and a bridge to the YMCA Camp Oaks existing facilities, on portions of 129.83 acres.

**ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

The project site is located at the end of Monte Vista Drive, approximately 4,200 feet northeast of the intersection of Highway 38 and Lakewood Drive; in the community of Bear Valley, approximately 7 miles southeast of the Big Bear Lake. The site is zoned Rural Living 40-Acre Minimum Lot Size (RL-40). The site is bordered by Resource Conservation (RC) Zoning to the north, east and south, and by Single Residential (RS) zoning to the west. The project site supports a moderately dense community of evergreens, but no protected trees have been identified. The project site is in Fire Safety Overlay (FS-1) and Biological Resources overlays, for which the project has been reviewed and conditioned through this land use application.

Project No.: P201300366  
 Revision to an Approved Action  
 LPA Inc. for YMCA of Long Beach

AREA	EXISTING LAND USE	LAND USE ZONING/OVERLAY DISTRICTS
Site	Existing YMCA Camp	Rural Living 40-Acre Minimum Lot Size (RL-40). Biological Resources & Fire Safety Overlay (FS-1) Overlays
North	Vacant	Resource Conservation (RC) Biological Resources & Fire Safety Overlay (FS-1) Overlays
South	Vacant	Resource Conservation (RC) Biological Resources & Fire Safety Overlay (FS-1) Overlays
East	Vacant	Resource Conservation (RC) Biological Resources & Fire Safety Overlay (FS-1) Overlays
West	Vacant and Single Family Residences	Single Residential (RS)/Rural Living 10-Acre Minimum Lot Size (RL-10)/Rural Living 20-Acre Minimum Lot Size (RL-20) Biological Resources & Fire Safety Overlay (FS-1) Overlays

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

Federal: None; State of California: Regional Water Quality Control Board, Fish and Wildlife; County of San Bernardino: Land Use Services – Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works; Local: Big Bear City Fire Department.

**EVALUATION FORMAT**

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) 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. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. 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 mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing 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.

Project No.: P201300366  
Revision to an Approved Action  
LPA Inc. for YMCA of Long Beach

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

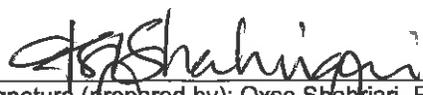
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture & Forest 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)**

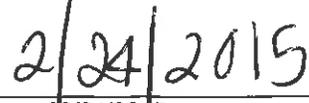
On the basis of this initial evaluation, the following finding is made:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 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.
- 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): Oxso Shahriari, Planner

  
Signature: Dave Prusch, Supervising Planner

  
Date: 02/24/2015

  
Date: 02/24/2015

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

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

- a) **Less Than Significant Impact.** The project will not have a substantial adverse effect on a scenic vista because the proposed additions to the existing facilities are approximately 4,200 feet away from the State Highway at the nearest point, on the south side of the property. The project facilitates architectural features, as depicted on the conditionally approved site plan and elevations that complements the mountainous character of the surrounding areas. Therefore, no potentially significant impact is anticipated and no mitigation measures are deemed necessary.
- b) **Less Than Significant Impact.** The project will not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway because these resources will not be substantially compromised as a result of this project. No rock outcroppings or historic buildings have been identified on the site. No protected trees are identified on the site. The additional development will occur on areas already cleared and/or graded as part of prior land use approval for the existing camp facilities.
- c) **Less Than Significant Impact.** The proposed project does not have the potential to substantially degrade the existing visual character or quality of the site and its surroundings because the site is separated from the State Highway 38 and the traveling public by the state owned land, containing indigenous trees that buffer the site from view. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- d) **Less Than Significant Impact.** The proposed project's onsite lighting will be designed in accordance with standards defined in the County Development Code to shield away all light sources from the street, night sky, and the surrounding residential properties. The project will not be a source of substantial light or glare, therefore, no potentially significant impact is anticipated in this area of concern and no mitigation measures are deemed necessary.

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

Project No.: P201300366  
 Revision to an Approved Action  
 LPA Inc. for YMCA of Long Beach

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**II. AGRICULTURE AND FOREST 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 Department 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in the loss of forestland or conversion of forestland to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forestland to non-forest 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):

- II a) **No Impact.** The subject property is not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide importance on the maps prepared, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, proposed development will not negate or hamper any agricultural uses on the site.
- II b) **No Impact.** The proposed project does not conflict with existing zoning for agricultural use or a Williamson Act contract because the subject property is not zoned for agricultural use.
- II c) **No Impact.** The project does not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) because the project is not identified as a timberland resources. Therefore, no potential for such rezoning or conversion of the resources exists due to this development.
- II d) **Less Than Significant Impact.** The proposed use does not result in the loss of forestland or conversion of forestland to non-forest use because the revision projects and its related additional buildings will retain the majority of the nearly 130-acre site in a natural undeveloped vegetated state sufficient to ensure vegetative coverage for a forest environment, as outlined in 88.01.050 (f) (2) (II). Therefore, no potential impact is anticipated in this area of concern and no mitigation measures are deemed necessary.
- II e) **Less Than Significant Impact.** The proposed use does not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forestland to non-forest use because the project site does not meet the definitions of farmland. Forest land character of the site shall be sustained as described in II-d, above. Therefore, no potential impact is anticipated in this area of concern and no mitigation measures are deemed necessary.

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

Project No.: P201300366  
 Revision to an Approved Action  
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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**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 checked="" type="checkbox"/> | <input 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):

- III a) **Less Than Significant Impact.** The project is within the South Coast Air Basin and under the jurisdiction of the South Coast Air Quality Management District (District). The South Coast Air Quality Management District is responsible for maintaining and ensuring compliance with its Air Quality Management Plans. A project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. The project will not conflict with or obstruct implementation of the South Coast Air Quality Management Plan, because the project is conditioned to follow all the District's rules and regulation as these measures are mandatory requirements. The proposed revision includes addition of cabin/recreational structures; Therefore the project is expected to fall short of 3000 metric tons of Carbon Dioxide Equivalent (CO2e) per year for the proposed use. Although not required, it is recommended that best available control measures (BACM AQ-1 and BACM AQ-2) are implemented to further reduce the impacts during the construction. Therefore, no significant impact is anticipated and no mitigation measure is deemed necessary.
- III b) **Less Than Significant Impact.** The project is not expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use does not exceed thresholds of concern, as established by the District for this category of use. The project's construction and operational emissions are expected to fall short of 3000 metric tons of Carbon Dioxide Equivalent (CO2e) per year for this use type. However, some temporary, short-term, and intermittent impact are identified during project construction, therefore mitigation measures III-1, III-2 and III-3 are imposed to further limit or control potential fugitive dust and regulate construction activities. Therefore, no significant impact is anticipated and no mitigation measure is deemed necessary.

- III c) **Less Than Significant Impact With Mitigation Incorporated.** The project's individual contribution do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a commutatively considerable increase in emissions for those pollutants for which the Basin is nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. As previously noted, the project will not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions. As such, the project will result in a cumulatively less than significant impact."
- III d) **Less Than Significant Impact.** The project will not expose sensitive receptors to substantial pollutant concentrations, because the construction or operation of this facility does not involve identified concentrations of substantial pollutants. "The project would not result in a significant health risk impact because the related activities of the project do not include contaminants associated with such potential impact. Thus, any potential impact to sensitive receptors will be less than significant due to operational activities of the project.
- III e) **Less Than Significant Impact.** The project will not create odors affecting a substantial number of people because there are no identified potential uses that will result in the production of objectionable odors due to ongoing operation of the project. Any potential objectionable odor that may result from construction are temporary and intermittent, therefore mitigation measures III-1, III-2 and III-3 are required to reduce any potential impact to a level below significance. Therefore, no potentially significant impact is anticipated.

**Therefore, no significant adverse impacts are identified or anticipated; only potential short term impacts during construction activities; therefore mitigation measures to further reduce any potential impacts are required as below:**

### **MM# Mitigation Measures**

- III-1 Air Quality – Dust Control Plan.** The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include these elements to reduce dust production:
- Exposed soil shall be kept continually moist through a minimum of twice daily waterings to reduce fugitive dust during all grading and construction activities
  - Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped 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.
  - Tires of vehicles will be washed before vehicle leave project site and enter a paved road.
  - Any truck hauling dirt away from the site shall be covered
  - 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 be terminated until wind speeds no longer exceed 25 mph.
  - Storage piles that are to be left in place for more than three working days shall either be sprayed with a non-toxic soil binder, or covered with plastic or revegetated.
- [Mitigation Measure III-1]
- III-2 Air Quality – Construction Plan.** Developer shall submit written verification that all construction contracts and sub-contracts for the project contain provisions that require adherence to the following standards to reduce impacts to air quality. During construction, each contractor and subcontractor shall implement the following, whenever feasible:
- Suspend use of all construction equipment operations during second stage smog alerts. For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).
  - Trucks/equipment shall not be left idling on site for periods in excess of 10 minutes.
  - Provide temporary traffic control during all phases of construction.
  - Substitute diesel-powered equipment with electric and gasoline-powered equipment.
  - Onsite electrical power hook-ups shall be provided for electric construction tools to eliminate the need for diesel-powered electronic generators.
  - Install storm water control systems to prevent mud deposition onto paved areas during construction.
  - Contractors shall use low sulfur fuel for stationary construction equipment as required by AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- [Mitigation Measure III-2]
- III-3 Air Quality – Coating Restriction Plan.** The developer shall submit a letter agreeing to these Coating Restrictions and to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to these requirements. These shall include, but are not be limited to:
- Architectural coatings with Reactive Organic Compounds (ROC) shall not have a content greater than 100 g/l.
  - Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs./day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day
  - High-Volume, Low Pressure (HVLP) spray guns will be used to apply coatings.
- [Mitigation Measure III-3]

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**IV. BIOLOGICAL RESOURCES - Would the project:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input 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 Wildlife or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 ):

IV a) **Less Than Significant Impact.** This project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, because the additional structures will be located on the already disturbed area of the site. Therefore, potential impacts to the biological resources will be less than significant.

- IV b) **Less Than Significant Impact.** This project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service because the additional structures will be located on the already disturbed area of the site. The project will be conditioned to not disturb, alter or occupy any existing natural drainage courses. Therefore, potential impacts to the biological resources will be less than significant.
- IV c) **Less Than Significant 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 the additional structures will be located on the already disturbed area of the site. Therefore, potential impacts to the biological resources will be less than significant.
- IV d) **Less Than Significant 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 the additional structures will be located on the already disturbed area of the site. Therefore, potential impacts to the biological resources will be less than significant.
- IV e) **Less Than Significant Impact.** This project will not conflict with any local policies or ordinances protecting biological resources because the additional structures will be located on the already disturbed area of the site. Therefore, potential impacts to the biological resources will be less than significant.
- IV f) **Less Than Significant Impact.** This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan because the additional structures will be located on the already disturbed area of the site. Therefore, potential impacts to the biological resources will be less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**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):

- V a) **Less Than Significant Impact.** This project will not cause a substantial adverse change in the significance of a historical resource, because there are no such resources identified on or in the vicinity of the project. To further reduce the potential for impacts, a precautionary mitigation shall be added to the project conditions of approval that requires the developer to contact the County Museum for determination of appropriate excavation and recovery actions, if any finds are made during project grading and construction.
- V b) **Less Than Significant Impact.** This project will not cause a substantial adverse change to an archaeological resource, because there are no such resources identified in the vicinity of the project. To further reduce the potential for impacts, a precautionary mitigation shall be added to the project conditions of approval that requires the developer to contact the County Museum for determination of appropriate excavation and recovery actions, if any finds are made during project grading and construction.
- V c) **Less Than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because there are no such resources identified in the vicinity of the project. To further reduce the potential for impacts, a precautionary mitigation shall be added to the project conditions of approval that requires the developer to contact the County Museum for determination of appropriate excavation and recovery actions, if any finds are made during project grading and construction.
- V d) **Less Than Significant Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because there are no such burial grounds that have been identified in the vicinity of the project. To further reduce the potential for impacts, if any human remains are discovered, during grading and construction of this project, the developer is required to contact the County Coroner and County Museum for determination of appropriate excavation and recovery actions; and a Native American representative, if the remains are determined to be of Native American origin.

Therefore, no significant adverse impacts are identified or anticipated. As a precautionary measure to further reduce any potential for impacts, the following requirement will apply:

**MM# Mitigation Measures**

- V-1** Cultural Resources. The “developer” shall prepare, submit for review and obtain approval of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a requirement that project contractors 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 resource excavation and recovery 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 appropriate actions. The developer shall implement any such additional action to the satisfaction of County Planning and the County Museum. 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.*  
[Mitigation Measure V-1]

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**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 type="checkbox"/> | <input checked="" 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):

- VI a) **Less Than Significant Impact.** (i-iv) The project will not 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, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) Landslides, because there are no such geologic hazards identified in the immediate vicinity of the project site. The project and its existing and/or proposed structures shall be reviewed and conditioned by County Building & Safety Division; and subsequently confirmed in compliance or constructed with appropriate seismic standards.

- VI b) **Less Than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil because the scope of construction activities proposed will not require further substantial additional disturbance of the site. The project and related grading and construction activities shall be reviewed and conditioned by County Building & Safety Division; and subsequently confirmed in compliance or constructed with appropriate seismic standards. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VI c) **Less Than Significant Impact.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The project and related grading and construction activities shall be reviewed and conditioned by County Building & Safety Division; and subsequently confirmed in compliance or constructed with appropriate seismic standards. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VI d) **Less Than Significant Impact.** The project site is not located in an area that has been identified as having the potential for expansive soils; therefore it will not create substantial risks to life or property. The project and related grading and construction activities shall be reviewed and conditioned by County Building & Safety Division; and subsequently confirmed in compliance or constructed with appropriate seismic standards. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VI e) **Less Than Significant Impact.** The proposed development will not have wastewater disposal needs; therefore no significant impact is anticipated. The project and related grading and construction activities shall be reviewed and conditioned by County Building & Safety Division; and subsequently confirmed in compliance or constructed with appropriate seismic standards. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VII. GREENHOUSE GAS EMISIONS - Would the project:</b>				
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** (Check  if project is located within the Mineral Resource Zone Overlay):

VII a, b) **Less Than Significant Impact.** Operational emissions of the proposed project would not exceed criteria or GHG emissions thresholds because the proposed additions is consistent with the growth projections and anticipated needs of the YMCA Camp and associated emissions used in the adopted County of San Bernardino Greenhouse Gas Emission Reduction Plan. The proposed project is consistent with the Greenhouse Gas (GHG) Emissions Reduction Plan, adopted by the County on December 6, 2011. The proposed use and size of the project is expected to produce far less than the threshold of 3,000 metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) [average amount of GHG produced annually by 60 to 75 residences]. GHG emissions from the project will be further reduced with implementation of the mitigation measures listed in the Air Quality section of this document.

Although it is recognized that small increases in GHG emissions associated with construction and operation of the proposed project would contribute to regional increases in GHG emissions, the project's anticipated GHG emissions will not exceed the County's established thresholds and standards for determining whether a project's GHG emissions are significant

**Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION**

- VII a) **Less Than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because the use proposed is not anticipated to involve such activities. If such uses are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department—and in some instances to additional land use review. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VII b) **Less Than Significant Impact.** 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. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VII c) **Less Than Significant Impact.** The project uses 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 and all existing and proposed schools are more than one-quarter mile away from the project site. If such uses are proposed in the future on this site, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VII d) **Less Than Significant Impact.** The project site is not included on a list of hazardous materials sites.
- VII e) **Less Than Significant Impact.** The project site is not located within an airport land use plan; therefore, the project cannot result in a safety hazard for people residing or working in the project area.
- VII f) **Less Than Significant Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VII g) **Less Than Significant Impact.** 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 State Highway 38.
- VII h) **Less Than Significant Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because the proposed facility and its associated structures shall be reviewed by County Fire for approval. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY - Would the project:</b>				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION**

- VIII a) **Less Than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the proposed mechanisms that provide water and discharge systems shall be reviewed by County EHS to ensure compliance with both water quality and waste discharge requirements. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII b) **Less Than Significant Impact.** 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, because the project proponent is required to provide EHS with documentations that substantiate water availability, of acceptable quality, to serve the development. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII c) **Less Than Significant Impact.** 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 that would result in substantial erosion or siltation on- or off-site because only minimal grading is associated with project; and there are no rivers or streams on site. The project is conditioned not alter or occupy natural drainage courses. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VII d) **Less Than Significant Impact.** 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 no river or stream has been identified on the project site. A Water Quality Management Plan will be submitted for review and approval by the County Land Use Services Drainage Section to ensure surface runoff will either be entirely handled on site, or that the overflow will not impede on surrounding properties and or road infrastructure. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII e) **Less Than Significant Impact.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff because a Water Quality Management will be required and reviewed by County Land Use Services Drainage Section to ensure surface runoff will either be entirely handled on site, or that the overflow will not impede on surrounding properties or stormwater drainage infrastructure. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII f) **Less Than Significant Impact.** The project will not otherwise substantially degrade water quality, because appropriate measures for water quality protection and erosion control are required. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII g) **Less Than Significant Impact.** The project will not place unprotected 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 project is not within an area with determined flood hazards and it does not involve residential housing development. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

- VIII h) **Less Than Significant Impact.** The project will not place within a 100-year flood hazard area structures that would impede or redirect flood flows because the project site is not identified by the County Land Use Services Drainage Section to be within a 100-year flood hazard area. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII i) **Less Than Significant Impact.** The project will 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. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- VIII j) **Less Than Significant 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. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>IX. LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION**

- IX a) **Less Than Significant Impact.** The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- IX b) **Less Than Significant Impact.** 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 Code and General Plan as the proposed use is consistent with its designated zoning. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- IX c) **Less Than Significant Impact.** The project will not conflict with any applicable habitat conservation plan or natural community conservation plan, because the proposed addition will take place on already disturbed area of the site and will not interfere with any habitat conservation plan or natural community conservation plan within the area surrounding the project site and no habitat conservation lands are required to be purchased as mitigation for the proposed project. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>X. MINERAL RESOURCES - Would the project:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- X a) **Less Than Significant Impact.** The project will not 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 because there are no identified important mineral resources on the project site. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- X b) **Less Than Significant 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. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XI. NOISE - Would the project:**

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" 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 ):

XI a-c) **Less Than Significant Impact.** The proposed project will not include uses that will exceed San Bernardino County Noise Standards and those of County Development Code. The "developer" as defined in the Conditions of Approval will be required to ensure that the noise generated by the ongoing operations, and the associate groundborne noise, shall not exceed County Noise Standards. Because the project abuts residential development, the project is conditioned to monitor its noise levels to ensure project noise will not exceed County Noise Standards of 55 dB(A) for residential areas from 7am-10pm, as measured at the project's property boundaries. Noise levels after 10pm shall not exceed 45 dB(A) where the project site abuts single family residences. Therefore, no potentially significant impact is anticipated in this area.

