SOCIO-ECONOMIC EVALUATION CHECKLIST FORM

BACKGROUND

1. **Project Title:**
   Planned Development No. 1
   Parcel Map No. 19496

2. **Contact Person and Phone Number:**
   Loralee Farris
   Associate Planner
   (909) 798-7555

3. **Project Location:**
   The project site is located on the north side of Lugonia Avenue, the east side of California Street, and the south side of Almond Avenue.

4. **Project Sponsor's Name and Address:**
   Hillwood Investment Properties
   901 Via Piemonte, Suite 175
   Ontario, CA 91764

5. **General Plan Designation:**
   The General Plan designation of the project site is Commercial/Industrial.

6. **Zoning:**
   The zoning designation of the project site is EV/SD (Special Development) District of the East Valley Corridor Specific Plan.

7. **Description of Project:**
   The proposed project is for the construction of a 771,839 square foot warehouse/distribution center on approximately 35.59 acres located on the east side of California Street, the south side of Almond Avenue and the north side of Lugonia Avenue in the EV/SD (Special Development) District East Valley Corridor Specific Plan. The project also includes a parcel map to merge five existing parcels ranging in size from 4.47 acres to 9.54 acres, into one parcel, 35.59 acres in size, through a reversion to acreage. The East Valley Corridor Specific Plan encompasses a number of planned development envelopes which groups blocks of properties together in order to establish the minimum area that must be master planned as a single unit. Any development application filed within a development envelope must address the development of all property within the entire development envelope. As the proposed warehouse/distribution center will encompass the entire planned development envelope, per Figure 1.1 of the East Valley Corridor Specific Plan, a Planned Development application is required in lieu of a Concept Plan.

8. **Surrounding Land Uses and Setting:**
The project site is surrounded by the following uses: to the north, across Almond Avenue, are several existing warehouse/distribution, to the south, across Lugonia Avenue, is vacant county-owned parcel with existing citrus trees, and the Edwards Mansion, to the east are vacant unimproved parcels, and to the west, across California Street, is the Kaiser Permanente medical office building.

COST BENEFIT FACTORS:

The cost benefit factors are evaluated independently using the cost benefit model. A positive or negative cost/benefit ratio will be derived by evaluating projects. A complete model used to evaluate the project is available in the Development Services Department. A summary of that analysis is provided here:

Fiscal Impact Analysis of the project is projected to result in annual non-residential revenues of $119,708.60 to the City upon project implementation, and annual ongoing costs of $31,907.60. The surplus revenue is $87,801.00. The cost benefit ratio has a factor of 3.75. The complete Cost/Benefit Model results are attached herein.

In addition the City of Redlands currently levies a business license tax on warehouses. The current rate of this tax is $0.0377723 per square foot. With an overall building area of 771,839 the additional revenue generated by the annual warehouse tax is approximately $29,154.13. This tax is not factored into the Cost/Benefit Model; as this tax was implemented after the Model was last updated. However, it can be said that the annual revenue generated by the project will be greater than the revenue estimated by the model.

PUBLIC INFRASTRUCTURE AND EFFECT ON THE CITY OF REDLANDS:

Identify the public infrastructure required for development of this project and identify the source(s) of funding for these improvements. Identify the effects of such development upon the City of Redlands.

List of public infrastructure required for the project:

The applicant will provide the infrastructure as required by the Municipal Utilities and Public Works Departments. The developer will be installing all required the off-site improvements.

Sources of funding for these improvements to include developer installed, payment of impact fees, assessment districts, etc.:

The developer will also be required to pay impact fees as required by the Redlands Municipal Code.

The effect of the project upon the City of Redlands relative to public infrastructure is as
This project does impact existing public infrastructure systems. This is offset by the payment of Development Impact Fees.

BENEFITS OF THE PROJECT TO THE CITY OF REDLANDS
The following is a list of benefits that can be attributed to the proposed project. The benefits may fall into the categories identified or a miscellaneous category. Each benefit identified will be described in detail with supporting reasons as to how the item benefits the community.

A. Citrus Enhancements or Preservation. Does the project preserve citrus? The following are accepted ways to enhance or preserve citrus which may be determined to be a benefit to the City of Redlands.

1. Provide conservation easement(s) on citrus groves the City hopes to preserve.
2. Acquire citrus grove(s) and donate all or a portion of the grove to the City.
3. Enhance viability and productivity of existing groves by enhancing irrigation or adding frost water.
4. Maintain a viable buffer of citrus around the project (at least 3 rows).
5. Other ways to preserve citrus.

If this project provides benefit(s) that apply to citrus enhancement or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project site is undeveloped property which is currently utilized as farmland for field crops. No citrus trees currently exist on the site. The site is within a semi-urban area that includes existing industrial uses immediately to the north, a medical office building to the west, and both commercial to the south. A vacant parcel, south of Lugonia Avenue, with existing citrus trees will not be effected or changed through this Planned Development. The subject site is located with an area planned for Commercial and/or Industrial development, pursuant to the EV/SD (Special Development) District of the East Valley Corridor Specific Plan. The project does not propose any citrus enhancements.

B. Cultural Enhancements or Preservation. Does the project enhance or preserve cultural aspects of the community? The following are accepted ways to enhance and/or preserve cultural aspects of the community which may be determined to be a benefit to the City of Redlands.