XI d) **Less Than Significant Impact With Mitigation Incorporated.** The project may generate substantial temporary or periodic increase in ambient noise levels above levels existing without the project due to construction activities which may include excavations, grading, and building erection/modification on the project site. Mitigation measure XI-1 as stated below will reduce any potential noise impact of this temporary construction. Therefore, no potentially long term significant impact is anticipated in this area.

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XI e) **No Impact.** The project site is not located within an airport land use plan; therefore, the project cannot result in a safety hazard for people residing or working in the project area.

XI f) **No Impact.** The project is not within the vicinity of a private airstrip; therefore, the project cannot result in a safety hazard for people residing or working in the project area.

**Possible significance 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**

**XI-1** Noise Mitigation. *The "developer" shall submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

- a) *Exterior construction activities shall be limited between 7 a.m. and 7 p.m. There shall be no exterior construction activities on Sundays or National Holidays.*
- b) *Interior construction activities may occur on any day and any time provided they comply with the County noise standards. (SBCC 83.01.080).*
- c) *Construction equipment shall be muffled per manufacturer's specifications.*
- d) *All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

*[Mitigation Measure XI-1]*

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XII. 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 type="checkbox"/> | <input checked="" 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**

- XII a) **No Impact.** The project will not induce population growth in the area either directly or indirectly because the project is not proposing any new residential development and will make use of the existing roads and infrastructure. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XII b) **No Impact.** The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing because the project does not propose demolition of any existing housing to necessitate the construction of replacement housing. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XII c) **No Impact.** The proposed use will not displace substantial numbers of people because the project uses does not proposes to displace any number of people. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XIII. 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**

XIII a) **Less Than Significant Impact.** 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 because the proposed development is expected to contribute to overall business tax revenues to extent possible to provide a source of funding for such governmental facilities and public services which is deemed sufficient to offset any demand increases by this project. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XIV. 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**

XIV a) **Less Than Significant Impact.** This project will not 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 because of the project does not involve residential development and will not cause impacts associated with an area increase in populations. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

XIV b) **Less Than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment because the proposed development will not result in an increased demand for recreational facilities. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XV. TRANSPORTATION/TRAFFIC - Would the project:**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input 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) Result in inadequate parking capacity?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**SUBSTANTIATION**

- XV a) **Less Than Significant Impact.** The proposed project has been reviewed by County of San Bernardino Traffic Division and it is determined that it will not have a potentially adverse impact as no conditions of approval have been required by the Traffic Division. Therefore, the project is deemed not to cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system, i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections.
- XV b) **Less Than Significant Impact.** The proposed project has been reviewed by County of San Bernardino Traffic Division and it is determined that it will not have a potentially adverse impact as no conditions of approval have been required by the Traffic Division. Therefore, the project is deemed not to exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- XV c) **Less Than Significant Impact.** 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 are no anticipated notable impacts on air traffic volumes by passengers or freight generated by the proposed use and no new air traffic facilities are proposed. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

- XV d) **Less Than Significant Impact.** The proposed project has been reviewed by County of San Bernardino Traffic Division and it is determined that it will not have a potentially adverse impact as no conditions of approval have been required by the Traffic Division. Therefore, the project is deemed not to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.
- XV e) **Less Than Significant Impact.** The project will not result in inadequate emergency access, because the project is conditioned to provide adequate access points, designed to accommodate emergency vehicles. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XV f) **Less Than Significant Impact.** The project will not result in inadequate parking capacity, because the project parking needs for project visitors and employees has been analyzed and deemed satisfactory. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XV g) **Less Than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because the scope of the existing YMCA camp is deemed appropriately serviced by the existing traditional methods of transportation as reviewed by the County Traffic Division. Additionally, due to the remote location of the project site, accessing site using alternative transportation (e.g., bus turnouts, bicycle racks) is deemed not viable.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
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**

XVI a) **Less Than Significant Impact.** The proposed project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board as determined by County Public Health – Environmental Health Services (EHS); therefore any impact will be less than significant in this area. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

XVI b) **Less Than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities because the project water and sewage disposal need shall be subject to the County Environmental Health Services' (EHS) review and approval. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

- XVI c) **Less Than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects due to the size of the additions being proposed. If such facilities are required in the future, the project's needs along with hydrology and drainage needs will be reviewed by County Drainage Section to ensure all standards are met.
- XVI d) **Less Than Significant Impact.** The proposed project will have sufficient water supplies available to serve its operation from existing entitlements and resources because the project will either be served by an established water purveyor, or conditioned to have its onsite water source reviewed and approved by EHS. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XVI e) **Less Than Significant Impact.** The proposed project's wastewater treatment system shall be reviewed for approval by County EHS. Therefore onsite handling of wastewater shall be continually monitored to ensure compliance. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XVI f) **Less Than Significant Impact.** The proposed project's solid waste disposal needs shall be serviced by an approved solid waste facility in conformance with the San Bernardino County Code Chapter 8, Section 33.0830, subject to County EHS review and approval. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.
- XVI g) **Less Than Significant Impact.** The proposed project is required to comply with federal, state, and local statutes and regulations related to solid waste. The proposed project's solid waste disposal needs shall be serviced by an approved solid waste facility in conformance with the San Bernardino County Code Chapter 8, Section 33.0830, subject to County EHS review and approval. Therefore, no potentially significant impact is anticipated in this area and no mitigation measures are deemed necessary.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
--------------------------------------	---	--------------------------	--------------

**XVII. 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**

XVII a) **Less Than Significant Impact.** Temporary, potentially significant impacts have been identified in the areas of Air Quality and Noise, therefore, mitigation measures have been proposed to address these potential temporary impacts. The proposed revision will take place within the disturbed areas of the nearly 130-acre project site and will not 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 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. "Cumulative impacts to the biological resources in the area are expected to be negligible" based on the size of the area remaining untouched, after development. Therefore, potential impacts to the biological resources will be less than significant.

There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during land disturbance and/or project construction, the project is conditioned to stop and identify appropriate authorities, which will properly record and/or remove for classification any such finds.

XVII b) **Less Than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The other project sites in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites are capable of absorbing such uses without generating any cumulatively significant impacts.

XVII c) **Less Than Significant Impact.** The project will not have other environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the review of the design of the proposed project. The project will be conditioned to ensure that all necessary mitigation measures to address potential temporary impacts.

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

## XVIII. 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:**(Condition compliance will be verified by existing procedure)

### **MM# Mitigation Measures**

- III-1** Air Quality – Dust Control Plan. The developer shall submit to County Planning a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the DCP. The DCP shall include these elements to reduce dust production:
- Exposed soil shall be kept continually moist through a minimum of twice daily waterings to reduce fugitive dust during all grading and construction activities.
  - Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped 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.
  - Tires of vehicles will be washed before vehicles leave project site and enter a paved road.
  - Any truck hauling dirt away from the site shall be covered
  - 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 be terminated until wind speeds no longer exceed 25 mph.
  - Storage piles that are to be left in place for more than three working days shall either be sprayed with a non-toxic soil binder, or covered with plastic or revegetated.
- [Mitigation Measure III-1]
- III-2** Air Quality – Construction Plan. Developer shall submit written verification that all construction contracts and sub-contracts for the project contain provisions that require adherence to the following standards to reduce impacts to air quality. During construction, each contractor and subcontractor shall implement the following, whenever feasible:
- Suspend use of all construction equipment operations during second stage smog alerts. For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).
  - Trucks/equipment shall not be left idling on site for periods in excess of 10 minutes.
  - Provide temporary traffic control during all phases of construction.
  - Substitute diesel-powered equipment with electric and gasoline-powered equipment.
  - Onsite electrical power hook-ups shall be provided for electric construction tools to eliminate the need for diesel-powered electronic generators.
  - Install storm water control systems to prevent mud deposition onto paved areas during construction.
  - Contractors shall use low sulfur fuel for stationary construction equipment as required by AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- [Mitigation Measure III-2]

- III-3** *Air Quality – Coating Restriction Plan.* *The developer shall submit a letter agreeing to these Coating Restrictions and to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to these requirements. These shall include, but are not be limited to:*
- a. Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs./day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day*
  - b. Architectural coatings with Reactive Organic Compounds (ROC) shall not have a content greater than 100 g/l.*
  - c. High-Volume, Low Pressure (HVLP) spray guns will be used to apply coatings.*
- [Mitigation Measure III-3]*

- V-1** *Cultural Resources.* *The “developer” shall prepare, submit for review and obtain approval of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a requirement that project contractors 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 resource excavation and recovery 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 appropriate action. The developer shall implement any such additional action to the satisfaction of County Planning and the County Museum. 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.*
- [Mitigation Measure V-1]*

- XI-1** *Noise Mitigation.* *The “developer” shall submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*
- a. Exterior construction activities shall be limited between 7 a.m. and 7 p.m. There shall be no exterior construction activities on Sundays or National Holidays.*
  - b. Interior construction activities may occur on any day and any time provided they comply with the County noise standards. (SBCC 83.01.080).*
  - c. Construction equipment shall be muffled per manufacturer’s specifications.*
  - d. All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*
- [Mitigation Measure XI-1]*

## **GENERAL REFERENCES**

- Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)
- California Department of Water Resources Bulletin #118 (Critical Regional Aquifers), 1975
- CEQA Guidelines, Appendix G
- California Standard Specifications, July 1992
- County Museum Archaeological Information Center
- County of San Bernardino Development Code, 1998
- County of San Bernardino General Plan, adopted 1989, revised 1998
- County of San Bernardino Hazard Overlay Map FH 27
- County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998
- County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995
- County of San Bernardino, June 2004, San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance.
- County of San Bernardino Road Planning and Design Standards
- Environmental Impact Report, San Bernardino County General Plan, 1989
- Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map
- South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

## **EXHIBIT D**

### **Traffic Analysis Memorandum dated July 20, 2014**



LSA ASSOCIATES, INC.  
1500 IOWA AVENUE, SUITE 200  
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
951.781.4277 FAX

OTHER OFFICES:  
IRVINE  
PT. RICHMOND  
SAN LUIS OBISPO  
PALM SPRINGS  
BERKELEY  
ROCKLIN  
CARLSBAD  
FRESNO

July 20, 2014

Jeremy Hart, AIA/LEED AP BD + C  
Associate  
LPA Inc.  
5161 California Avenue, Suite 100  
Irvine, California 92617

Subject: Traffic Analysis Memorandum for YMCA Camp Oakes Expansion Facility

Dear Jeremy:

LSA Associates, Inc. (LSA) has prepared this traffic analysis memorandum for the proposed expansion of the YMCA Camp Oakes located at the eastern terminus of Monte Vista Drive in San Bernardino County. The project expansion will include 10 Cabins (80 beds), a dining hall and a maintenance building. Figure 1 illustrates the conceptual site plan for the proposed project. The traffic analysis has been prepared in consultation with County staff and summarizes existing traffic conditions near the vicinity of the camp.

### Summary of Daily Traffic on Lakewood Road north of SR-38

Table A summarizes weekday and weekend daily traffic on Lakewood Road north of SR-28. Daily traffic counts were conducted for a week between July 25<sup>th</sup>, 2014 and July 31<sup>st</sup>, 2014 by National Data and Surveying Services. Count sheets are contained in Appendix A. As shown in Table A, the weekday peak occurs on Friday (600 total vehicles) while the weekend peak occurs on Saturday (576 total vehicles). The existing camp traffic has the highest weekday volumes on Friday as well (139 vehicles) while on Saturday camp traffic is less than Sunday (89 vs 98 vehicles).

Table B summarizes the highest weekday and weekend traffic volumes. As shown in Table B, the existing camp traffic consists of 23% of the daily traffic that passes through the community, while on weekend the camp traffic is 15% of the daily traffic. Thus, the majority of traffic using Lakewood Road (77% on weekdays and 85% on weekends) is from the local community. Additionally, all buses and 3-axle trucks that use Lakewood Road travel to the existing camp.

### Project Trip Generation

Table C summarizes the project trip generation for the proposed expansion. The existing camp site provides accommodation for 488 beds. The proposed expansion will include addition of 80 beds to the facility. The trip generation for the proposed expansion was developed by applying a per bed trip rate that was developed using the existing survey data (Refer to Table B). As shown in Table B, the proposed expansion will generate 23 total trips on a weekday and 15 total trips on a weekend day. This includes new trips generated for all vehicular mixes.

8/21/2014 (R:\LPX1403\YMCA Camp Oakes.docx)

### Existing Plus Project Traffic Conditions

Table D summarizes the “with project” daily traffic volumes for weekday and weekend. As shown in Table D, with the addition of the proposed project, camp traffic is estimated to be 26% of the daily traffic that passes through the community, while on weekend the camp traffic is estimated to be 18% of the daily traffic. Thus, the proposed expansion will result in a 3% increase in traffic passing through the community. Thus the majority of traffic will continue to be generated from the community itself (74% on weekday and 82% on weekend). The project will have nominal impact to traffic flow on Lakewood Road. Table E shows a comparison of camp traffic as a percentage of the total traffic under existing and existing plus project conditions.

### Daily Roadway Segment Level of Service (LOS) Analysis

A roadway segment level of service on Lakewood Road for existing and existing plus project traffic conditions. Traffic volumes were converted to PCEs (All Buses and Trucks) for purposes of this analysis. Based on SANBAG CMP criteria, LOS was determined using Table 3 for Generalized Annual Average Daily Volumes - Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population from the “2013 Quality/Level of Service Handbook” from the State of Florida Department of Transportation. Table F summarizes the existing and existing plus project LOS for weekday and weekend traffic conditions. As shown in Table F, under existing conditions, Lakewood Road operates at satisfactory LOS (better than LOS C). With the addition of the proposed project, Lakewood Road continues to operate at the same LOS. Additionally, volume-to-capacity (v/c) calculations on Lakewood Road also show that the maximum increase in v/c due to the project is 0.003, which is insignificant. Thus, the project will not have any significant traffic impact on Lakewood Road.

### Conclusions

The proposed expansion of the YMCA Camp Oakes facility will have insignificant traffic impact on Lakewood Road. As shown in the analysis, 77% of weekday traffic and 85% of weekend traffic on Lakewood Road is generated from the local community. With the addition of the proposed project, 74% of weekday traffic and 82% of weekend traffic will continue to be generated from the local community. Under existing and existing plus project conditions Lakewood Road will operate at better than LOS C.

If you have any questions about this analysis, please do not hesitate to contact me at (951) 781-9310.