1. Contributes to “art in public places” concept to a minimum of 1% of total project value.
2. Contributes to the alleviation of problems at cultural sites.
3. Provides an electronic library available to the public.
4. Enhances or contributes to current services or cultural resources.
5. Contribute to performing arts venues.

If this project provides benefit(s) that apply to cultural enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project does not propose contributions or enhancements to cultural aspects of the community. The project will pay City established Development Impact Fees and provide additional revenue from increased property tax assessment, business license tax, and other revenue sources that will indirectly provide funding that will contribute to enhancing and/or maintaining some of the cultural facilities within the City.

C. Heritage Enhancements or Preservation. Does the project enhance or preserve heritage aspects of the community? The following are accepted ways to enhance and/or preserve heritage aspects of the community which may be determined to be a benefit to the City of Redlands.

1. Renovates existing historic homes.
2. The project has design features which include garage doors do not face street; 50% wrap around porch on 1-1/2 sides; broad overhangs on roof; driveway located on the side of house or a circular drive; decorative wood, masonry or wrought iron fence.
3. Adaptive reuse of historic structures in appropriate zones.
4. Forming a new or annexing to an existing historic district.
5. Designation of a structure as an individual historic resource.

If this project provides benefit(s) that apply to heritage enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project site consists of undeveloped property that is currently utilized for agricultural purposes. As such there is no opportunity to enhance or preserve the heritage aspects of the community as the site does not contain any of these types of resources.

D. Architectural Enhancements. Does the project enhance architectural aspects of the
The following are accepted ways to enhance architectural aspects of the community which may be determined to be a benefit to the City of Redlands.

1. Provide architectural or decorative enhancements to the project which exceed normal architectural standards.
2. Trees or other landscaping amenities that exceed minimum requirements.
3. Contribution of off-site enhancements in the public right-of-way, such as sidewalk installation and street tree replacement.
4. Assisting in undergrounding of utility lines.

If this project provides benefit(s) that apply to architectural enhancements, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The proposed 771,839 square foot building depicts a modern-day design consisting of a concrete tilt-up construction and reflective glass. The proposed building will be placed in the center of the site, with employee parking located on the west side of the building, adjacent to California Street and Trailer parking located on the north and south sides of the building, adjacent to Lugonia and Almond Avenue, behind required landscaping setbacks. A deep 104’9” landscaping setback, including a detention basin, separates the trailer parking on the south side of the building from Lugonia Avenue. The proposed project includes interior parking lot planters within the automobile parking area to minimize the visual impact of the parking area, in addition to utilizing techniques such as berming within landscaped setbacks to providing additional screening. The western elevation of the building, adjacent to California Street, features a tower-style, with tall glass windows in an office storefront appearance, centered between to glass storefronts at the northwest and southwest corner of the building. Decorative metal awnings, variable roof heights and building setbacks, to provide articulation, as well as color blocking and decorative accent windows also provide visual interest on the elevations.

The use of the property is compatible with the existing and future uses planned for this area under the EV/SD (Special Development) District of the East Valley Corridor Specific Plan.

Off-site improvements required with the development of the project include but are not limited to the construction of sidewalks along the public right-of-way and the continuation of a Class I bike path on the east side of California Street. The development of the proposed building will enhance the aesthetics of the area by improving a presently undeveloped property with a modern building and public improvements that would be compatible with new warehouse buildings found in the community.
immediate area.

E. Historic Downtown Enhancements or Preservation. Does the project enhance or preserve the historic downtown of the community? The following are accepted ways to enhance and/or preserve the historic downtown of the community which may be determined to be a benefit to the City of Redlands.

1. Contributes financially to viability of core downtown within expanded downtown.
2. Renovate old buildings.
3. Within an expanded downtown extends DRBA streetscape enhancements.
4. Contributing to the restoration of original building facades of existing structures
5. Re-establishing historical “pedestrian oriented” street frontages where original buildings have been removed.
6. Provides unique adaptive use of historic building.
7. Contributes to alternative means of transportation.

If this project provides benefit(s) that apply to historic downtown enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project is not located within the historic downtown district. The project will pay City established Development Impact Fees and provide significant additional revenue from increased property tax assessment, business license tax, and other revenue sources that will indirectly provide funding that could be utilized to enhance and/or maintain the downtown district. In addition, the project represents a regional development that will attract employment from the people who live in the surrounding communities which may inject additional revenue into the City’s coffers as employees will shop, dine, and fuel their vehicles at establishments located in the City.

F. Job Enhancements. Does the project enhance jobs for the community? The following are accepted ways to enhance jobs for the community which may be determined to be a benefit to the City of Redlands.

1. Provides jobs for the community.
2. Brings in revenue from outside the city.
3. Internship opportunities for students at universities, high school and colleges.
If this project provides benefit(s) that apply to job enhancements, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project would develop a 771,839 square foot warehouse distribution building. Although no tenants are known at this time, it is conservatively estimated that the development may provide 200 to 300 jobs based on the number of parking spaces provided. The automobile parking lot provides 154 parking stalls for employees on any given shift. Due to the location of the project site and the regional nature of the development the project can be expected to provide a significant new source of employment for residents of the city as well as for residents of surrounding communities; In turn, bringing in additional revenue to the City and its businesses.