Sincerely,

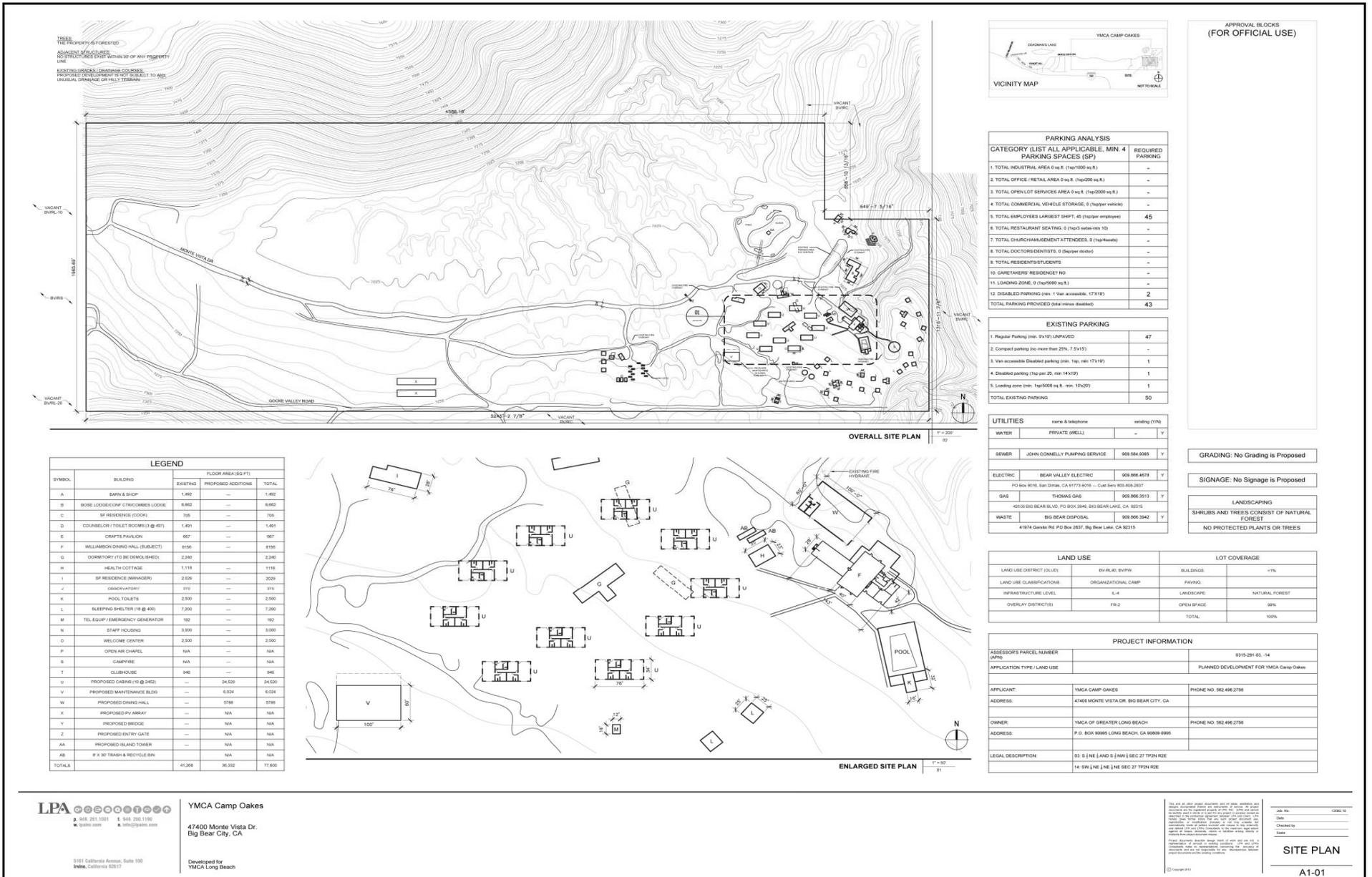
**LSA ASSOCIATES, INC.**



Ambarish Mukherjee, AICP, EIT  
Associate

- Attachments:
- Figure 1: Conceptual Site Plan
  - Table A: Daily Traffic Volumes Summary on Lakewood Road Between SR-38 and Oynx
  - Table B: Weekday and Weekend Peak Daily Traffic Volumes
  - Table C: Daily Project Trip Generation : YMCA Camp Oakes Expansion
  - Table D: Weekday and Weekend Peak Daily Traffic Volumes With Project
  - Table E: Weekday and Weekend Peak Daily Traffic Percentages without and with Project
  - Table F: Level of Service Summary
  - Appendix A

**ATTACHMENT A:**  
**FIGURES**



LSA

Source: LPA Inc.

R:\LPX1403\g-site plan1 (8/20/2014)

FIGURE 1

YMCA Camp Oakes Expansion  
Conceptual Site Plan

**ATTACHMENT B:**  
**TABLES**

Table A - Daily Traffic Volumes Summary on Lakewood Road Between SR-38 and Oynx

Date	Pasenger Cars and Motorcycles	Buses	2 Axle - (Single Units)	3 Axle - (Single Units)	4 Axle- (Single Units)	4+ Axle With Trailers	DPW Construction Trip Credit		Total
							Cars	Trucks	
<b><u>Existing Daily Traffic Volumes</u></b>									
July 25, 2014 (Friday )	412	3	182	1	2	0			600
July 26, 2014 (Saturday)	400	5	161	3	4	3			576
July 27, 2016 (Sunday)	320	7	103	2	2	2			436
July 28, 2017 (Monday)	307	0	131	5	1	2	2		444
July 29, 2018 (Tuesday)	372	2	180	1	0	4	2		557
July 30, 2019 (Wednesday)	307	2	173	8	2	2		6	488
July 31, 2020 (Thursday)	312	3	176	7	2	10		6	504
<b><u>Existing Camp Daily Traffic Volumes</u></b>									
July 25, 2014 (Friday )	101	3	32	1	2	0			139
July 26, 2014 (Saturday)	62	5	19	3	0	0			89
July 27, 2016 (Sunday)	70	5	23	0	0	0			98
July 28, 2017 (Monday)	45	0	18	5	1	2	2		69
July 29, 2018 (Tuesday)	70	0	29	1	0	2	2		100
July 30, 2019 (Wednesday)	51	2	30	5	1	1		6	84
July 31, 2020 (Thursday)	51	3	29	3	2	6		6	88
<b><u>Existing Non-Camp Daily Traffic Volumes</u></b>									
July 25, 2014 (Friday )	311	0	150	0	0	0			461
July 26, 2014 (Saturday)	338	0	142	0	4	3			487
July 27, 2016 (Sunday)	250	2	80	2	2	2			338
July 28, 2017 (Monday)	262	0	113	0	0	0	2		373
July 29, 2018 (Tuesday)	302	2	151	0	0	2	2		455
July 30, 2019 (Wednesday)	256	0	143	3	1	1		6	398
July 31, 2020 (Thursday)	261	0	147	4	0	4		6	410

**Table B - Weekday and Weekend Peak Daily Traffic Volumes**

Date	Pasenger Cars and Motorcycles	Trucks					Total
		Buses	2 Axle - (Single Units)	3 Axle - (Single Units)	4 Axle- (Single Units)	4+ Axle With Trailers	
<b><u>Existing Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	412	3	182	1	2	0	600
<b>Weekend</b>							
July 26, 2014 (Saturday)	400	5	161	3	4	3	576
<b><u>Existing Camp Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	101	3	32	1	2	0	139
<b>Weekend</b>							
July 26, 2014 (Saturday)	62	5	19	3	0	0	89
<b><u>Existing Non-Camp Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	311	0	150	0	0	0	461
<b>Weekend</b>							
July 26, 2014 (Saturday)	338	0	142	0	4	3	487
<b><u>Percentage of Total Daily Traffic</u></b>							
<b>Weekday</b>							
	25%	100%	18%	100%	100%	0%	<b>23%</b>
<b>Weekend</b>							
	16%	100%	12%	100%	0%	0%	<b>15%</b>

**Table C - Daily Project Trip Generation : YMCA Camp Oakes Expansion<sup>1</sup>**

#		Total Trips						
			Passenger Cars & Motorcycles	Buses	2 Axle - (Single Units)	3 Axle - (Single Units)	4 Axle- (Single Units)	4+ Axle With Trailers
<b>1</b>	Existing Camp Trip Generation							
	No. of Existing Beds	488						
	Friday	139	101	3	32	1	2	0
	Saturday	89	62	5	19	3	0	0
<b>2</b>	Proposed Camp Expansion Trip Generation							
	No. of Beds to be added	80						
	Friday <sup>2</sup>	23	17	1	5	0	0	0
	Saturday <sup>2</sup>	15	10	1	3	1	0	0

<sup>1</sup>Based on expansion data (# of beds) provided by YMCA Camp Oakes.<sup>2</sup>Project trips calculated based on ratio of proposed beds to be added to existing beds times existing camp traffic.

**Table D - Weekday and Weekend Peak Daily Traffic Volumes With Project**

Date	Pasenger Cars and Motorcycles	Trucks					Total
		Buses	2 Axle - (Single Units)	3 Axle - (Single Units)	4 Axle- (Single Units)	4+ Axle With Trailers	
<b><u>Existing Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	412	3	182	1	2	0	600
<b>Weekend</b>							
July 26, 2014 (Saturday)	400	5	161	3	4	3	576
<b><u>Existing Camp Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	101	3	32	1	2	0	139
<b>Weekend</b>							
July 26, 2014 (Saturday)	62	5	19	3	0	0	89
<b><u>Proposed Camp Expansion Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	17	1	5	0	0	0	23
<b>Weekend</b>							
July 26, 2014 (Saturday)	10	1	3	1	0	0	15
<b><u>Existing Plus Project Daily Traffic Volumes</u></b>							
<b>Weekday</b>							
July 25, 2014 (Friday)	429	4	187	1	2	0	623
<b>Weekend</b>							
July 26, 2014 (Saturday)	410	6	164	4	4	3	591
<b><u>Percentage of Total Daily Traffic</u></b>							
<b>Weekday</b>	27%	100%	20%	100%	100%	0%	<b>26%</b>
<b>Weekend</b>	18%	100%	13%	100%	0%	0%	<b>18%</b>

**Table E - Weekday and Weekend Peak Daily Traffic Percentages without and with Project**

Date	Pasenger Cars and Motorcycles	Trucks					Total
		Buses	2 Axle - (Single Units)	3 Axle - (Single Units)	4 Axle- (Single Units)	4+ Axle With Trailers	
<b><u>Existing Camp Traffic Percentages</u></b>							
<b>Weekday</b>	25%	100%	18%	100%	100%	0%	<b>23%</b>
<b>Weekend</b>	16%	100%	12%	100%	0%	0%	<b>15%</b>
<b><u>Camp Traffic Percentage with Expansion</u></b>							
<b>Weekday</b>	27%	100%	20%	100%	100%	0%	<b>26%</b>
<b>Weekend</b>	18%	100%	13%	100%	0%	0%	<b>18%</b>

**Table F - Level of Service Summary**

Date	Total Vehicles (PCE)	Capacity (LOS C) <sup>1</sup>	V/C	LOS <sup>1,2</sup>
<b><u>Existing Conditions</u></b>				
<b>Weekday</b>	698	10,224	0.068	<b>Better Than LOS C</b>
<b>Weekend</b>	675	10,224	0.066	<b>Better Than LOS C</b>
<b><u>Existing Plus Project Conditions</u></b>				
<b>Weekday</b>	726	10,224	0.071	<b>Better Than LOS C</b>
<b>Weekend</b>	693	10,224	0.068	<b>Better Than LOS C</b>

Notes:

- 1 Roadway Capacity and LOS calculated based on Table 3 for Generalized Annual Average Daily Volumes - Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population from the "2013 Quality/Level of Service Handbook" from the State of Florida Department of Transportation. Roadway Capacity reduced by 10% for Non-State Roadways and by another 20% for 2 lane undivided road without turn lanes.
- 2 LOS grade criteria not reported for LOS A, B.

**ATTACHMENT C:**

**APPENDIX A**

**CLASSIFICATION**

Lake Williams Dr btwn Lakewood Rd &amp; SR-38

Day: Friday  
Date: 7/25/2014City: Big Bear Lake  
Project #: CA14\_6143\_001**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	12	4	0	5	0	0	0	0	0	0	0	0	21
07:00	1	24	5	0	6	0	0	0	0	0	0	0	0	36
08:00	0	40	9	0	4	0	0	0	0	0	0	0	0	53
09:00	0	21	5	0	6	0	0	0	0	0	0	0	0	32
10:00	0	16	10	1	4	0	0	0	0	0	0	0	0	31
11:00	0	17	17	0	6	0	0	0	0	0	0	0	0	40
12:00 PM	0	20	2	0	8	0	0	0	0	0	0	0	0	30
13:00	0	32	5	0	5	0	1	0	0	0	0	0	0	43
14:00	0	31	8	2	2	1	0	0	0	0	0	0	0	44
15:00	1	26	8	0	7	0	0	0	0	0	0	0	0	42
16:00	0	24	9	0	9	0	0	0	0	0	0	0	0	42
17:00	0	49	7	0	5	0	0	0	0	0	0	0	0	61
18:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32
19:00	0	20	5	0	2	0	0	0	0	0	0	0	0	27
20:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
21:00	0	11	1	0	2	0	0	0	0	0	0	0	0	14
22:00	0	9	1	0	2	0	0	0	0	0	0	0	0	12
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
<b>Totals</b>	<b>2</b>	<b>410</b>	<b>106</b>	<b>3</b>	<b>76</b>	<b>1</b>	<b>1</b>							<b>599</b>
<b>% of Totals</b>	<b>0%</b>	<b>68%</b>	<b>18%</b>	<b>1%</b>	<b>13%</b>	<b>0%</b>	<b>0%</b>							<b>100%</b>

<b>AM Volumes</b>	1	135	51	1	32	0	0	0	0	0	0	0	0	220
<b>% AM</b>	0%	23%	9%	0%	5%									37%
<b>AM Peak Hour</b>	07:00	08:00	11:00	10:00	07:00									08:00
<b>Volume</b>	1	40	17	1	6									53
<b>PM Volumes</b>	1	275	55	2	44	1	1	0	0	0	0	0	0	379
<b>% PM</b>	0%	46%	9%	0%	7%	0%	0%							63%
<b>PM Peak Hour</b>	15:00	17:00	16:00	14:00	16:00	14:00	13:00							17:00
<b>Volume</b>	1	49	9	2	9	1	1							61
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	89	↔	15%	73	↔	12%	103	↔	17%	334	↔	56%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Lake Williams Dr btwn Lakewood Rd &amp; SR-38

Day: Saturday  
Date: 7/26/2014City: Big Bear Lake  
Project #: CA14\_6143\_001**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	15	3	0	2	0	0	0	0	0	0	0	0	20
08:00	0	25	7	0	1	0	0	0	0	0	0	0	0	33
09:00	0	17	6	0	4	0	0	0	0	0	0	0	0	27
10:00	1	41	6	0	4	0	0	1	0	0	0	0	0	53
11:00	0	30	8	0	12	0	0	1	0	0	0	0	0	51
12:00 PM	1	32	5	1	13	0	4	1	0	0	0	0	0	57
13:00	0	27	5	3	4	1	0	0	0	0	0	0	0	40
14:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
15:00	2	38	10	0	5	0	0	0	0	0	0	0	0	55
16:00	1	30	12	0	1	1	0	0	0	0	0	0	0	45
17:00	0	22	6	0	1	0	0	0	0	0	0	0	0	29
18:00	0	19	7	0	7	0	0	0	0	0	0	0	0	33
19:00	0	24	6	0	2	0	0	0	0	0	0	0	0	32
20:00	0	17	3	0	4	0	0	0	0	0	0	0	0	24
21:00	0	11	2	0	2	0	0	0	0	0	0	0	0	15
22:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
<b>Totals</b>	<b>5</b>	<b>395</b>	<b>95</b>	<b>4</b>	<b>66</b>	<b>2</b>	<b>4</b>	<b>3</b>						<b>574</b>
<b>% of Totals</b>	<b>1%</b>	<b>69%</b>	<b>17%</b>	<b>1%</b>	<b>11%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>						<b>100%</b>

<b>AM Volumes</b>	1	150	34	0	24	0	0	2	0	0	0	0	0	211
<b>% AM</b>	0%	26%	6%		4%			0%						37%
<b>AM Peak Hour</b>	10:00	10:00	11:00		11:00			10:00						10:00
<b>Volume</b>	1	41	8		12			1						53
<b>PM Volumes</b>	4	245	61	4	42	2	4	1	0	0	0	0	0	363
<b>% PM</b>	1%	43%	11%	1%	7%	0%	1%	0%						63%
<b>PM Peak Hour</b>	15:00	15:00	16:00	13:00	12:00	13:00	12:00	12:00						12:00
<b>Volume</b>	2	38	12	3	13	1	4	1						57
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	53	↔	9%	97	↔	17%	74	↔	13%	350	↔	61%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Lake Williams Dr btwn Lakewood Rd &amp; SR-38

Day: Sunday  
Date: 7/27/2014City: Big Bear Lake  
Project #: CA14\_6143\_001**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
07:00	0	20	3	0	1	0	0	0	0	0	0	0	0	24
08:00	0	14	1	0	2	1	0	1	0	0	0	0	0	19
09:00	1	10	9	0	3	0	0	0	0	0	0	0	0	23
10:00	1	29	6	0	4	0	0	0	0	0	0	0	0	40
11:00	0	19	7	0	1	0	0	0	0	0	0	0	0	27
12:00 PM	0	26	5	1	0	0	0	0	0	0	0	0	0	32
13:00	0	29	4	1	6	1	0	1	0	0	0	0	0	42
14:00	0	26	1	1	0	0	0	0	0	0	0	0	0	28
15:00	0	17	7	1	3	0	2	0	0	0	0	0	0	30
16:00	0	22	6	2	5	0	0	0	0	0	0	0	0	35
17:00	0	16	3	1	2	0	0	0	0	0	0	0	0	22
18:00	0	30	5	0	1	0	0	0	0	0	0	0	0	36
19:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
20:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
21:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>2</b>	<b>318</b>	<b>73</b>	<b>7</b>	<b>30</b>	<b>2</b>	<b>2</b>	<b>2</b>						<b>436</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>17%</b>	<b>2%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	2	112	28	0	12	1	0	1	0	0	0	0	0	156
<b>% AM</b>	0%	26%	6%		3%	0%		0%						36%
<b>AM Peak Hour</b>	09:00	10:00	09:00		10:00	08:00		08:00						10:00
<b>Volume</b>	1	29	9		4	1		1						40
<b>PM Volumes</b>	0	206	45	7	18	1	2	1	0	0	0	0	0	280
<b>% PM</b>		47%	10%	2%	4%	0%	0%	0%						64%
<b>PM Peak Hour</b>		18:00	15:00	16:00	13:00	13:00	15:00	13:00						13:00
<b>Volume</b>		30	7	2	6	1	2	1						42
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	43	↔	10%	74	↔	17%	57	↔	13%	262	↔	60%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Lake Williams Dr btwn Lakewood Rd &amp; SR-38