G. Open Space Enhancements or Preservation. Does the project enhance or preserve open space aspects of the community? The following are accepted ways to enhance and/or preserve open space within the community which may be determined to be a benefit to the City of Redlands.

1. Hardscape feature that enhances wildlife- water/food/shelter.
2. Enhanced landscape on commercial project which conceals infrastructure.
3. Waterscaping which increases illusion of open space.
4. Provides open space in addition to zoning requirement.
5. Provides a Planned Residential Development
6. Provides a usable conservation easement across open space in perpetuity.
7. Preserves access for wildlife migration corridor.
8. Provides undisturbed refuge area for wildlife.

If this project provides benefit(s) that apply to open space enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project will provide landscaping improvements consisting of parking area landscaping planters as well as landscaping setbacks exceeding minimum requirements along Lugonia and Almond Avenues and California Street. As this is an industrial/warehouse development, the project is limited to providing only the 15% open space zoning requirements established for Industrial Uses in the EVCSP. The project will conceal related infrastructure which will be placed underground or screened with landscaping. The project will meet or exceed all landscaping
setbacks, and will utilized berming as a mechanism for screening of certain infrastructure and loading docks. The project site is located in an urbanized area and no wildlife corridors or refuge areas are located on the site. Therefore the project does not involve the preservation of any wildlife migration corridor or undisturbed refuge area.

H. Park Enhancements or Preservation. Does the project enhance or preserve parks of the community? The following are accepted ways to enhance and/or preserve parks within the community which may be determined to be a benefit to the City of Redlands.

1. Adds improved parkland.
2. Adds parkland beyond requirements.
3. Provides pedestrian and/or bike trails to parks or provides extension of existing pedestrian and/or bike trails from the project site.
4. Adds meeting rooms accessible to local groups on a frequent basis.
5. Improves or adds to existing landscape and/or street scape at or near the project site.

If this project provides benefit(s) that apply to park enhancements or preservation, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project entails construction of a 771,839 square foot distribution warehouse and the full compliment of on-site improvements. All three street frontages, California Street, Lugonia Avenue, and Almond Avenue will provide sidewalk along the street frontages. As part of the development, the project will also be required to construct a bike trail along its California Street frontage in accordance with General Plan Trails Map (Figure 7.1) and the standards set forth in Division 4, Chapter 1 of the East Valley Corridor Specific Plan. Street improvements for Lugonia Avenue include curb, gutter, a meandering sidewalk and street trees. The project will pay City established Development Impact Fees and provide significant additional revenue from increased property tax assessment, business license tax, and other revenue sources that will directly and indirectly provide funding that may be used to benefit City parks.

I. Public Safety Enhancements. Does the project enhance public safety aspects of the community? The following are accepted ways to enhance public safety within the
community which may be determined to be a benefit to the City of Redlands.

1. Security infrastructure is provided in an architecturally acceptable manner.
2. Exterior television monitoring on commercial project.
3. Provide a building site or fully equipped fire station or contributes to dedicated City account for future construction.
4. Provides significant additional fire equipment as determined by the Fire Department.
5. Provides for a police substation (subject to City approval).
6. Provides for a building site for a new facility.

If this project provides benefit(s) that apply to public safety enhancements, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project will pay Development Impact Fees which have been established by the City to fund public facilities, including police. The project will be expected to implement various security measures including the use of television monitoring equipment, security fencing, and security guards. The project will also provide significant additional revenue from increased property tax assessment, business license tax, and other revenue sources that may assist in funding police services.

J. School Enhancements. Does the project enhance schools or their operations within the community? The following are accepted ways to enhance schools within the community which may be determined to be a benefit to the City of Redlands.

1. Senior citizen development adds revenue but no impact.
2. Provides day care and after school program(s).
3. Project is close to schools serving the project.
4. Contributes equipment or other enhancements to existing day care and after school programs.
5. Assist schools with land or financing (such as Mello Roos).

If this project provides benefit(s) that apply to schools, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project is not a residential development and is not considered growth inducing in nature, either directly or indirectly. The project will pay State established school fees based on industrial building square footage rates prior to building permit issuance that will assist in funding school facilities.
K. Traffic. Does the project reduce traffic, enhance systems to improve traffic conditions or otherwise improve traffic within the community? The following are accepted ways to improve traffic within the community which may be determined to be a benefit to the City of Redlands.

1. Provide financial mitigation which helps alleviate parking problems in town i.e. by contributing to the parking district.
2. Incorporate “traffic calming” elements into the design of the circulation system.
3. Support for alternative forms of public transportation or public transportation facilities.
4. Add biking and pedestrian access to off campus intellectual or entertainment resources.
5. Have a unique method of product/inventory delivery.

If this project provides benefit(s) that apply to traffic, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

Off-site improvements have been or will be installed in accordance with East Valley Corridor Specific Plan and the Redlands General Plan Circulation Element for neighboring streets. The project will also pay Development Impact Fees established by the City as a fair share contribution toward the development’s impacts on the local street system. The project will also construct a Class I bike lane, adjacent to California Street, from Lugonia Avenue to Almond Avenue.

L. Wastewater System Enhancements. Does the project enhance the wastewater system within the community? The following are accepted ways to improve the wastewater system within the community which may be determined to be a benefit to the City of Redlands.

1. Provide a dual system to use potable and non-potable water.
2. Provide financial contributions to tertiary facilities at the Wastewater Treatment Plant.
3. Improve water quality.

If this project provides benefit(s) that apply to the wastewater system, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project will contain wastewater system enhancements having a dual system with separate lines for potable and non-potable water uses on the property.
M. Miscellaneous Preservation or Enhancements. Does the project enhance or preserve elements within the community?

If this project provides benefit(s) that apply to enhancement or preservation of elements that are important to the City, describe in detail the benefit(s) with supporting reasons as to how the item(s) benefits the community.

The project does not provide any additional enhancements or preservation of elements within the community than previously identified.

SOCIAL FACTORS POTENTIALLY AFFECTED:

This project may create unmitigable physical blight or overburden public services for those social factors checked below within the "Potentially Significant," "Potentially Significant Unless Mitigation" or "Less Than Significant" as indicated by the checklist on the following pages.

| X | Agricultural/Citrus Removal | Police Services | Recreational Programs |
| ___ | Wildlife/Habitat | ___ | ___ |
| X | Traffic | ___ | Land Use Compatibility |
| X | Fire Services | ___ | Schools |
| ___ | ___ | ___ | ___ |

DETERMINATION
On the basis of this initial evaluation:

X I find that the proposed project will not create unmitigable physical blight or overburden public services in the community, and no additional information or evaluation is needed.

_ I find that although the proposed project could create unmitigable physical blight or overburden public services in the community, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project by the applicant.

_ I find that the proposed project may create unmitigable physical blight or overburden public services in the community, and additional information or evaluation is needed in the following areas:

_ I find that the proposed project has already been evaluated for socio-economic
impacts and the prior evaluation adequately evaluated this project.

Signed:

Loralee Farris
Associate Planner
City of Redlands
September 20, 2013

EVALUATION OF SOCIAL FACTORS
Explanations of all "Potentially Significant," "Potentially Significant Unless Mitigation Incorporated," "Less Than Significant Impact," and "No Impact" answers are provided on the attached sheets.

Issues and Supporting Information Sources:

1. AGRICULTURAL/CITRUS REMOVAL. Would the proposal:

a) Affect agricultural resources or operations
   (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?
<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>__</td>
<td>__</td>
<td>✓</td>
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</table>

b) Remove active citrus groves from production?
<table>
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<tr>
<th>Potentially Significant</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
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<tbody>
<tr>
<td>__</td>
<td>__</td>
<td>✓</td>
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</table>

Agricultural/Citrus Removal.

1.a,b) The site is identified by the California Department of Conservation as Prime Farmland, as identified in Figure 5.2 of the MEA/EIR. The proposed project will convert this Prime Farmland to non-farmland use. Conversion of important agricultural land to urban uses was identified as an unavoidable significant impact in the Final EIR prepared for the East Valley Corridor Specific Plan (EVCSP). In approval of the EVCSP, a statement of overriding considerations was adopted and acknowledged this unavoidable impact as acceptable because of the important benefits provided by the plan, particularly to increased employment opportunities and an improved jobs/housing balance. The project site is zoned for commercial-industrial uses and the proposed project is consistent with the development
envisioned as part of the EVCSP. Further, the area around the project site has been rapidly changing from agricultural to commercial and industrial uses in accordance with the goals of the EVCSP. The conversion of this site to industrial use is in accordance with the potential impacts envisioned by the EVCSP. Therefore, because the conversion of this Prime Farmland was identified and evaluated in the EIR for the EVCSP and the City of Redlands General Plan and no new agricultural resource impacts not already envisioned will occur, the impacts from the conversion of this approximate 35.59 acres is considered a less than significant impact. The site has been used for the cultivation of row crops and does not contain any citrus groves. No further information or evaluation is needed.

2. WILDLIFE/HABITAT/OPEN SPACE PRESERVATION. Would the proposal:

a) Eliminate or have negative impact upon wildlife corridors? _______ _______ _______ ✓

b) Tend to urbanize open space impacting preservation and conservation of natural resources? _______ _______ _______ ✓

c) Interfere with use of recognized trails used by joggers, hikers, equestrians or bicyclists? _______ _______ _______ ✓

d) Eliminate, reduce, or have any negative impact upon wildlife habitat areas to include the protection of fringe or buffer areas? _______ _______ _______ ✓
2.a) According to the Biotic Resources Map (Figure 7.1 of the MEA/EIR), the subject site is not identified as an area containing biological resources nor within a wildlife corridor. The project site is located within an area known as the East Valley Corridor, due to its location in the eastern half of the San Bernardino Valley, situated between the I-10 Freeway to the south and the Santa Ana River to the north. Historically, the region was a rural, agricultural area primarily supported by the citrus industry. Today, the project site is located within an area of the San Bernardino Valley that is rapidly transitioning from agricultural uses to industrial, office, and commercial uses. The site is presently under active farming and is regularly disked and tilled for row crops. As such, there is no natural vegetation, trees, or landforms located on the site and the existing land is devoid of any natural or sensitive habitat. As the site has already been disturbed by agricultural uses from its natural state, the impacts of further development would not be considered significant on the basis that the site does not contain habitat significant to listed or other protected species, nor is the project site located within a biologically sensitive area. No further information or evaluation is needed.