Day: Monday  
Date: 7/28/2014City: Big Bear Lake  
Project #: CA14\_6143\_001**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	16	1	0	6	0	0	0	0	0	0	0	0	23
07:00	0	19	5	0	4	0	0	0	0	0	0	0	0	28
08:00	0	14	2	0	5	0	0	0	0	0	0	0	0	21
09:00	0	16	3	0	3	1	0	0	0	0	0	0	0	23
10:00	0	20	3	0	6	0	0	1	0	0	0	0	0	30
11:00	0	16	9	0	3	0	0	0	0	0	0	0	0	28
12:00 PM	0	11	7	0	0	0	0	0	0	0	0	0	0	18
13:00	1	27	8	0	5	1	0	0	0	0	0	0	0	42
14:00	0	22	8	0	7	1	0	0	0	0	0	0	0	38
15:00	0	24	7	0	3	0	0	0	0	0	0	0	0	34
16:00	0	27	4	0	3	0	0	0	0	0	0	0	0	34
17:00	0	15	5	0	4	0	0	0	0	0	0	0	0	24
18:00	0	22	5	0	2	0	0	0	0	0	0	0	0	29
19:00	0	16	3	0	3	0	0	0	0	0	0	0	0	22
20:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
21:00	0	12	1	0	2	0	0	0	0	0	0	0	0	15
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>1</b>	<b>306</b>	<b>74</b>		<b>57</b>	<b>3</b>		<b>1</b>						<b>442</b>
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>17%</b>		<b>13%</b>	<b>1%</b>		<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	0	106	24	0	27	1	0	1	0	0	0	0	0	159
<b>% AM</b>		24%	5%		6%	0%		0%						36%
<b>AM Peak Hour</b>		10:00	11:00		06:00	09:00		10:00						10:00
<b>Volume</b>		20	9		6	1		1						30
<b>PM Volumes</b>	1	200	50	0	30	2	0	0	0	0	0	0	0	283
<b>% PM</b>	0%	45%	11%		7%	0%								64%
<b>PM Peak Hour</b>	13:00	13:00	13:00		14:00	13:00								13:00
<b>Volume</b>	1	27	8		7	1								42
<b>Directional Peak Periods</b>														
<b>All Classes</b>														
<b>Volume</b>														
<b>%</b>														
<b>Volume</b>														
<b>%</b>														

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	



**CLASSIFICATION**

Lake Williams Dr btwn Lakewood Rd &amp; SR-38

Day: Wednesday

Date: 7/30/2014

City: Big Bear Lake

Project #: CA14\_6143\_001

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	10	3	0	4	0	0	0	0	0	0	0	0	17
07:00	0	18	10	0	3	0	0	0	0	0	0	0	0	31
08:00	0	15	6	0	5	1	0	1	0	0	0	0	0	28
09:00	0	12	3	0	5	0	0	1	0	0	0	0	0	21
10:00	0	18	6	0	7	3	0	0	0	0	0	0	0	34
11:00	0	17	14	0	7	2	0	0	0	0	0	0	0	40
12:00 PM	0	19	5	0	6	0	0	0	0	0	0	0	0	30
13:00	0	23	9	0	8	1	1	0	0	0	0	0	0	42
14:00	0	22	4	0	2	0	0	0	0	0	0	0	0	28
15:00	0	23	8	0	5	1	1	0	0	0	0	0	0	38
16:00	0	17	2	0	9	0	0	0	0	0	0	0	0	28
17:00	0	23	6	0	7	0	0	0	0	0	0	0	0	36
18:00	0	26	5	1	8	0	0	0	0	0	0	0	0	40
19:00	0	19	1	0	5	0	0	0	0	0	0	0	0	25
20:00	0	15	3	0	4	0	0	0	0	0	0	0	0	22
21:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>		<b>307</b>	<b>87</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>2</b>						<b>493</b>
<b>% of Totals</b>		<b>62%</b>	<b>18%</b>	<b>0%</b>	<b>17%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	0	98	43	0	31	6	0	2	0	0	0	0	0	180
<b>% AM</b>		20%	9%		6%	1%		0%						37%
<b>AM Peak Hour</b>		07:00	11:00		10:00	10:00		08:00						11:00
<b>Volume</b>		18	14		7	3		1						40
<b>PM Volumes</b>	0	209	44	1	55	2	2	0	0	0	0	0	0	313
<b>% PM</b>		42%	9%	0%	11%	0%	0%							63%
<b>PM Peak Hour</b>		18:00	13:00	18:00	16:00	13:00	13:00							13:00
<b>Volume</b>		26	9	1	9	1	1							42
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume		%	Volume		%	Volume		%	Volume		%	
		59	↔	12%	72	↔	15%	64	↔	13%	298	↔	60%	

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Lake Williams Dr btwn Lakewood Rd &amp; SR-38

Day: Thursday

Date: 7/31/2014

City: Big Bear Lake

Project #: CA14\_6143\_001

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	13	2	0	3	0	0	0	0	0	0	0	0	18
07:00	0	21	9	0	5	0	1	0	0	0	0	0	0	36
08:00	0	16	4	0	6	0	0	0	1	0	0	0	0	27
09:00	1	13	7	0	6	1	0	0	2	0	0	0	0	30
10:00	0	16	5	0	7	0	1	0	1	0	0	0	0	30
11:00	0	15	6	0	7	3	0	1	0	0	0	0	0	32
12:00 PM	0	15	12	0	2	0	0	0	0	0	0	0	0	29
13:00	0	22	9	3	4	1	0	0	0	0	0	0	0	39
14:00	0	21	5	0	7	2	0	0	0	0	0	0	0	35
15:00	0	31	5	0	7	0	0	0	0	0	0	0	0	43
16:00	0	25	4	0	6	0	0	0	0	0	0	0	0	35
17:00	0	29	8	0	6	0	0	0	0	0	0	0	0	43
18:00	1	22	7	0	4	0	0	0	0	0	0	0	0	34
19:00	0	9	7	0	6	0	0	0	0	0	0	0	0	22
20:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
21:00	0	14	2	0	3	0	0	0	0	0	0	0	0	19
22:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>2</b>	<b>310</b>	<b>96</b>	<b>3</b>	<b>80</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>4</b>					<b>505</b>
<b>% of Totals</b>	<b>0%</b>	<b>61%</b>	<b>19%</b>	<b>1%</b>	<b>16%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	1	99	34	0	34	4	2	1	4	0	0	0	0	179
<b>% AM</b>	0%	20%	7%		7%	1%	0%	0%	1%					35%
<b>AM Peak Hour</b>	09:00	07:00	07:00		10:00	11:00	07:00	11:00	09:00					07:00
<b>Volume</b>	1	21	9		7	3	1	1	2					36
<b>PM Volumes</b>	1	211	62	3	46	3	0	0	0	0	0	0	0	326
<b>% PM</b>	0%	42%	12%	1%	9%	1%								65%
<b>PM Peak Hour</b>	18:00	15:00	12:00	13:00	14:00	14:00								15:00
<b>Volume</b>	1	31	12	3	7	2								43
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	63	↔	12%	68	↔	13%	78	↔	15%	296	↔	59%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Lakewood Dr E/o Onyx Way

Day: Friday  
 Date: 7/25/2014

City: Big Bear Lake  
 Project #: CA14\_6143\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
08:00	0	23	2	0	2	1	1	0	0	0	0	0	0	29
09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:00	0	7	5	0	0	0	1	0	0	0	0	0	0	13
11:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
13:00	0	5	0	1	1	0	0	0	0	0	0	0	0	7
14:00	0	2	0	2	0	0	0	0	0	0	0	0	0	4
15:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
16:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6
17:00	0	15	3	0	2	0	0	0	0	0	0	0	0	20
18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>		<b>101</b>	<b>22</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>2</b>							<b>139</b>
<b>% of Totals</b>		<b>73%</b>	<b>16%</b>	<b>2%</b>	<b>7%</b>	<b>1%</b>	<b>1%</b>							<b>100%</b>

<b>AM Volumes</b>	0	52	13	0	3	1	2	0	0	0	0	0	0	71
<b>% AM</b>		37%	9%		2%	1%	1%							51%
<b>AM Peak Hour</b>		08:00	10:00		08:00	08:00	08:00							08:00
<b>Volume</b>		23	5		2	1	1							29
<b>PM Volumes</b>	0	49	9	3	7	0	0	0	0	0	0	0	0	68
<b>% PM</b>		35%	6%	2%	5%									49%
<b>PM Peak Hour</b>		17:00	17:00	14:00	12:00									17:00
<b>Volume</b>		15	3	2	2									20

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	38	↔ 27%	13	↔ 9%	26	↔ 19%	62	↔ 45%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

Lakewood Dr E/o Onyx Way

Day: Saturday  
Date: 7/26/2014

City: Big Bear Lake  
Project #: CA14\_6143\_002

## Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	2	9	4	3	0	1	0	0	0	0	0	0	0	19
13:00	0	9	2	2	0	2	0	0	0	0	0	0	0	15
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
17:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6
18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>60</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>3</b>								<b>89</b>
<b>% of Totals</b>	<b>2%</b>	<b>67%</b>	<b>17%</b>	<b>6%</b>	<b>4%</b>	<b>3%</b>								<b>100%</b>

<b>AM Volumes</b>	0	12	4	0	0	0	0	0	0	0	0	0	0	16
<b>% AM</b>		13%	4%											18%
<b>AM Peak Hour</b>		07:00	07:00											07:00
<b>Volume</b>		4	1											5
<b>PM Volumes</b>	2	48	11	5	4	3	0	0	0	0	0	0	0	73
<b>% PM</b>	2%	54%	12%	6%	4%	3%								82%
<b>PM Peak Hour</b>	12:00	12:00	12:00	12:00	15:00	13:00								12:00
<b>Volume</b>	2	9	4	3	2	2								19
<b>Directional Peak Periods</b>														
<b>All Classes</b>														
<b>Volume</b>														
<b>%</b>														
<b>Volume</b>														
<b>%</b>														

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Lakewood Dr E/o Onyx Way

Day: Sunday  
 Date: 7/27/2014

City: Big Bear Lake  
 Project #: CA14\_6143\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
13:00	0	9	3	0	3	0	0	0	0	0	0	0	0	15
14:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
15:00	0	4	5	2	0	0	0	0	0	0	0	0	0	11
16:00	0	5	2	2	0	0	0	0	0	0	0	0	0	9
17:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>		<b>70</b>	<b>20</b>	<b>5</b>	<b>3</b>									<b>98</b>
<b>% of Totals</b>		<b>71%</b>	<b>20%</b>	<b>5%</b>	<b>3%</b>									<b>100%</b>

<b>AM Volumes</b>	0	22	5	0	0	0	0	0	0	0	0	0	0	27
<b>% AM</b>		22%	5%											28%
<b>AM Peak Hour</b>		10:00	06:00											10:00
<b>Volume</b>		7	2											8
<b>PM Volumes</b>	0	48	15	5	3	0	0	0	0	0	0	0	0	71
<b>% PM</b>		49%	15%	5%	3%									72%
<b>PM Peak Hour</b>		13:00	15:00	15:00	13:00									13:00
<b>Volume</b>		9	5	2	3									15

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes					
	Volume	%	Volume	%	Volume	%	Volume	%				
	6	↔	6%	17	↔	17%	15	↔	15%	60	↔	61%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Lakewood Dr E/o Onyx Way

Day: Monday  
 Date: 7/28/2014

City: Big Bear Lake  
 Project #: CA14\_6143\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00	0	3	2	0	0	0	0	1	0	0	0	0	0	6
11:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
13:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
14:00	0	3	4	0	2	2	1	0	0	0	0	0	0	12
15:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	4	1	0	0	2	0	0	0	0	0	0	0	7
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>		<b>45</b>	<b>15</b>		<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>						<b>71</b>
<b>% of Totals</b>		<b>63%</b>	<b>21%</b>		<b>4%</b>	<b>7%</b>	<b>1%</b>	<b>3%</b>						<b>100%</b>

<b>AM Volumes</b>	0	16	7	0	0	0	0	1	0	0	0	0	0	24
<b>% AM</b>		23%	10%					1%						34%
<b>AM Peak Hour</b>		06:00	11:00					10:00						10:00
<b>Volume</b>		4	3					1						6
<b>PM Volumes</b>	0	29	8	0	3	5	1	1	0	0	0	0	0	47
<b>% PM</b>		41%	11%		4%	7%	1%	1%						66%
<b>PM Peak Hour</b>		13:00	14:00		14:00	14:00	14:00	12:00						14:00
<b>Volume</b>		5	4		2	2	1	1						12

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	5	↔ 7%	10	↔ 14%	4	↔ 6%	52	↔ 73%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Lakewood Dr E/o Onyx Way

Day: Tuesday  
 Date: 7/29/2014

City: Big Bear Lake  
 Project #: CA14\_6143\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
08:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
11:00	0	2	5	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	3	7	0	0	0	0	0	0	0	0	0	0	10
15:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
16:00	0	3	0	0	1	0	0	1	0	0	0	0	0	5
17:00	0	5	0	0	0	0	0	1	0	0	0	0	0	6
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6
22:00	0	5	0	0	0	1	0	0	0	0	0	0	0	6
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>		<b>70</b>	<b>26</b>		<b>3</b>	<b>1</b>		<b>2</b>						<b>102</b>
<b>% of Totals</b>		69%	25%		3%	1%		2%						100%

<b>AM Volumes</b>	0	24	14	0	0	0	0	0	0	0	0	0	0	38
<b>% AM</b>		24%	14%											37%
<b>AM Peak Hour</b>		07:00	11:00											08:00
<b>Volume</b>		5	5											8
<b>PM Volumes</b>	0	46	12	0	3	1	0	2	0	0	0	0	0	64
<b>% PM</b>		45%	12%		3%	1%		2%						63%
<b>PM Peak Hour</b>		15:00	14:00		21:00	22:00		16:00						14:00
<b>Volume</b>		6	7		2	1		1						10

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	15	↔ 15%	8	↔ 8%	11	↔ 11%	68	↔ 67%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Lakewood Dr E/o Onyx Way

Day: Wednesday  
 Date: 7/30/2014

City: Big Bear Lake  
 Project #: CA14\_6143\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
08:00	0	5	1	0	0	2	0	0	0	0	0	0	0	8
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	6	2	0	0	1	0	1	0	0	0	0	0	10
11:00	0	2	7	0	0	2	0	0	0	0	0	0	0	11
12:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
13:00	0	2	2	0	1	0	1	0	0	0	0	0	0	6
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
15:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
16:00	0	6	0	0	2	0	0	0	0	0	0	0	0	8
17:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
18:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>		<b>51</b>	<b>25</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>						<b>90</b>
<b>% of Totals</b>		57%	28%	2%	6%	6%	1%	1%						100%

<b>AM Volumes</b>	0	21	14	0	0	5	0	1	0	0	0	0	0	41
<b>% AM</b>		23%	16%			6%		1%						46%
<b>AM Peak Hour</b>		10:00	11:00			08:00		10:00						11:00
<b>Volume</b>		6	7			2		1						11
<b>PM Volumes</b>	0	30	11	2	5	0	1	0	0	0	0	0	0	49
<b>% PM</b>		33%	12%	2%	6%		1%							54%
<b>PM Peak Hour</b>		16:00	15:00	17:00	12:00		13:00							15:00
<b>Volume</b>		6	5	1	2		1							9

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	13	↔ 14%	12	↔ 13%	11	↔ 12%	54	↔ 60%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Lakewood Dr E/o Onyx Way

Day: Thursday  
 Date: 7/31/2014

City: Big Bear Lake  
 Project #: CA14\_6143\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:00	1	4	2	0	2	2	1	0	1	0	0	0	0	13
10:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
11:00	0	3	2	0	0	1	1	1	0	0	0	0	0	8
12:00 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
13:00	0	5	3	3	0	0	0	0	0	0	0	0	0	11
14:00	0	2	2	0	3	0	0	1	0	0	0	0	0	8
15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>					<b>91</b>
<b>% of Totals</b>	<b>1%</b>	<b>55%</b>	<b>25%</b>	<b>3%</b>	<b>7%</b>	<b>3%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	1	21	11	0	3	3	2	1	1	0	0	0	0	43
<b>% AM</b>	1%	23%	12%		3%	3%	2%	1%	1%					47%
<b>AM Peak Hour</b>	09:00	09:00	10:00		09:00	09:00	09:00	11:00	09:00					09:00
<b>Volume</b>	1	4	3		2	2	1	1	1					13
<b>PM Volumes</b>	0	29	12	3	3	0	0	1	0	0	0	0	0	48
<b>% PM</b>		32%	13%	3%	3%			1%						53%
<b>PM Peak Hour</b>		13:00	12:00	13:00	14:00			14:00						13:00
<b>Volume</b>		5	4	3	3			1						11

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	9	↔ 10%	17	↔ 19%	6	↔ 7%	59	↔ 65%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# **EXHIBIT E**

## **Correspondence**

## Shahriari, Oxso - LUS

---

**From:** Scott Heule <scott.d.heule@gmail.com>  
**Sent:** Wednesday, May 13, 2015 5:38 PM  
**To:** Shahriari, Oxso - LUS  
**Cc:** jannadoop@charter.net; zieglerviking@gmail.com; Jackie Heule; Jackie Heule  
**Subject:** Project, P201300366, Long Beach YMCA Camp Oakes

My wife and I have lived at the corner of Monte Vista and Crestwood for the past 12 years. Before moving to Lake William we understood that YMCA Camp Oakes was just down the road and traffic coming and going to the camp would pass right by our home. The camp has operated at their current location for many years, long before any of us (my neighbors and us) bought property in the area. An enterprise that has been in operation as long as Camp Oakes necessarily must upgrade and or replace facilities to accommodate changes in codes, rebuild deteriorating buildings, and grow with the demands that their mission defines.

Back in the day most of us enjoyed the opportunity to spend a week at camp somewhere in the mountains or the beach. We believe that we are privileged to share in a small way the enjoyment that hundreds of campers experience when they come to visit.

The trucks and buses are mostly mindful that they need to slow down in our residential neighborhood on their way to camp. The small number of additional campers the proposed project will accommodate will have an insignificant impact on what we are already experiencing. We enjoy watching the faces of the kids through the bus windows.

Although the truck and bus traffic on our neighborhood roads does take its toll, they are in better condition than many county streets and roads in Bear Valley. In fact all the roads in our subdivision are in the process of being resurfaced.

We enjoy our piece of the mountains. We cannot say Camp Oakes and their hundreds of constituents cannot enjoy theirs. Camp Oakes is a good neighbor. We urge the planning commission to approve their request at the Board meeting on May 21, 2015.

--  
Scott and Jackie Heule  
1145 Crestwood Drive

## Shahriari, Oxso - LUS

---

**From:** eannmoody@charter.net  
**Sent:** Saturday, May 09, 2015 3:52 PM  
**To:** Shahriari, Oxso - LUS  
**Cc:** Supervisor Ramos; Paule, Philip; Prusch, David - LUS  
**Subject:** Fw: RE: 0315-291-02; P201300366; Revision; LPA for YMCA

-----Original Message-----

**From:** [eannmoody@charter.net](mailto:eannmoody@charter.net)  
**Date:** 5/5/2015 6:03:03 PM  
**To:** [Mike](#)  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning Mr Shahriari:

The planning meeting on April 16th prompted me to correspond with you once again.

The traffic study report that was presented raised these questions.

Who commissioned and paid for the report?

Who decided when the study would be completed?

If the answer to both questions is YMCA Camp Oaks I believe that the results were skewed to favor the camp. The study was completed at a time when there was minimal activity going on at the camp.

Two of the e-mails you printed out in favor of camp expansion were written by: an absentee property owner who complains about constant traffic or the deteriorating roads, and a resident who has erected a gate on Lakewood Drive, a property that no vehicles can pass in front of his property.

When we met with Phil Paul, Supervisor Ramos' Chief of Staff, he indicated that stipulations could be placed for approval. The residents are asking to have Lakewood Drive used as the main road to the camp as it does not block the neighborhood and would eliminate camp traffic on our residential streets. As previously stated we have residents who use the street to and from the school bus or riding bikes, skateboards, etc use the street. Additionally elderly residents, walkers and scooters and residents walking dogs use the street. The employees of the above mentioned street - sometimes on both sides leaving one lane of our 25'8" road open for the use of vehicles and pedestrians!

In the event of a fire evacuation only one road is available to accommodate all vehicles required to exit Lakewood Drive. Last weekend at the camp with residents trying to get all their vehicles and animals out this road would become a bottleneck.

It was stated that each cabin would accommodate 32 campers, this is an additional 320 people being bus

community, it would also entail additional trucks bringing in supplies, these residential roads are not designed for trucks, motor homes and trailers that use the camp. Last year the county put a layer of material on the roads to prevent cracks appearing once again.

Most areas of your report indicate "less than significant" impact. Granting this plan will have a significant impact on the streets servicing YMCA Camp Oaks.

I want to assure you that I think that YMCA Camp Oaks does a great service to the children and adults in the community. I am against camp expansion with the exception of the ever increasing traffic it would bring to this community.

-----Original Message-----

**From:** [Shahriari, Oxso - LUS](#)  
**Date:** 4/17/2015 10:02:04 AM  
**To:** [eannmoody@charter.net](mailto:eannmoody@charter.net)  
**Cc:** [Prusch, David - LUS](#)  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning Ms. Moody:

Myself and my direct report, Mr. Prusch, here copied, are your primary contact for this project. Please feel free to send us materials to Mr. Prusch and I. These materials will be included in project records and reviewed by appropriate management staff prior to going to a public hearing. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**

Land Use Services  
Planner

Phone: 909.387.4180 | Fax: 909.387.3223  
[www.SBCounty.gov](http://www.SBCounty.gov)

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---

**From:** eannmoody@charter.net [mailto:eannmoody@charter.net]  
**Sent:** Friday, April 17, 2015 9:20 AM  
**To:** Shahriari, Oxso - LUS  
**Subject:** Re: 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning to you:

Please supply me with the name of the person in the planning department who will be reviewing this project.

Thank you for your ongoing assistance.

-----Original Message-----

**From:** [Shahriari, Oxso - LUS](#)

**Date:** 4/6/2015 8:54:06 AM

**To:** [eannmoody@charter.net](#); [Thomas & Bonnie](#); [Lynne Rayner](#); [Marc Massey](#); [Keith Swift](#); [jannadoop@charter.net](#); [Dan Gieling](#)

**Subject:** 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning:

Please find the attached Notice of Hearing for the above project. You're being emailed because County Planning received email correspondence from you when the project was initially proposed in 2013. Notices of Hearing were also mailed out to those on the certified mailing list—so you may receive a print version of this notice, as well. Please review and call me with any questions. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



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## Shahriari, Oxso - LUS

---

**From:** Marc Massey <mtmassey@rhainsurance.com>  
**Sent:** Wednesday, May 06, 2015 3:07 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Hello, I will not be able to attend but would like to express my concerns! I have no problem with Camp Oaks adding more capacity, it's an awesome location with great facilities. The problem is the bus/vehicle traffic over our roads, especially Forest Hill as that seems to be their preferred route for ingress and egress. The County recently sealed the roads, but they did NOTHING to repair the cracked, deteriorating roads underneath. The area in front of my home, 46964 Forest Hill was completely destroyed from the bus traffic as they are way too heavy for the existing road. I have lived there for 11 years now and we have gone from okay surface to totally cracked and deteriorating. The seal is only a "paint" essentially and did nothing to address the underlying and it's already starting to fail. A full re-paving would need to be done to support the heavy bus traffic as during the season, there is literally daily heavy bus traffic. These aren't small "school" type busses, they are the full blown heavy charter type. Plus the event traffic such as the yearly star gazers. Hundreds of vehicles are streaming in and out all day long for three straight days and that does not even include the summer camp traffic which is daily. The roads were never designed for that much traffic.

Please pass this concern along to whomever!

Marc Massey  
Russ Humphreys & Associates Insurance  
41609 Big Bear Blvd  
PO Box 6811  
Big Bear Lake, CA 92315  
909-866-9626 ext 206  
800-675-2228  
909-878-5356 Fax  
Lic.# 0764250

---

**From:** Shahriari, Oxso - LUS [<mailto:Shahriari.Oxso@lus.sbcounty.gov>]  
**Sent:** Wednesday, May 06, 2015 2:11 PM  
**To:** [jannadoop@charter.net](mailto:jannadoop@charter.net); Dan Gieling; Keith Swift; [eannmoody@charter.net](mailto:eannmoody@charter.net); Marc Massey; Lynne Rayner; Thomas & Bonnie  
**Cc:** Prusch, David - LUS; Jeremy Echnoz; Hart, Jeremy ([jhart@lpainc.com](mailto:jhart@lpainc.com))  
**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Good afternoon:

You are in receipt of this email and the attached Notice of Hearing because you've expressed interest in attending the above-referenced project's public hearing. A Planning Commission Public Hearing is scheduled for May 21, 2015, beginning 9 AM or thereafter, at the San Bernardino County Government Center, located at 385 North Arrowhead Avenue, San Bernardino, CA 92415. The hearing will be held in the Main Hearing Chambers on the First Floor. Please share this email and Notice of Hearing with other interested parties or those who signed a petition.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**

Land Use Services

*Planner*

Phone: 909.387.4180 | Fax: 909.387.3223

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## Shahriari, Oxso - LUS

---

**From:** jjboss48@aol.com  
**Sent:** Monday, April 27, 2015 7:29 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** Re: 0315-291-02; P201300366; Revision; LPA for YMCA  
**Attachments:** 1.jpeg; 2.jpeg; 3.jpeg; 4.jpeg; 5.jpeg; 6.jpeg; 7.jpeg; 8.jpeg; 9.jpeg; 10.jpeg; 11.jpeg; 12.jpeg; 13.jpeg

Good morning Mr. Shahriari,

Thank you for your email.

I want you to know that this neighborhood likes the YMCA and what it does for the youths of today for tomorrow. I even played YMCA basketball in the 80's.

What our neighborhood does care about is the FIRE PINCH POINT at Lakewood Dr. and Skyview Dr. If a fire starts there all the people at the YMCA and our whole neighborhood would be trapped. 3 years ago we had a fire that nearly did that.

We care about the the traffic doubling or even tripling. Putting children, pets and anybody walking in jeopardy.

We also care about the destruction of our streets by the constant assault of buses, delivery trucks, and patrons. We can literally trip in one pot hole and fall into the next. Our streets were not designed for commercial vehicles.

I spoke before the board of supervisors on May 20,2014. It's a matter of public record. Some of the paper work I gave you was an exact copy of the speech presented to the Board. I took meetings with Phil Paule chief of staff to James Ramos. Phil Paule went for a tour of our neighborhood with Mike Young, Ann Moody, and myself Jeff Bouska. He took pictures and saw some of our traffic concerns. To make sure our representatives haven't forgot about us we are trying to put together some people to go to the Board of Supervisors meeting in May.

One other thing, Was the traffic survey paid for by the COUNTY or the YMCA camp oakes? Who made the decision on what date/weekend to put in the counters. There are only 122 homes and over 50% are part timers. This does not fit with the traffic studies numbers.

I noticed that I did not include the signatures from the 2014 Community flyer. I have included the rest of the property owners signatures. There are 32 property owner signatures. I would appreciate it if they could be added to the file. Can you notify me of receiving those additional signatures. We also have a 2015 flyer that just started going around. Thank you so much for your time Oxso. Jeff Bouska 909-585-8809

-----Original Message-----

**From:** Shahriari, Oxso - LUS <Shahriari.Oxso@lus.sbcounty.gov>  
**To:** jjboss48 <jjboss48@aol.com>  
**Sent:** Thu, Apr 23, 2015 12:10 pm  
**Subject:** FW: 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning Mr. Bauska:

Please see the attached opposition comments you provided us in the April 16, 2015 Zoning Administrator hearing. The comments and the attached petition are now part of the records. I have also added your name and email address to the list of interested parties that would like to get noticed when this project is scheduled for a Planning Hearing. A notice of hearing will be sent to you soon. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**

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---

**From:** Shahriari, Oxso - LUS  
**Sent:** Thursday, April 23, 2015 12:02 PM  
**To:** Hart, Jeremy ([jhart@lpainc.com](mailto:jhart@lpainc.com)); [jeremy.echnoz@lbymca.org](mailto:jeremy.echnoz@lbymca.org); Shulman, Ginger ([gshulman@lpainc.com](mailto:gshulman@lpainc.com))  
**Cc:** Prusch, David - LUS  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA for YMCA  
**Importance:** High

Good morning;  
Given the ZA decision to defer the project to a PC hearing—due to awareness of additional community opposition, and given the additional work involved, please see the attached Invoice and arrange for payment. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



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**From:** Shahriari, Oxso - LUS  
**Sent:** Wednesday, April 15, 2015 8:17 AM  
**To:** Hart, Jeremy ([jhart@lpainc.com](mailto:jhart@lpainc.com)); [jeremy.echnoz@lbymca.org](mailto:jeremy.echnoz@lbymca.org); Shulman, Ginger ([gshulman@lpainc.com](mailto:gshulman@lpainc.com))  
**Subject:** FW: 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning:  
Please see the attached Notice of Hearing and Agenda. We're Item 4, however, I'm being told that the first three are minimally controversial so please plan to be here at 9 or shortly after. Thank you and call me with any questions.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



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---

**From:** Shahriari, Oxso - LUS  
**Sent:** Monday, April 06, 2015 8:57 AM  
**To:** Hart, Jeremy ([jhart@lpainc.com](mailto:jhart@lpainc.com)); [jeremy.echnoz@bymca.org](mailto:jeremy.echnoz@bymca.org); Shulman, Ginger ([gshulman@lpainc.com](mailto:gshulman@lpainc.com))  
**Subject:** FW: 0315-291-02; P201300366; Revision; LPA for YMCA

The hearing has been advertised and noticed—please see below; and find attached the Notice of Hearing. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**

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---

**From:** Shahriari, Oxso - LUS  
**Sent:** Monday, April 06, 2015 8:54 AM  
**To:** '[eanmood@charter.net](mailto:eanmood@charter.net)'; 'Thomas & Bonnie'; 'Lynne Rayner'; 'Marc Massey'; 'Keith Swift'; '[jannadoop@charter.net](mailto:jannadoop@charter.net)'; 'Dan Gieling'  
**Subject:** 0315-291-02; P201300366; Revision; LPA for YMCA

Good morning:

Please find the attached Notice of Hearing for the above project. You're being emailed because County Planning received email correspondence from you when the project was initially proposed in 2013. Notices of Hearing were also mailed out to those on the certified mailing list—so you may receive a print version of this notice, as well. Please review and call me with any questions. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**

Land Use Services

*Planner*

Phone: 909.387.4180 | Fax: 909.387.3223

[www.SBCounty.gov](http://www.SBCounty.gov)

*Our job is to create a county in which  
those who reside and invest can prosper  
and achieve well-being.*

**2014 Community Flyer.**

**Please join your community in finding solutions to these very real issues.**

**Please circle one:**

**I have concerns about the road condition, speeding, traffic and a second  
Emergency exit.**

**I don't have concerns about the road condition, speeding, traffic and a second  
Emergency exit.**

**Please return before June 10, that is the meeting with Supervisors Ramos chief of  
staff, Phil Paule. Return to the mail box of Ann Moody at 46817 Skyview Dr. Big  
Bear City, Lake Williams 92314 or the mailbox of Jeff Bouska at 46804 skyview Dr.  
Big Bear City, Lake Williams. Or the mailbox of Mike Young at 47200 skyview Dr.  
Big Bear City, Lake Williams 92314**

**Property Owner's signature and address.**

*Robert L. Chambers*

---

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Property Owner's signature and address.

Nicole Desaux-Kompania

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**Property Owner's signature and address.**

A handwritten signature in black ink, appearing to read "Jane S. Young", is written over a horizontal line. The signature is stylized and includes a large loop at the end.

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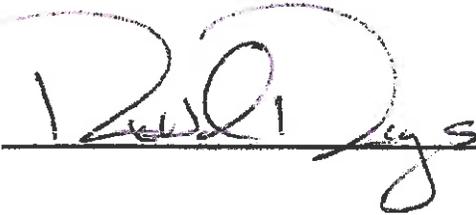
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Big Bear City, Lake Williams 92314**

**Property Owner's signature and address.**

  
\_\_\_\_\_

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Big Bear City, Lake Williams 92314

Property Owner's signature and address.

DON WEBER 1175 CRESTWOOD DR  
MOUNTAINHONER@GMAIL.COM

2014 Community Flyer.

Please join your community in finding solutions to these very real issues.

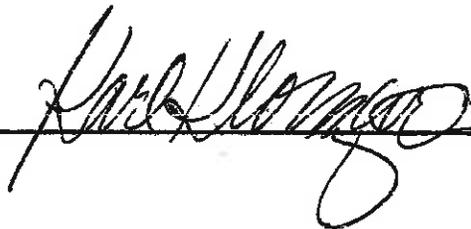
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Property Owner's signature and address.

 47180 Montevista

2014 Community Flyer.

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Big Bear City, Lake Williams 92314

Property Owner's signature and address.

KARL + SUSAN ALLEE 1140 ONYX WAY

*Karl Allee*

BBC. 92314

*Susan Allee*

karlahee@yahoo.com

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Big Bear City, Lake Williams 92314

Property Owner's signature and address.

James A. Schronover 1135 ONYX WAY B.B.C  
92314

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Property Owner's signature and address.



1210 Crestwood Dr  
r2z4c316@yahoo.com

A

2014 Community Flyer.

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Property Owner's signature and address.

T. L. WALDROP 1220 CRESTWOOD DR.

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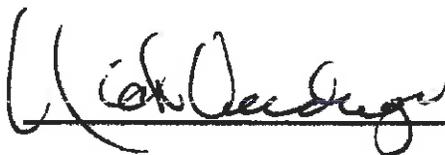
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Big Bear City, Lake Williams 92314

Property Owner's signature and address.

 46818 Skyview

NV220460@AOL.COM

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Big Bear City, Lake Williams 92314

Property Owner's signature and address.