2.b) The project site is within a semi-urban setting and adjacent to a number of regional distribution warehouses. The site is planned for industrial development in the Redlands General Plan and is a permitted use in the EV/SD (Special Development) District of the East Valley Corridor Specific Plan. The surrounding area contains some commercial and light industrial uses. No part of this project would adversely impact open space.

2.c) According to the General Plan Trails Map (Figure 7.1) contained in the Open Space and Conservation Element and Division 4, Chapter 1 of the East Valley Corridor Specific Plan, the project is adjacent to a Class I bike trail which is planned along California Street. With the development of the proposed project, the adjacent section of the bike trail will be installed. Additionally, a meandering sidewalk would be constructed along Lugonia Avenue. No further information or evaluation is needed.

2.d) The project site is located within a semi-urban area, north of Lugonia Avenue, East of California Street, and South of Almond Avenue, surrounded by existing industrial and commercial development. The project site is not in any fringe or buffer area of the City. As described in Section 2.a, the project site contains no natural vegetation, riparian habitat, wetland habitat, trees or other sensitive plant species located onsite that would support wildlife foraging or bird nesting habitat. Therefore the project will not eliminate, reduce, or have any negative impact upon wildlife habitat areas to include the protection of fringe or buffer areas.
3. TRAFFIC. Would the proposal:
   
a) Result in increased vehicle trips or congestion?
   
   b) Create additional traffic so as to be in conflict with the policies of the General Plan?
   
   c) Does traffic impact livability of a residential neighborhood on streets which, due to design or terrain features, street side development or other factors, have greater than usual sensitivity to increased traffic?
   
   d) Create additional traffic so as to increase the level of service on roadways that are adjacent to or in the vicinity of the project?

Traffic Impacts.

3.a,b) An analysis of existing traffic and transportation conditions and potential project-related traffic and transportation conditions is provided in the “Traffic Impact Analysis” (TIA) prepared 08/09/13 by Urban Crossroads. The TIA analyzed forecast traffic impacts based on the planned distributional warehouse land use, including existing conditions, existing plus project conditions; opening year 2014 conditions with and without the project; and forecast year 2035 conditions with and without the project. Existing conditions are also provided in the TIA; the following intersections were included in the traffic impact study area, in Table XVI-1, below:

<table>
<thead>
<tr>
<th>ID</th>
<th>Intersection Location</th>
<th>Jurisdiction</th>
</tr>
</thead>
</table>
The results of the intersection operations analysis of existing conditions indicates that the existing study area intersections are currently operating at acceptable LOS during the peak hours with the exception of the following intersection:

<table>
<thead>
<tr>
<th>ID</th>
<th>Intersection Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>California Street / Redlands Boulevard – LOS “E” AM and PM Peak Hours</td>
</tr>
</tbody>
</table>

The project includes the development of a 771,839 square foot warehouse distribution center. The project’s site design includes access to the site from California Street through three driveway entrances, and from Almond Avenue, through two driveway entrances. An emergency access gate will be provided from Lugonia Avenue, however it will not be open for regular traffic and will be utilized for emergency purposes only. Regional access to the project site is provided by the I-10 Freeway and I-210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project includes Lugonia Avenue and Almond Avenue. The north-south roadways which will be most affected is California Street.

The General Plan refers to California Street as a Major Arterial, Lugonia as a Minor Arterial from the I-210 Freeway west to California Street, and Almond Avenue as a local industrial street. The 1995 General Plan update anticipated that the buildout of EVSCP would include denser employment with the development of retail and office uses. However, recent development has included big-box warehousing which has resulted in significantly less traffic generation than originally anticipated. Furthermore, Almond Avenue has been
improved as a collector on segments adjacent to the project area, through the development of industrial warehouses immediately to the north of the project site, north of Almond Avenue. For these reasons improvement of Almond Avenue as an industrial local street would be consistent with the existing development and adequate to serve projected traffic within the project area.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Urban Crossroads in August 2012, May 2013, and August 2013. In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent’s. Project traffic volumes for all future projections were estimated using the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and the City of Fontana, Truck Trip Generation Study, August 2003. The proposed project is anticipated to generate a net total of approximately 1,699 PCE-trip ends per day with 111 PCE AM peak hour trips and 121 PCE PM peak hour trips.

**PROJECT TRIP GENERATION**

The trip generation rates utilized for the Traffic Impact Analysis were based upon data collected by the Institute of Transportation Engineers (ITE) and presented in ITE’s most recent edition of *Trip Generation*, (9th Edition, 2012) and the *City of Fontana Truck Trip Generation Study* (August 2003) for purposes of determining vehicle mix. The Heavy Warehouse (LU 150) vehicle mix was been utilized along with ITE land use High-Cube Warehouse (LU 152) in an effort to most accurately estimate Project traffic.