Charles M. Young & Robert M. Young  
47200 SkyView Dr. Big Bear City, Lake Williams  
myoung99@charter.net

2014 Community Flyer.

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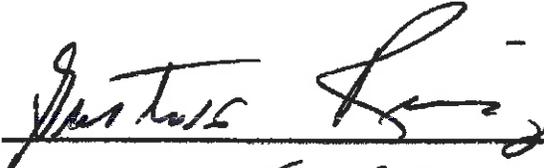
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Property Owner's signature and address.

  
47285 SKY VIEW DR BCC

*Spoke B4 Board Supervisors on May 20, 2014  
People can't use Lakewood  
because it is trespassing*

Hi Mr. Paule,

**Best Case Scenario:**

1. Our streets get repaved.
2. We get a Fire Emergency second entrance/exit.
3. County and the YMCA get together and pave the .32 mile part of Lakewood Drive that is dirt. With a contingency that the camp traffic uses their legal access road Lakewood Drive. They used Lakewood Drive until 1990. After the Association was dissolved in 1990, Camp Oakes started coming through our community. The YMCA is the major contributors to the destruction of our streets. They should be held accountable. Our streets were not designed for commercial vehicles. By going through our Community the traffic affects 120 property owners while going down their legal access road Lakewood Drive it only affects 6 property owners and only 3 homes.
4. Change the speed limit sign from 25mph to 15mph.
5. Install sidewalks.
6. We need access to our Community Park.

*Are you going to tear  
down the old building?*

The camp has gone from serving 1500 or so in 1990 and now in 2014 they serve 11,000. This is an explosion in traffic. Now they are asking for permits to build 12 more cabins. So this number is only going up!!!

The school bus drops the children off way out by the highway. This puts the children in a precarious position. They should be dropped off in a centrally located safer area but they can't because the streets are too narrow for commercial vehicles.

**Views from the Community:**

1. If you don't pave the dirt road, the people along that dirt road don't want the traffic because of the dust.
2. If you put a second entrance exit at Valley View and Skyview Drive. The people in that area don't want a second entrance/exit put there unless Camp Oakes traffic uses their legal access road. They don't want Valley View to become another Skyview Drive.
3. All the people I talked too were very concerned about the traffic, speeding and conditions of our streets.
4. All the people I talked too were very concerned about a second Fire Emergency entrance/exit.

*If you build you must comply with all  
new codes.*

My name is Jeff Bouska, college professor and property owner in Big Bear City, Lake Williams. I am here representing the small Community of Lake Williams, Big Bear City on two separate issues.

1. The traffic and speeding problem and
2. The fire emergency exit problem

### #1- Speeding and Traffic

First of all the traffic and speeding is out of control in our small community of Lake Williams. There are only 122 homes. The YMCA Camp Oaks serves 11000 people every year. All of their traffic goes through our community. The constant assault of cars, buses, and almost daily deliveries from semi-trucks has destroyed our streets. Our streets were **NOT** designed for **COMMERCIAL** vehicles. As a consequence there are so many pot holes, that you can literally trip in one, and fall into another.

*increase from 11,000 to 30,000*

As of April 2014 a new gate (gate # 1 on the map) has been installed by Dan Gieling. This blocks the legal access road to the YMCA camp, Big Bear Park and Rec Lake Williams property and 3 other property owners. This diverts 100% of the YMCA camp traffic through our community.

Prior to 1990 our small community had an association which didn't allow the YMCA traffic down our streets.

Because our streets have **NO** sidewalks and are only 25 feet 8 inches wide, when cars are parked opposite of each other, there is a dangerous amount of room for a pedestrian. This is especially important when the children are walking home from the bus stop.

We the people of Lake Williams would like all of the YMCA Camp OAKS traffic to use their legal access road Lakewood Drive, like they did before. This would **eliminate** the traffic and speeding and possibly save lives.

We have talked to the Sherriff, Highway Patrol, Liz Harris, Big Bear Park and Rec Reece Troublefield, and Sam and Jeremy, Directors of the YMCA. Nobody will help us. Car accidents have happened, pets have been run over, and people have almost been hit. Does someone have to die before the community can get some action?

### #2-Fire Emergency Exit strategy

Several years back a house as well as part of the next door garage burned to the ground before the Fire Dept. even got there. During that fire, unless you had a good 4 wheel drive vehicle you were trapped inside the neighborhood. It was pretty scary. After the fire we had community meeting with the Fire Dept. and there was talk of a second way out, but nothing ever came of that.

We the people of Lake Williams are begging you for a second entrance/exit out of Lake Williams. This also could save lives. There are 2 alternative fire exit possibilities listed on the map.

# 2014 Community flyer

Please join your neighbors in trying to REMEDY these very REAL and DANGEROUS problems.

## **#1- Speeding and Traffic**

The traffic and speeding is out of control in our small community of Lake Williams, Big Bear City. There are only 122 homes. The YMCA Camp Oaks serves 11000 people every year. All of their traffic goes through our community. The constant assault of cars, buses, and almost daily deliveries from semi-trucks has destroyed our streets. Our streets were **NOT** designed for **COMMERCIAL** vehicles. As a consequence there are so many pot holes, that you can literally trip in one, and fall into another.

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**ATTENTION PROPERTY OWNERS**

The development proposal listed below has been filed with County Planning. Please comment in the space below. You may attach additional pages as necessary.

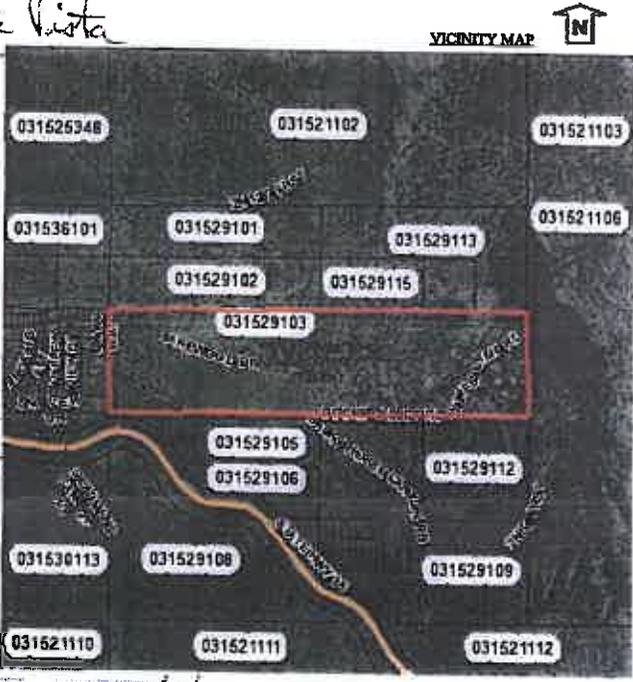
Your comments must be received by Planning no later than October 09, 2013 to be sure that they are included in the final project action. However, comments will be taken up to the time of the project decision. Please refer to this project by the Applicant's name and the Assessor Parcel Number indicated below. If you have no comment, a reply is not necessary. If you have any questions regarding this proposal, please contact Planning, OXSO SHAHRIARI at (909) 387-4180, by email at [oxso.shahriari@lms.sbcounty.gov](mailto:oxso.shahriari@lms.sbcounty.gov), or mail your comments to the address above. If you wish, you may also FAX your comments to (909) 387-3223.

ASSESSOR PARCEL NUMBER: 0315-291-03 (See map below for more information)  
 PROJECT NUMBER: P201300366/RMC \* Multiple Parcel Associations \*  
 APPLICANT: LPS, INC  
 LAND USE DISTRICT (ZONING): BV/RL40  
 IN THE COMMUNITY OF: BIG BEAR CITY/3RD/ SUPERVISORIAL DISTRICT  
 LOCATED AT: MONTE VISTA DRIVER, EAST OF HIGHWAY 38 INTERSECTION  
 PROPOSAL: REVISION TO AN APPROVED ACTION TO ADD 10 NEW CABINS, A NEW DINING HALL, A NEW MAINTENANCE SHED, A NEW ENTRANCE GATE AND A NEW BRIDGE TO THE EXISTING LAKE ON PORTIONS OF 130 ACRES

2013 OCT 10 11:05

If you want to be notified of the project decision, please print your name clearly and legibly on this form and mail it to the address above along with a self-addressed stamped envelope. All decisions are subject to an appeal period of ten (10) calendar days after an action is taken. Comments (if you need additional space, please attach additional pages):

*I have on Monte Vista and for 20 years I haven't been able to pull a Building Permit, because of water constraints or water shortages. How is it that all of a sudden the County has found enough water for 10 cabins and a hall. This is an outrage. Please submit a challenge on this matter. This is ridiculous.*



SIGNATURE *Joe P. Lita* DATE *10/6/13* AGENCY

IF THIS DECISION IS CHALLENGED IN COURT, SUCH CHALLENGE MAY BE LIMITED TO ONLY THOSE ISSUES RAISED IN WRITING AND DELIVERED TO LAND USE SERVICES BEFORE THE PROJECT DECISION IS MADE.

IF A PUBLIC HEARING IS HELD ON THE PROPOSAL, YOU OR SOMEONE ELSE MUST HAVE RAISED THOSE ISSUES AT THE PUBLIC HEARING OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE HEARING BODY AT, OR PRIOR TO, THE HEARING. DUE TO TIME CONSTRAINTS AND THE NUMBER OF PERSONS WISHING TO GIVE ORAL TESTIMONY, TIME RESTRICTIONS MAY BE PLACED ON ORAL TESTIMONY AT ANY PUBLIC HEARING ABOUT THIS PROPOSAL. YOU MAY WISH TO MAKE YOUR COMMENTS IN WRITING TO ASSURE THAT YOU ARE ABLE TO EXPRESS YOURSELF ADEQUATELY.

*Please, Let me know what happens with this issue.*

## **Shahriari, Oxso - LUS**

---

**From:** eannmoody@charter.net  
**Sent:** Friday, October 04, 2013 3:30 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

As a follow up to our conversation I want to elaborate on the traffic situation in our strictly residential neighborhood.

This is a rural community with fairly narrow roads, no sidewalks and a posted 25 mph speed limit. Consequently our children use the roads to walk to their bus stops as well as ride bikes and skate boards.

Camp Oaks currently services over 11,000 individuals a year and now plans to expand their services with 10 additional cabins. They also offer tent, trailer and recreational vehicle camping. I have no problem with Camp Oaks expanding their business.

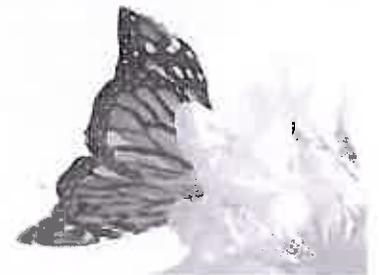
All vehicles going to Camp Oaks use Skyview Drive. Children are bussed in by large school or other busses. Large food service and supply trucks as well as septic pumping and propane trucks use the road. Until quite recently animal feed and hay was also delivered to the camp via Skyview Drive. There are also a considerable amount of campers using the road. Lastly individuals that work at the camp use Skyview Drive. Residents are subjected to this traffic 7 days a week year round.

**THE 25 MPH SPEED LIMIT IS RARELY COMPLIED WITH.**

It's my understanding that the original plan was for Camp Oaks traffic to use Lakewood Drive. It is a partially paved - partially dirt road that leads to the Camp Oaks gate. Lakewood needs to be utilized by Camp Oaks traffic so that residents in this community will no longer be forced to live with commercial traffic on our roads.

Thanks for your immediate and courteous response to my initial inquiry.

Elizabeth Ann Moody



In

——Original Message——

**From:** Shahriari, Oxso - LUS  
**Date:** 10/4/2013 12:08:00 PM  
**To:** eanmoodv@charter.net  
**Cc:** Petre, Ed  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Now with the attachment.

---

**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 12:04 PM  
**To:** 'eanmoodv@charter.net'  
**Cc:** Petre, Ed  
**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Elizabeth;

Per our discussion just now, please see the official project notification mailed out for the above project. The county traffic engineer I most often interact with is Mr. Ed Petre, here copied to expand the discussion

regarding access road to the YMCA camp.

I encourage you to contact me with any questions or concerns. Thank you.



**Oxso Shahriari**

**Planner, Land Use Services Department**

**County of San Bernardino**

**385 North Arrowhead Avenue, First Floor**

**San Bernardino, CA 92415-0187**

**T: (909) 387-4180**

**F: (909) 387-3223**

**E: [oxso.shahriari@lus.sbcounty.gov](mailto:oxso.shahriari@lus.sbcounty.gov) W: [www.sbcounty.gov](http://www.sbcounty.gov)**

***"Our Job is to create a county in which those who reside and invest can prosper and achieve well-being."***

The County of San Bernardino Development Code may be accessed at

<http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DC.pdf>

Please send all mail correspondence to

Attn: Oxso Shahriari

County of San Bernardino Land Use Services Department, Planning Division

385 North Arrowhead Ave First Floor

San Bernardino, CA 92415-0187



**FREE Animations for your email** [Click Here!](#)

## Shahriari, Oxso - LUS

---

**From:** Keith Swift <keith@blueskiesmanor.com>  
**Sent:** Friday, March 06, 2015 10:48 AM  
**To:** Shahriari, Oxso - LUS  
**Subject:** support for Camp Oaks project

Dear Sirs:

My wife and I own two properties in Lake Williams and the two of us support the Camp Oaks current building project.

Thank you,

><Keith

Keith Swift, Administrator; Phone: 909 583 3124

**Blue Skies Manor** ...*providing professional independent and assisted living services for senior adults (License #366425955).*

<http://www.BlueSkiesManor.com>

## Shahriari, Oxso - LUS

---

**From:** Dan Gieling <bbgforce@hotmail.com>  
**Sent:** Friday, March 06, 2015 11:15 AM  
**To:** Shahriari, Oxso - LUS; jeremy.echnoz@lbymca.org  
**Subject:** YMCA PROPOSED PROJECT

To SB County planner;

I would like to state my personal opinion, as a property owner in Lake Williams, regarding the proposed project. I am in no way opposed to this project and in fact would like to take this opportunity to tell you what a great neighbor the Y is to our community. My wife and I not only support the Y but also appreciate the great lengths they go to to help support quality youth education. The Y, through their generosity, provided the DWP with land on which now has the deep water well providing water to our community at no charge. They, The Y, has provided Lake Williams with a sign at the entrance to our community reminding their campers as well as our neighbors to drive with caution while asking everyone to maintain a speed equal to if not less than the states mandatory limit for residential areas. In closing, I hope the content of this letter has an input on the decision to grant the Y the requested permit necessary to begin construction on this project.

Sincerely,

Daniel and Suzanne Gieling  
Home owners Lake Williams Big Bear Ca

## Shahriari, Oxso - LUS

---

**From:** Thomas & Bonnie <tombonnieb@yahoo.com>  
**Sent:** Sunday, October 06, 2013 1:46 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** RE:0315-291-02; P201300366;Revision;LPA Architects for YMCA

Dear Sir: I am concerned over the proposal to expand Camp Oaks services without a study on the impact of additional traffic to Skyview Drive. The additional burden placed on Skyview Drive MUST be considered. Currently all of Camp Oaks traffic which includes but not limited to commercial buses, tractor trailer delivery trucks, private vehicles, motor homes and camping trailers. There are NO sidewalks for children to use going and coming from school, this currently presents a concern for their safety. I believe it was originally intended that Lakewood Drive was to be extended so traffic would be bypass Skyview Drive which is a small residential street. WE have lived in Lake Williams since 1976, when we originally purchases our home the developers told us that that Lakewood Drive would be extended so that traffic to Camp Oaks would bypass Skyview Drive. We hope that a alternate solution to using Skyview Drive be explored. Thomas & Bonnie Banish 46845 Skyview Drive BBC, Ca. 92314

2 of 3

October 9, 2013

TO WHOM IT MAY CONCERN;

IN RESPONSE TO YOUR NOTICE RE- ASSESSOR PARCEL NUMBER 0315-291-03,  
PROJECT NUMBER P201300366/RMC.

MY CONCERNS IN REGARDS TO THIS PROJECT ARE THE FOLLOWING.

TEN NEW CABINS, A NEW DINING HALL, A NEW MAINTENANCE SHED, A NEW  
ENTRANCE GATE AND A NEW BRIDGE TO THE EXISTING LAKE ON PORTIONS OF  
130 ACRES.

YOU INDICATE 10 NEW CABINS. ARE THEY MULTI LEVEL CABINS AND WHERE  
ARE THESE CABINS GOING TO BE BUILT? ARE THESE CABINS IN ADDITION TO  
CABINS THAT ARE IN EXISTENCE NOW.

THIS WOULD INDICATE A LARGER POPULATION AT THIS PARCEL. HOW MANY  
ADDITIONAL INDIVIDUAL WILL THESE CABINS ACCOMMODATE? WILL TRAFFIC  
INCREASE IN OUR NEIGHBORHOOD? HOW MANY ADDITIONAL VEHICLES WILL BE  
TRAVELING WITHIN OUR COMMUNITY. WHAT ARE THE ADVERSE RESULTS TO  
THE STREETS? HOW WILL THE POLLUTION AFFECT THE COMMUNITY? ARE THE  
WATER DEMANDS GOING TO AFFECT THE GROUND WATER AQUIFER LEVELS, THIS  
COMMUNITY DEPENDS ON, FOR DRINKING WATER? HOW WILL THE WASTE  
CREATED BY THE ADDITIONAL POPULATION AT THIS SITE AFFECT THE  
ENVIRONMENT.