**EXISTING PLUS PROJECT CONDITIONS**

Existing plus project conditions PCE-adjusted peak hour traffic volumes were derived by adding forecast net new project-generated trips to existing PCE-adjusted traffic volumes. With the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Redlands performance criteria for existing plus project conditions during the weekday a.m. peak hour and p.m. peak hour with the exception of one study intersection, California Street/Redlands Boulevard. This finding is consistent with the resulting of the existing conditions analysis. The addition of project traffic does not worsen the peak hour LOS at any of the locations. The addition of project traffic is anticipated to increase the pre-project delay by less than 4.0 seconds. As such, the impact at this intersection is considered to be less than significant.
OPENING YEAR 2014 CONDITIONS WITH AND WITHOUT THE PROJECT

The proposed project is expected to open in 2014. Therefore, to determine the impacts of the proposed project, forecast year 2014 without project conditions are examined prior to forecast year 2014 with project conditions. LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Without Project conditions with roadway and intersection geometrics consistent with existing conditions. As shown on Table XVI-2, the study area intersections are anticipated to operate at acceptable levels of service under Opening Year (2014) Without Project conditions with the exception of the following intersections:

<table>
<thead>
<tr>
<th>ID</th>
<th>Intersection Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>California Street / Driveway 2 – LOS “D” AM Peak Hour and LOS “E” PM Peak Hour</td>
</tr>
<tr>
<td>6</td>
<td>California Street / Lugonia Avenue – LOS “D” AM and PM Peak Hours</td>
</tr>
<tr>
<td>8</td>
<td>California Street / I-10 Westbound Ramps – LOS “D” AM Peak Hour and LOS “F” PM Peak Hour</td>
</tr>
<tr>
<td>9</td>
<td>California Street / I-10 Eastbound Ramps –LOS “F” in the PM Peak Hour Only</td>
</tr>
<tr>
<td>10</td>
<td>California Street / Redlands Boulevard – LOS “F” AM and PM Peak Hours</td>
</tr>
</tbody>
</table>

As shown on Table 6-1 of the Traffic Impact Analysis, prepared by Urban Crossroads, the addition of Project traffic is not anticipated to result in any additional intersections to operate at an unacceptable LOS as compared to those identified previously for Opening Year (2014) Without Project traffic conditions. However, the addition of Project traffic is forecasted for result in a significant cumulative impact at California Street/Driveway 2, for AM and PM Peak hours, and California Street/I-10 Westbound Ramps – PM Peak Hour only.

The intersection of California Street and Driveway 2 is anticipated to operate at unacceptable LOS during the peak hours for the eastbound left turn lane (i.e., the egress traffic from the existing Kaiser Permanente medical facility) for Opening Year (2014) Without Project traffic conditions and will continue to operate at unacceptable LOS with the addition of Project traffic.

This intersection of California Street/Driveway No. 2 was found to operate at an unacceptable LOS (LOS “D” and LOS “E”) during the weekday AM and PM peak hours Without the Project, respectively. The intersection is anticipated to continue to operate at an unacceptable LOS (LOS “E” and LOS “F”) with the addition of Project traffic (as measured by 50 or more peak hour trips). As such, the cumulative impact is considered significant.
Mitigation measures, as detailed below, are recommended to implement improvement strategies at intersections that have been identified as cumulatively impacted to reduce the location’s peak hour delay to less than significant. These improvements involve contributing fair share toward the installation of a traffic signal and construction of a southbound left turn lane and a shared westbound left-through-right turn lane at Drive No. 2.

The intersection of California Street/I-10 Westbound Ramps was found to operate at an unacceptable LOS (LOS “D” and LOS “F”) during the weekday AM and PM peak hours without the Project, respectively. The intersection is anticipated to continue to operate at an unacceptable LOS (LOS “D” and LOS “F”, with an increase in delay of 9.1 seconds during the PM peak hour) with the addition of Project traffic (as measured by 50 or more peak hour trips). As such, the cumulative impact is considered significant.

Contributions of a proportional share of the cumulative improvement need through payment of the City of Redlands Development Impact Fees (DIF) towards construction of a westbound left turn lane at California Street/I-10 Westbound Ramps would reduce the location’s peak hour delay to less than significant.

HORIZON YEAR (2035) CONDITIONS WITH AND WITHOUT THE PROJECT

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2035) Without Project conditions with roadway and intersection geometrics consistent with Existing traffic conditions. As shown in TABLE XVI-3, the following intersections were found to operate at an unacceptable LOS under Horizon Year (2035) Without Project traffic conditions:

<table>
<thead>
<tr>
<th>ID</th>
<th>Intersection Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>California Street / Driveway 2 – LOS “E” AM Peak Hour and LOS “F” PM Peak Hour</td>
</tr>
<tr>
<td>6</td>
<td>California Street / Lugonia Avenue – LOS “D” AM and PM Peak Hours</td>
</tr>
<tr>
<td>8</td>
<td>California Street / I-10 Westbound Ramps – LOS “F” AM and PM Peak Hours</td>
</tr>
<tr>
<td>9</td>
<td>California Street / I-10 Eastbound Ramps – LOS “F” AM and PM Peak Hours</td>
</tr>
<tr>
<td>10</td>
<td>California Street / Redlands Boulevard – LOS “F” AM and PM Peak Hours</td>
</tr>
</tbody>
</table>

As shown on Table 7-1 of the Traffic Impact Analysis, prepared by Urban Crossroads, the addition of Project traffic is not anticipated to result in any additional intersections to operate at an unacceptable LOS as compared to those
identified previously for Horizon Year (2035) Without Project traffic conditions. However, the addition of Project traffic is forecasted for result in a significant cumulative impact at California Street/Driveway 2, for AM and PM Peak hours, and California Street/I-10 Westbound Ramps – PM Peak hour only, and California Steret/I-10 Eastbound Ramps – AM and PM Peak hours.

This intersection of California Street/Driveway No. 2 was found to operate at an unacceptable LOS (LOS “E” and LOS “F”) during the weekday AM and PM peak hours without the Project, respectively. The intersection is anticipated to continue to operate at an unacceptable LOS (LOS “F”) with the addition of Project traffic (as measured by 50 or more peak hour trips). As such, the cumulative impact is considered significant. As noted previously, the intersection is anticipated to operate at unacceptable LOS during the peak hours for the eastbound left turn lane (i.e., the egress traffic from the existing Kaiser Permanente medical facility) for Horizon Year (2035) Without Project traffic conditions and will continue to operate at unacceptable LOS with the addition of Project traffic.

To mitigate this cumulative impact, the same improvement strategies, recommended to mitigate 2014 conditions with the project, would continue to apply to reduce the cumulative impact to less than significant.

The intersection of California Street/I-10 Westbound Ramps was found to operate at an unacceptable LOS (LOS “F”) during both weekday AM and PM peak hours without the Project. The intersection is anticipated to continue to operate at an unacceptable LOS (LOS “F”, with an increase in delay of 8.7 seconds in the PM peak hour) with the addition of Project traffic (as measured by 50 or more peak hour trips). As such, the cumulative impact is considered significant.

To mitigate this cumulative impact, the same improvement strategies, recommended to mitigate 2014 conditions with the project, would continue to apply to reduce the cumulative impact to less than significant.

The intersection of California Street/I-10 Eastbound Ramps was found to operate at an unacceptable LOS (LOS “F”) during both weekday AM and PM peak hours without the Project. The intersection is anticipated to continue to operate at an unacceptable LOS (LOS “F”, with an increase in delay of 4.9 seconds in the AM Peak Hour and 6.3 seconds in the PM Peak Hour) with the addition of Project traffic (as measured by 50 or more peak hour trips). As such, the cumulative impact is considered significant.

Contributions of a proportional share of the cumulative improvement need through payment of the City of Redlands Development Impact Fees (DIF) to towards
construction of a east bound left turn lane at California Street/I-10 Eastbound Ramps would reduce the location’s peak hour delay to less than significant.

The widening of adjacent roadways (California Street, Lugonia Avenue, and Almond Avenue) to their ultimate half-width design will be required of the project and City Development Impact Fees (DIF) for the circulation system will be imposed on this project by the City. Although they are mandatory requirements, imposed by City ordinances, they have been restated as mitigation measures to monitor their implementation.

With mitigation measures, as recommended and detailed in the Initial Study, the potential impact to cumulative traffic impacts for years 2014 and 2035 (with project included), will be reduced to be less than significant.

3.c) The project site is within an area designated for commercial and industrial uses and will be accessed primarily from California Street, Lugonia Avenue, and Almond Avenue. None of these streets are classified in the General Plan as Local residential streets. Traffic generated by the project will in no way impact the livability of residential neighborhoods or streets.

3.d) See 3(a) and (b) above.

Issues and Supporting Information Sources:

<table>
<thead>
<tr>
<th>4. FIRE AND PARAMEDIC SERVICES. Will the proposal result in:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Requiring fire and paramedic services that are beyond the current capabilities of the Fire Department?</td>
</tr>
<tr>
<td>b) An increase in response time for essential fire or paramedic services to the remainder of the community?</td>
</tr>
</tbody>
</table>
Issues and Supporting Information Sources:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

5. **POLICE SERVICES.** Would the proposal result in:

a) Requiring police services that are beyond the current capabilities of the Police Department?

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

b) An increase in response time for essential police services to the remainder of the community?

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

c) The need for additional police facilities or equipment?

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

Fire and paramedic services.

4.a) The Fire Department indicates that current capabilities are adequate to provide fire and paramedic service demands for this development. The project will incorporate fixed fire protection systems which will mitigate any impacts relative to this issue.

4.b) The development will not impact essential fire or paramedic services to the remainder of the community. The project would be served by Fire Station No. 264, located at 1270 W. Park Avenue, and is within a minimum response time of five minutes.

4.c) Present capabilities of the Fire Department will not require additional fire or paramedic facilities or equipment as a result of this project. The project will pay Development Impact Fees which have been established by the City to fund public facilities, including fire and paramedic services. In addition, the project will be assessed the Paramedic Assessment in accordance with Proposition P. Also, the project will provide significant additional revenue from increased property tax assessment, business license tax, and other revenue sources that will assist in funding fire operations.
Police Services.

5.a-d) The project consists of a distribution warehouse with an area of 771,839 square feet. Present capabilities of the Redlands Police Department would not be adversely impacted with project development, however, cumulatively the project will along with future development, require increased police services. The project will pay Development Impact Fees which have been established by the City to fund public facilities, including police. The project will also provide significant additional revenue from increased property tax assessment, business license tax, and other revenue sources that may assist in funding police services.