1 OF 3

**SAN BERNARDINO COUNTY  
LAND USE SERVICES  
PLANNING PROJECT NOTICE**

385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182

Referral Date:  
September 25, 2013

**ATTENTION PROPERTY OWNERS**

Page 1 of 2

The development proposal listed below has been filed with County Planning. Please comment in the space below. You may attach additional pages as necessary.

Your comments must be received by Planning no later than October 09, 2013 to be sure that they are included in the final project action. However, comments will be taken up to the time of the project decision. Please refer to this project by the Applicant's name and the Assessor Parcel Number indicated below. If you have no comment, a reply is not necessary. If you have any questions regarding this proposal, please contact Planner, OXSO SHAHRIANI at (909) 387-4100, by email at [oxso.shahriani@sanbernardino.gov](mailto:oxso.shahriani@sanbernardino.gov), or mail your comments to the address above. If you wish, you may also FAX your comments to (909) 387-3223.

**ASSESSOR PARCEL NUMBER:** 0515-291-03

(See map below for more information)

**PROJECT NUMBER:** P201300046/RMC

\* Multiple Parcel Associations \*

**APPLICANT:** LRS, INC

**LAND USE DISTRICT  
(ZONING):** BV/RL40

**IN THE COMMUNITY OF:** BIG BEAR CITY/SRD/ SUPERVISORIAL DISTRICT

**LOCATED AT:** MONTE VISTA DRIVER, EAST OF HIGHWAY 38 INTERSECTION

**PROPOSAL:** REVISION TO AN APPROVED ACTION TO ADD 10 NEW CABINS, A NEW DINING HALL, A NEW MAINTENANCE SHED, A NEW ENTRANCE GATE AND A NEW BRIDGE TO THE EXISTING LAKE ON PORTIONS OF 130 ACRES

If you want to be notified of the project decision, please print your name clearly and legibly on this form and mail it to the address above along with a self-addressed, stamped envelope. All decisions are subject to an appeal period of ten (10) calendar days after an action is taken.

Comments (If you need additional space, please attach additional pages):



WE ARE A FAMILY ORIENTED NEIGHBORHOOD WITH MANY CHILDREN WHO PLAY WITH SKATEBOARDS, AND/OR BICYCLES, RAZORS, BALLS, ETC. WE HAVE NO SIDEWALKS AND OUR CHILDREN WALK ON THE STREETS TO GET AND FROM THE BUS STOP AND HOMES. ANOTHER CONCERN, WILL THERE BE A SECOND ENTRY/EXIT TO LAKE WILLIAMS? AS IT IS NOW, WE ALREADY HAVE LARGE COMMERCIAL IE; SCHOOL BUSES, LARGE TRUCK AND TRAILERS DELIVERY, RECREATIONAL VEHICLES GOING AND COMING INTO THE PARCEL IN QUESTION. WHAT'S GOING TO HAPPEN IN A EVACUATION?

THESE ARE VERY VALID CONCERNS AND THEY GO ON AND ON. DUE TO THE LACK OF INFORMATION WE WOULD BE AGAINST ANY DEVELOPMENT THAT WOULD ADVERSELY AFFECT OUR COMMUNITY!

THANK YOU  
MR. GUSTAVO RUIZ AND MRS. NORMA J. RUIZ



**SAN BERNARDINO COUNTY  
LAND USE SERVICES  
PLANNING PROJECT NOTICE**  
385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182

R1  
September 13

**ATTENTION PROPERTY OWNERS**

Page 1 of 2

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**ASSESSOR PARCEL NUMBER:** 0315-291-03 (See map below for more information)  
**PROJECT NUMBER:** P201300366/RMC Multiple Parcel Association  
**APPLICANT:** LPS, INC  
**LAND USE DISTRICT (ZONING):** BV/RL49  
**IN THE COMMUNITY OF:** BIG BEAR CITY/3RD SUPERVISORIAL DISTRICT  
**LOCATED AT:** MONTE VISTA DRIVER, EAST OF HIGHWAY 38 INTERSECTION  
**PROPOSAL:** REVISION TO AN APPROVED ACTION TO ADD 10 NEW CABINS, A NEW DINING HALL, A NEW MAINTENANCE SHED, A NEW ENTRANCE GATE AND A NEW BRIDGE TO THE EXISTING LAKE ON PORTIONS OF 134 ACRES

2013 OCT -8 11:11 PM

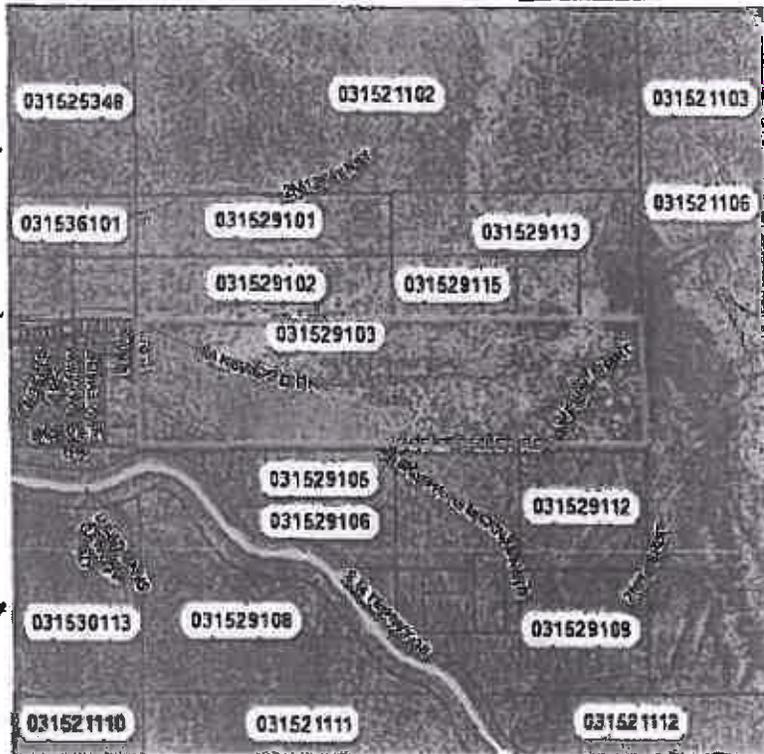
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Comments (if you need additional space, please attach additional pages):

*Re: Lake Williams Streets / LPS, Inc.*

VICINITY MAP

*We live at 47170 Monte Vista Dr., Big Bear City. Our street goes directly to this area. Our streets are in dire need of re-paving lanes to the commercial vehicles (buses, food trucks, 18 wheelers) etc. This is a residential road not meant for commercial use. We need the budget in the above proposal to include new pavement & curbs + maintenance.*



*Russell & Anna Kemp  
951 780-6538 home  
951 565-6907 cell*

**SIGNATURE** *Anna Kemp* **DATE** 9/3/13 **AGENCY**

IF THIS DECISION IS CHALLENGED IN COURT, SUCH CHALLENGE MAY BE LIMITED TO ONLY THOSE ISSUES RAISED IN WRITING AND DELIVERED TO LAND USE SERVICES BEFORE THE PROJECT DECISION IS MADE.

IF A PUBLIC HEARING IS HELD ON THE PROPOSAL, YOU OR SOMEONE ELSE MUST HAVE RAISED THOSE ISSUES AT THE PUBLIC HEARING OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE HEARING BODY AT, OR PRIOR TO, THE HEARING. DUE TO TIME CONSTRAINTS AND THE NUMBER OF PERSONS WISHING TO GIVE ORAL TESTIMONY, TIME RESTRICTIONS MAY BE PLACED ON ORAL TESTIMONY AT ANY PUBLIC HEARING ABOUT THIS PROPOSAL YOU MAY WISH TO MAKE YOUR COMMENTS IN WRITING TO ASSURE THAT YOU ARE ABLE TO EXPRESS YOURSELF ADEQUATELY.



SN BERNARDINO CA 923

07 OCT 2013 PM 2 L



San Bernardino County  
Food Use Services Ave 15th Fl.  
385 North Alhambra Ave  
San Bernardino, Ca 92415-0182

Planning Project Notice



## Shahriari, Oxso - LUS

---

**From:** eannmoody@charter.net  
**Sent:** Tuesday, June 10, 2014 2:21 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** RE: 0315;291-02;P201300366;Revision;LPAArchitectsforYMCA

Please update me as to the status of the Camp Oaks project. Neighborhood concerns remain current traffic as well as increased future traffic to the camp.

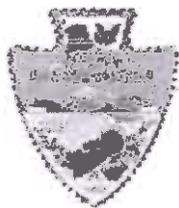
-----Original Message-----

**From:** Shahriari, Oxso - LUS  
**Date:** 3/28/2014 2:36:09 PM  
**To:** eannmoody@charter.net  
**Cc:** Petre, Ed; Ruvalcaba, Eloy; Prusch, David - LUS  
**Subject:** RE: 0315;291-02;P201300366;Revision;LPAArchitectsforYMCA

Thank you for your inquiry. Your concerns has been shared with the County Traffic Staff, here copied. Traffic has asked for additional analysis from the LPA architects. Additional information/analysis have been received and are under review by County Traffic. Project remains under Planning review as other design and compliance issues are being resolve. No project decision has been made. Please feel free to contact us periodically so we can provide you the most up-to-date information. Thanks again.

I encourage you to contact me with any questions or concerns. Thank you.

Please take a moment to complete our 1 Minute Satisfaction Survey  
[www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**  
Planner, Land Use Services Department  
County of San Bernardino  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187  
T: (909) 387-4180 F: (909) 387-3223  
E: [oxso.shahriari@lus.sbcounty.gov](mailto:oxso.shahriari@lus.sbcounty.gov) W: [www.sbcounty.gov](http://www.sbcounty.gov)

**"Our Job is to create a county in which those who reside and invest can prosper and achieve well-being."**

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<http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DC.pdf>

**From:** eannmoody@charter.net [mailto:eannmoody@charter.net]  
**Sent:** Friday, March 28, 2014 1:58 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** 0315;291-02;P201300366;Revision;LPAArchitectsforYMCA

**Shahriari**

I initiated an e-mail correspondence with you in October 2013 voicing concern about increased traffic to Camp Oaks due to their expansion. You stated you had forwarded copies of my e-mails to county traffic engineer Ed Petre.

Have these concerns been discussed?

I advised Liz Harris, (Big Bear liaison to Supervisor Ramos) of the expansion and gave her your information. The last I heard about this was a call from Ms Harris, suggesting that Lakewood the road in question would be made suitable for trucks and busses traveling to Camp Oaks.

I realize that patience is a virtue but after not hearing from either you or Mr Petre after six months my level of concern is high.

I would appreciate hearing from you at your earliest convenience.

Cc Supervisor Ramos



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**FREE Animations for your email** [Click Here!](#)

## Shahriari, Oxso - LUS

---

**From:** eannmoody@charter.net  
**Sent:** Friday, March 28, 2014 1:58 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** 0315;291-02;P201300366;Revision;LPAArchitectsforYMCA  
**Attachments:** 608-1041a.jpg

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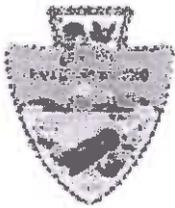
## Shahriari, Oxso - LUS

---

**From:** Shahriari, Oxso - LUS  
**Sent:** Tuesday, October 08, 2013 4:09 PM  
**To:** 'Marc Massey'  
**Subject:** 0315-291-02; P201300366; RMC; LPA Architects for YMCA

Thank you for your input; I'll make sure that it is shared with my management and the County Traffic Division. Thanks again.

I encourage you to contact me with any questions or concerns. Thank you.



**Oxso Shahriari**  
Planner, Land Use Services Department  
County of San Bernardino  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187  
T: (909) 387-4180 F: (909) 387-3223  
E: [oxso.shahriari@lus.sbcounty.gov](mailto:oxso.shahriari@lus.sbcounty.gov) W: [www.sbcounty.gov](http://www.sbcounty.gov)

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<http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DC.pdf>

**From:** Marc Massey [<mailto:mtmassey@rhainsurance.com>]  
**Sent:** Tuesday, October 08, 2013 4:06 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** LPS Inc. Proj #201300366/RMC APN 0315-291-03

Hello, one of my neighbors informed me of the proposed changes to Camp Oaks and the potential for additional traffic. My home is located at 46964 Forest Hill Dr, which happens to be the route that Camp Oaks directs traffic with their private signs.

There is no way we can possibly handle any more heavy bus, delivery truck and vehicle traffic on this street and also on Monte Vista! In the 9 years I have lived there, the roads have never been repaired and are breaking apart from all the traffic. Sky View has been repaired in spots but the busses only traverse a short portion of that and turn on Forest Hill and then to Monte Vista, following the signs put up by the camp. Camp Oaks needs to redirect the traffic through another route or our roads need to be redone to support the weight of the large passenger and tour type busses that constantly traverse our roads.

PLEASE send someone out to check the condition on the roads!! They are literally breaking apart into small chunks of asphalt. During summer, weeds grow in the hundreds of cracks that have developed and make them even larger. No one has ever even tried to oil or fill ANY of the cracks and I spray the weeds at my own expense to try to mitigate the damage. If anything, Camp Oaks should be responsible for part of the cost in resurfacing since the majority of traffic on Forest Hill and Monte Vista is ingress and egress from their location. They also have constant large food delivery trucks that travel the same route. Definitely heavy vehicle traffic!!

A logical but expensive option would be to pave Lakewood all the way out to the Camp as that is a straight shot and is also what mapping services like Google give people looking for directions to the camp. Nothing should be approved for Camp Oaks until the road conditions are addressed.

**I take great pride in my home and surroundings and will sweep and blow the street in front of my home to keep it clean. I have stopped doing that as sweeping just makes literally pounds of balls and chunks of asphalt from the degrading asphalt. Additional traffic will definitely not help.**

**Thank You!**

**Marc Massey  
Russ Humphreys & Associates Insurance  
41609 Big Bear Blvd  
PO Box 6811  
Big Bear Lake, CA 92315  
909-866-9626 ext 206  
800-675-2228  
909-878-5356 Fax  
Lic.# 0764250**

## Shahriari, Oxso - LUS

---

**From:** Marc Massey <mtmassey@rhainsurance.com>  
**Sent:** Tuesday, October 08, 2013 4:06 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** LPS Inc. Proj #201300366/RMC APN 0315-291-03

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Thank You!

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PO Box 6811  
Big Bear Lake, CA 92315  
909-866-9626 ext 206  
800-675-2228  
909-878-5356 Fax  
Lic.# 0764250

## Shahriari, Oxso - LUS

---

**From:** Lynne Rayner <bigbeararrayner@gmail.com>  
**Sent:** Tuesday, October 08, 2013 12:21 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** YMCA camp project in Lake Williams

Oxso,

We are writing to express our concerns regarding the proposed expansion of tye YMCA camp.

Our concerns are mostly traffic/parking related issues on our residential streets that were not designed to carry the weight of the trucks or buses through our residential neighborhood. Our streets are 26 feet wide, and when residential vehicles are parked on both sides of the street, large trucks would not be able to pass. Neither would emergency vehicles. Skyview is the only way out of the tract for all of us. We would suggest the county require the camp to use Lakewood as an ingress/outgress for the project duration and then also for the camp buses afterward. Children play on our roads and dump trucks speeding along are a scary thought.

Thank you for your time. Please include our comments,

Steve and Lynne Chambers  
46944 Forest Hill  
Lake Williams

## Shahriari, Oxso - LUS

---

**From:** Shahriari, Oxso - LUS  
**Sent:** Monday, October 07, 2013 11:18 AM  
**To:** Ruvalcaba, Eloy; Petre, Ed  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA  
**Attachments:** IOM To Traffic 10-07-2013.pdf; RE:0315-291-02; P201300366;Revision;LPA Architects for YMCA; RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Yes. I'm sorry for not forwarding it sooner; it turns out that the traffic/access issues will be most critical for approval of this revision to expand the YMCA camp because the camp is actually using the neighborhood streets to access their site (instead of Lakewood Drive which has been the intended access, per surrounding properties).

Please find the attached emails I've received so far. Thank you both.

I encourage you to contact me with any questions or concerns. Thank you.



**Oxso Shahriari**  
Planner, Land Use Services Department  
County of San Bernardino  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187  
T: (909) 387-4180 F: (909) 387-3223  
E: [oxso.shahriari@lus.sbcounty.gov](mailto:oxso.shahriari@lus.sbcounty.gov) W: [www.sbcounty.gov](http://www.sbcounty.gov)

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**From:** Ruvalcaba, Eloy  
**Sent:** Monday, October 07, 2013 9:49 AM  
**To:** Shahriari, Oxso - LUS  
**Subject:** FW: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Hi Oxso,

Regarding this project notice, can you please send us a site plan.

Thank you,

Eloy Ruvalcaba  
Traffic Division  
(909) 387-8186

**From:** Petre, Ed  
**Sent:** Friday, October 04, 2013 1:38 PM  
**To:** Ruvalcaba, Eloy  
**Subject:** FW: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Eloy  
Did you see this yet?  
Thanks  
Ed

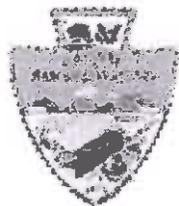
**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 12:08 PM  
**To:** [eanmood@charter.net](mailto:eanmood@charter.net)  
**Cc:** Petre, Ed  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Now with the attachment.