6. **DOWN TOWN IMP A CTS.** Would the proposal result in:
   a) A reduction of the number or types of businesses located in the downtown?  
      | Potentially Significant Impact | Potentially Significant Impact | Less Than Significant Impact | No Impact |
      |                              |                             |                               |          |
      | __                          | __                          | __                           | __       |
   b) An unfair or unreasonable competitive disadvantage to existing businesses downtown?  
      | Potentially Significant Impact | Potentially Significant Impact | Less Than Significant Impact | No Impact |
      |                              |                             |                               |          |
      | __                          | __                          | __                           | __       |
   c) Creation of vacant buildings and the potential for blight?  
      | Potentially Significant Impact | Potentially Significant Impact | Less Than Significant Impact | No Impact |
      |                              |                             |                               |          |
      | __                          | __                          | __                           | __       |
   d) Cause an unreasonable increase in traffic downtown?  
      | Potentially Significant Impact | Potentially Significant Impact | Less Than Significant Impact | No Impact |
      |                              |                             |                               |          |
      | __                          | __                          | __                           | __       |
   e) Economic and social effects of
Downtown Impacts.

6.a-e) The proposed project is a 771,839 square foot industrial park and is located within the northwestern portion of the City. The project does not have the potential to negatively impact the downtown businesses because it is not a retail development and does not provide a service that would impact the businesses located in the downtown area of the City.

Residential Design.

7. RESIDENTIAL DESIGN. Would the proposal:
   a) Conflict with existing codes and or standards?   __  __  __  N/A
   b) Meet minimum point standards of the Residential Development Allocation process? __  __  __  N/A

Residential Design.

7.a,b) The project consists of the development of a 771,839 square foot distribution warehouse. No part of this project contains a residential component. No further additional information or evaluation is needed.
Issues and Supporting Information Sources:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Impact Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

in:

a) Impacts to an historic residential structure, neighborhood, or district?
   - __    __    __    __    __

b) Impacts to an historic commercial structure or district?
   - __    __    __    __    __

c) Impacts to cultural facilities such as the Smiley Library, Redlands Bowl, Lincoln Shrine, Joslyn Center, Community Center, etc?
   - __    __    __    __    __

d) Have the potential to cause a physical change which would affect unique ethnic cultural values?
   - __    __    __    __    __

e) Potential to disturb existing religious facilities
   - __    __    __    __    __

f) Impact or restrict religious or sacred uses
   - __    __    __    __    __

Cultural Facilities.

8.a-b) The project is a distribution warehouse development within an vicinity designated for commercial and industrial uses. The site does not contain any historic structures nor is the site within a Historic District.

8.c) The project is would not be considered growth inducing. The project would not result in ultimately creating an increase in demand upon the cultural facilities of the City. The project will pay Development Impact Fees and provide a significant increase in revenue to the City from increased property tax assessment, business license tax, and other revenue sources that may assist in providing funding for existing cultural facilities. Thus, the project will not have an adverse impact to cultural facilities.

8.d) No part of this project has the potential to affect unique ethnic cultural values.
8.e-f) The project site is undeveloped land currently utilized for the cultivation of row crops. No part of this project will result in impacts to existing religious facilities or restrict religious uses.

9. PARK FACILITIES AND RECREATIONAL PROGRAMS. Will the proposal result in:

   a) Increases in use or demand for park facilities or programs to include manpower, facilities or equipment?  
      __  __  __  ✓

   b) A ratio of parkland to population which exceeds standards and or goals established by the General Plan?  
      __  __  __  ✓

Park Facilities and Recreational Programs.

9.a,b) Based upon the absence of a residential component, the project will neither adversely affect existing or planned park facilities or recreational programs within the City nor create a significant new demand for additional recreational facilities. The project will pay development impact fees and provide a significant increase in revenue to the City from increased property tax assessment, business license tax, and other revenue sources that may assist in providing funding that could be used to benefit park facilities and recreational programs.

10. LAND USE COMPATIBILITY. Would the proposal result in:

   a) Land uses that are not compatible or consistent with the General Plan?  
      __  __  ✓  __

   b) Economic impacts on businesses and small property owners from a project  
      __  __  __  ✓
Land Use Compatibility.

10.a) The project would develop a 771,839 square foot distribution warehouse building on a site that has a General Plan land use designation of Commercial/Industrial. This land use designation allows for this type of development. Therefore, the project would not result in land uses that are not compatible or consistent with the General Plan or surrounding area.

10.b) The project does not pose an economic impact on businesses and small property owners. The project includes the development of a 771,839 square foot distribution warehouse building and is not a retail development and does not provide a service that would impact the businesses located in the City.

10.c) The project is an industrial development within an area designated for commercial industrial uses and adjacent to a regional and local transportation network. No part of this project has the potential to separate or divide an existing community.

10.d) The project proposes to develop a 771,839 square foot distribution warehouse and will provide a number of jobs to the community. No part of this project has the potential to create loss of jobs to the community.

10.e) Based upon the absence of a residential component, no part of this project has the potential to result in overcrowding of the current housing stock within the City.

11. **SCHOOLS.** Would the proposal result in:
Issues and Supporting Information Sources:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

a) Creating an overcapacity in schools?  

b) The need for additional school facilities or equipment?  

c) Land uses not consistent with or compatible with existing educational facilities in community?  

d) Social or academic impacts on students resulting from school closures.

---

**Schools.**

11.a-d) Based on the absence of a residential component to this project and a determination that the project will not manifest a growth-inducing impact, the project does not have the potential to adversely impact schools. Any potential direct and/or indirect impacts attributable to the project will be offset through the payment of State established school fees assessed at the time of building permit issuance.