**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 12:04 PM  
**To:** 'eanmood@charter.net'  
**Cc:** Petre, Ed  
**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Elizabeth;  
Per our discussion just now, please see the official project notification mailed out for the above project. The county traffic engineer I most often interact with is Mr. Ed Petre, here copied to expand the discussion regarding access road to the YMCA camp.

I encourage you to contact me with any questions or concerns. Thank you.



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Please send all mail correspondence to:  
Attn: Oxso Shahriari  
County of San Bernardino Land Use Services Department; Planning Division  
385 North Arrowhead Ave. First Floor  
San Bernardino, CA 92415-0187

## Shahriari, Oxso - LUS

---

**From:** Thomas & Bonnie <tombonnieb@yahoo.com>  
**Sent:** Sunday, October 06, 2013 1:46 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** OPPOSITION RE:0315-291-02; P201300366;Revision;LPA Architects for YMCA

Dear Sir: I am concerned over the proposal to expand Camp Oaks services without a study on the impact of additional traffic to Skyview Drive. The additional burden placed on Skyview Drive MUST be considered. Currently all of Camp Oaks traffic which includes but not limited to commercial buses, tractor trailer delivery trucks, private vehicles, motor homes and camping trailers. There are NO sidewalks for children to use going and coming from school, this currently presents a concern for their safety. I believe it was originally intended that Lakewood Drive was to be extended so traffic would be bypass Skyview Drive which is a small residential street. WE have lived in Lake Williams since 1976, when we originally purchases our home the developers told us that that Lakewood Drive would be extended so that traffic to Camp Oaks would bypass Skyview Drive. We hope that a alternate solution to using Skyview Drive be explored. Thomas & Bonnie Banish 46845 Skyview Drive BBC, Ca. 92314

## Shahriari, Oxso - LUS

---

**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 3:54 PM  
**To:** 'eannmoody@charter.net'  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Thank you. I will share your comments and concerns with County Traffic Division for their review and advisement.

I encourage you to contact me with any questions or concerns. Thank you.



**Oxso Shahriari**  
Planner, Land Use Services Department  
County of San Bernardino  
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San Bernardino, CA 92415-0187  
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Please send all mail correspondence to:  
Attn: Oxso Shahriari  
County of San Bernardino Land Use Services Department; Planning Division  
385 North Arrowhead Ave. First Floor  
San Bernardino, CA 92415-0187

**From:** eannmoody@charter.net [mailto:[eannmoody@charter.net](mailto:eannmoody@charter.net)]  
**Sent:** Friday, October 04, 2013 3:30 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

As a follow up to our conversation I want to elaborate on the traffic situation in our strictly residential neighborhood.

This is a rural community with fairly narrow roads, no sidewalks and a posted 25 mph speed limit. Consequently our children use the roads to walk to their bus stops as well as ride bikes and skate boards.

Camp Oaks currently services over 11,000 individuals a year and now



plans to expand their services with 10 additional cabins. They also offer tent, trailer and recreational vehicle camping. I have no problem with Camp Oaks expanding their business.

All vehicles going to Camp Oaks use Skyview Drive. Children are bussed in by large school or other busses. Large food service and supply trucks as well as septic pumping and propane trucks use the road. Until quite recently animal feed and hay was also delivered to the camp via Skyview Drive. There are also a considerable amount of campers using the road. Lastly individuals that work at the camp use Skyview Drive. Residents are subjected to this traffic 7 days a week year round.

**THE 25 MPH SPEED LIMIT IS RARELY COMPLIED WITH.**

It's my understanding that the original plan was for Camp Oaks traffic to use Lakewood Drive. It is a partially paved - partially dirt road that leads to the Camp Oaks gate. Lakewood needs to be utilized by Camp Oaks traffic so that residents in this community will no longer be forced to live with commercial traffic on our roads.

Thanks for your immediate and courteous response to my initial inquiry.

Elizabeth Ann Moody

In

——Original Message——

**From:** Shahriari, Oxso - LUS  
**Date:** 10/4/2013 12:08:00 PM  
**To:** eannmoody@charter.net  
**Cc:** Petre, Ed  
**Subject:** RE: 0315-291-02; P201300366, Revision; LPA Architects for YMCA

Now with the attachment.

---

**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 12:04 PM  
**To:** 'eannmoody@charter.net'  
**Cc:** Petre, Ed  
**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Elizabeth;

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I encourage you to contact me with any questions or concerns. Thank you.



**Oxso Shahriari**  
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County of San Bernardino

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385 North Arrowhead Ave. First Floor

San Bernardino, CA 92415-0187



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## **Shahriari, Oxso - LUS**

---

**From:** eannmoody@charter.net  
**Sent:** Friday, October 04, 2013 3:30 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

As a follow up to our conversation I want to elaborate on the traffic situation in our strictly residential neighborhood.

This is a rural community with fairly narrow roads, no sidewalks and a posted 25 mph speed limit. Consequently our children use the roads to walk to their bus stops as well as ride bikes and skate boards.

Camp Oaks currently services over 11,000 individuals a year and now plans to expand their services with 10 additional cabins. They also offer tent, trailer and recreational vehicle camping. I have no problem with Camp Oaks expanding their business.

All vehicles going to Camp Oaks use Skyview Drive. Children are bussed in by large school or other busses. Large food service and supply trucks as well as septic pumping and propane trucks use the road. Until quite recently animal feed and hay was also delivered to the camp via Skyview Drive. There are also a considerable amount of campers using the road. Lastly individuals that work at the camp use Skyview Drive. Residents are subjected to this traffic 7 days a week year round.

**THE 25 MPH SPEED LIMIT IS RARELY COMPLIED WITH.**

It's my understanding that the original plan was for Camp Oaks traffic to use Lakewood Drive. It is a partially paved - partially dirt road that leads to the Camp Oaks gate. Lakewood needs to be utilized by Camp Oaks traffic so that residents in this community will no longer be forced to live with commercial traffic on our roads.

Thanks for your immediate and courteous response to my initial inquiry.

Elizabeth Ann Moody



In

-----Original Message-----

**From:** Shahriari, Oxso - LUS  
**Date:** 10/4/2013 12:08:00 PM  
**To:** [eanmooddy@charter.net](mailto:eanmooddy@charter.net)  
**Cc:** [Petre, Ed](#)  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Now with the attachment.

---

**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 12:04 PM  
**To:** 'eanmooddy@charter.net'  
**Cc:** [Petre, Ed](#)  
**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

Elizabeth;

Per our discussion just now, please see the official project notification mailed out for the above project. The county traffic engineer I most often interact with is Mr. Ed Petre, here copied to expand the discussion

regarding access road to the YMCA camp.

I encourage you to contact me with any questions or concerns. Thank you.



**Oxso Shahriari**

**Planner, Land Use Services Department**

**County of San Bernardino**

**385 North Arrowhead Avenue, First Floor**

**San Bernardino, CA 92415-0187**

**T: (909) 387-4180**

**F: (909) 387-3223**

**E: [oxso.shahriari@lus.sbcounty.gov](mailto:oxso.shahriari@lus.sbcounty.gov) W: [www.sbcounty.gov](http://www.sbcounty.gov)**

***"Our Job is to create a county in which those who reside and invest can prosper and achieve well-being."***

The County of San Bernardino Development Code may be accessed at

<http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DC.pdf>

Please send all mail correspondence to:

Attn: Oxso Shahriari

County of San Bernardino Land Use Services Department, Planning Division

385 North Arrowhead Ave. First Floor

San Bernardino, CA 92415-0187



**FREE Animations for your email** [Click Here!](#)

## Shahriari, Oxso - LUS

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**From:** Shahriari, Oxso - LUS  
**Sent:** Friday, October 04, 2013 12:08 PM  
**To:** 'eannmoody@charter.net'  
**Cc:** Petre, Ed  
**Subject:** RE: 0315-291-02; P201300366; Revision; LPA Architects for YMCA  
**Attachments:** Notification Sample.pdf

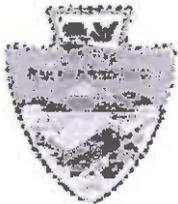
Now with the attachment.

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**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

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## Shahriari, Oxso - LUS

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**Cc:** Petre, Ed  
**Subject:** 0315-291-02; P201300366; Revision; LPA Architects for YMCA

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San Bernardino, CA 92415-0187

Shahriari, Oxso - LUS

---

**From:** Prusch, David - LUS  
**Sent:** Wednesday, April 15, 2015 9:58 AM  
**To:** Shahriari, Oxso - LUS  
**Subject:** FW: Project # 201300366



**Dave Prusch, AICP**  
Land Use Services  
*Supervising Planner*

Phone: 909.387.4122 | Fax: 909.387.3223  
[www.SBCounty.gov](http://www.SBCounty.gov)

*Our job is to create a county in which  
those who reside and invest can prosper  
and achieve well-being.*

**From:** Thomas & Bonnie [<mailto:tombonnie@yahoo.com>]  
**Sent:** Monday, April 13, 2015 12:47 PM  
**To:** Prusch, David - LUS  
**Subject:** Project # 201300366

Please do not approve this project without a solution for the ongoing traffic problems already created by commercial vehicles using Skyview Drive. Skyview Drive is not wide enough for resident vehicles and assisted living visitors parking on both sides of the street to allow commercial buses and delivery trucks to pass safely. This is an ongoing problem when emergency vehicles attempt to get to private homes. There are too many blind spots created by the parking of vehicles on the street. Please give this Project #201300366 careful consideration before passage. Also, what about the water shortage? The increase of Camp Oak visitors certainly will impact the water table even if they are on their own wells?

Bear City, Ca. 92314

Thank You Thomas & Bonnie Banish 46845 Skyview Drive Big

## Shahriari, Oxso - LUS

---

**From:** Prusch, David - LUS  
**Sent:** Wednesday, April 15, 2015 8:08 AM  
**To:** Shahriari, Oxso - LUS  
**Subject:** FW: Project No. P201300366

Oxso,

FYI. Please include this letter with the other project correspondence.

Dave



**Dave Prusch, AICP**  
Land Use Services  
Supervising Planner

Phone: 909.387.4122 ; Fax: 909.387.3223  
[www.SBCounty.gov](http://www.SBCounty.gov)

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and achieve well-being.*

**From:** Novella Rose [<mailto:novella.rose@yahoo.com>]  
**Sent:** Wednesday, April 15, 2015 8:06 AM  
**To:** Prusch, David - LUS  
**Subject:** Project No. P201300366

In regard to the YMCA proposal:

I live in the Lake Williams community and have concerns about the proposed increase in cabins and a dining hall at the YMCA Camp Oaks facility. My concern is the traffic. I have small children who are very active and are outside most of the time. Because we lack sidewalks out in this area they are forced to ride bikes, skate board and ride scooters in the street. Because of this I fear that there is going to be an accident involving a child being hit by a vehicle and or a bus. The speed limit out here is not often followed and poses a risk. Our roads are also in need of repair. I have also been witness to a big rig bringing supplies to the camp take out overhead wires.

Furthermore if there were to be a fire or some other natural disaster the evacuation route is going to be congested to the point that no one is going to be able to evacuate in a timely manner. There are only two ways into the camp, one being the Sky View route and the other being Lakewood. Lakewood is a public road but has been blocked off by a private gate owned by the only permanent resident on that road. This to my understanding was the route that was used for the camp in years past and was maintained for bus access. To me this is the best route for the camp traffic. there are no small children that live on that road and it would keep the busses and general camp traffic away from the kids that live in this area thus avoiding an accident.

Sincerely,  
Concerned Resident

## Shahriari, Oxso - LUS

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**From:** jannadoop@charter.net  
**Sent:** Monday, March 23, 2015 7:09 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** Camp Oaks

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern,

I wanted to take a moment to thank our neighbors at Camp Oaks for reaching out to our community and sharing their proposed improvement plans. After a tour of the existing facilities, it was very apparent that they need to make updates and upgrades to better accommodate their campers. The YMCA of Long Beach offers a very valuable service to the youth they serve. It is very much appreciated having the camp keeping the neighbors informed and allowing them to see what their vision is for making this an even better place for kids to learn and grow.

Janna Saderup

## Shahriari, Oxso - LUS

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**From:** Thomas & Bonnie <tombonnieb@yahoo.com>  
**Sent:** Sunday, October 06, 2013 1:46 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** OPPOSITION RE:0315-291-02; P201300366;Revision;LPA Architects for YMCA

Dear Sir: I am concerned over the proposal to expand Camp Oaks services without a study on the impact of additional traffic to Skyview Drive. The additional burden placed on Skyview Drive MUST be considered. Currently all of Camp Oaks traffic which includes but not limited to commercial buses, tractor trailer delivery trucks, private vehicles, motor homes and camping trailers. There are NO sidewalks for children to use going and coming from school, this currently presents a concern for their safety. I believe it was originally intended that Lakewood Drive was to be extended so traffic would be bypass Skyview Drive which is a small residential street. WE have lived in Lake Williams since 1976, when we originally purchases our home the developers told us that that Lakewood Drive would be extended so that traffic to Camp Oaks would bypass Skyview Drive. We hope that a alternate solution to using Skyview Drive be explored. Thomas & Bonnie Banish 46845 Skyview Drive BBC, Ca. 92314

## **Shahriari, Oxso - LUS**

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**From:** Lynne Rayner <bigbearrayner@gmail.com>  
**Sent:** Tuesday, October 08, 2013 12:21 PM  
**To:** Shahriari, Oxso - LUS  
**Subject:** YMCA camp project in Lake Williams

Oxso,

We are writing to express our concerns regarding the proposed expansion of the YMCA camp.

Our concerns are mostly traffic/parking related issues on our residential streets that were not designed to carry the weight of the trucks or buses through our residential neighborhood. Our streets are 26 feet wide, and when residential vehicles are parked on both sides of the street, large trucks would not be able to pass. Neither would emergency vehicles. Skyview is the only way out of the tract for all of us. We would suggest the county require the camp to use Lakewood as an ingress/egress for the project duration and then also for the camp buses afterward. Children play on our roads and dump trucks speeding along are a scary thought.

Thank you for your time. Please include our comments,

Steve and Lynne Chambers  
46944 Forest Hill  
Lake Williams

## Shahriari, Oxso - LUS

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**From:** Shahriari, Oxso - LUS  
**Sent:** Monday, April 06, 2015 8:54 AM  
**To:** 'eannmoody@charter.net'; 'Thomas & Bonnie'; 'Lynne Rayner'; 'Marc Massey'; 'Keith Swift'; 'jannadoop@charter.net'; 'Dan Gieling'  
**Subject:** 0315-291-02; P201300366; Revision; LPA for YMCA  
**Attachments:** NOH P201300366.pdf

**Good morning:**

Please find the attached Notice of Hearing for the above project. You're being emailed because County Planning received email correspondence from you when the project was initially proposed in 2013. Notices of Hearing were also mailed out to those on the certified mailing list—so you may receive a print version of this notice, as well. Please review and call me with any questions. Thank you.

I encourage you to contact me if I can be of further assistance. Thank you so much.

Please take a moment to complete our 1 Minute Satisfaction Survey [www.surveymonkey.com/s/3RK9JH7](http://www.surveymonkey.com/s/3RK9JH7)



**Oxso Shahriari**  
Land Use Services  
Planner

Phone: 909.387.4180 | Fax: 909.387.3228  
[www.SBCounty.gov](http://www.SBCounty.gov)

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# NOTICE OF HEARING

**A PUBLIC HEARING HAS BEEN SCHEDULED BEFORE THE  
SAN BERNARDINO COUNTY ZONING ADMINISTRATOR  
TO CONSIDER THE FOLLOWING APPLICATIONS:**

## **PROJECT DESCRIPTION**

**APNs:** 0315-291-02, 14, 15 & 32  
**Applicant:** YMCA of Long Beach  
**Community:** Bear Valley/Third Supervisorial District  
**Location:** End of Monte Vista Drive, approximately 4200 feet northeast of the intersection of Highway 38 and Lakewood Drive  
**Project No.:** P201300366  
**Staff:** Oxso Shahriari, Planner  
**Representative:** LPA Architects  
**Proposal:** Revision to an Approved Action to add 10 new cabins (24,520 square feet total), a 5,788 square-foot dining hall, a 6,024 square-foot maintenance building, an entrance gate and a bridge to the YMCA Camp Oaks existing facilities, on portions of 129.83 acres

**DATE AND TIME OF HEARING:** April 16, 2016 at 9:00 a.m. or thereafter.

**PLACE OF HEARING:** SAN BERNARDINO COUNTY GOVERNMENT CENTER  
Joshua Room, First Floor  
385 North Arrowhead Avenue - [Between 3rd and 5th Streets]  
San Bernardino, CA 92415

Any person affected by this application may submit their concerns in writing prior to the hearing or appear in person and be heard in support or opposition to the proposal at the time of the hearing.

If you challenge any decision regarding the above proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Zoning Administrator at, or prior to, the public hearing. Due to time constraints and the number of persons wishing to give oral testimony, time restrictions may be placed on oral testimony at the public hearing regarding this proposal. You may wish to make your comments in writing to assure that you are able to express yourself adequately.

The proposed project applications and environmental findings may be viewed at the Land Use Services Department, Planning Division at 385 Arrowhead Avenue, 1<sup>st</sup> Floor, San Bernardino, CA from 8:00 a.m. until 5:00 p.m. To assure that someone will be available to assist you, it is suggested that you call the Planning Division at 909-387-8311 to set a time to review the documents.

The Zoning Administrator, upon deliberation, could approve, approve with conditions or modifications, or deny the project.