BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the County of San Bernardino for authorization to modify and convert the existing private at-grade road crossings of VIP Road (to be renamed Jeff Gordon Drive) and Napa Street (to be renamed Jimmie Johnson Drive) to public crossings on the Union Pacific Railroad Alhambra Subdivision at Milepost 526.71 and 526.27, respectively, Proposed CPUC Numbers 001B-526.71-C and 001B-526.27-C, respectively, USDOT Numbers 978414E and 978415L, respectively, County of San Bernardino.	Application No._____

APPLICATION

The County of San Bernardino (Applicant) hereby respectfully requests authority from the California Public Utilities Commission (CPUC or Commission) to modify and convert the existing VIP Road and Napa Street private at-grade crossings to public at-grade crossings (the Project). The Project is located along VIP Road (to be renamed Jeff Gordon Drive), North of the intersection of VIP Road and San Bernardino Avenue, and along Napa Steet (to be renamed Jimmie Johnson Drive), East of the intersection of Napa Street and Etiwanda Avenue, in the County of San Bernardino.

In support of this Application, the Applicant asserts that:

1. The identity of the Applicant is the County of San Bernardino, a political subdivision of the State of California.

2. Applicant's principal place of business is County of 825 E Third Street, San Bernardino, CA 92415 5 N. Arrowhead Avenue, San Bernardino, CA 92415. The main telephone number is (888) 818-8988. (909) 387-7910

3. All correspondence, communication, notices, orders and other papers relative to this Application should be addressed to:

[NAME] Noel Castillo, P.E.

[TITLE] Public Works Director

County of San Bernardino

385 N. Arrowhead Avenu 825 E Third Street, San Bernardino, CA 92415

San Bernardino, CA 92415

(888) 818-8988

[EMAIL ADDRESS] Noel.Castillo@dpw.sbcounty.gov

Noel Castillo AME] is an employee of the County and the Applicant's authorized agent.

4. As required by Rule 3.7 of the Public Utilities Commission's Rules of Practice and Procedure (Rule 3.7), this Application will be served on railroad-users of the crossing described as follows:

   a. The California Steel Industries (CSI) maintains the railroad infrastructure at the proposed crossing locations.

   b. Speedway SBC Development LLC owns the railroad right-of-way of the proposed crossing at Jeff Gordon Drive. West Valley MRF LLC and McLeod Properties Fontana LLC are the owners of the railroad right-of-way of the proposed crossing at Napa Street.

   c. BNSF Railway Company (BNSF) and Union Pacific Railroad Corporation (UPRR) operates freight trains along the rail spurs to serve the CSI facility.

5. The rail milepost at the proposed crossing locations are as follows:

   a. For Jeff Gordon Drive (currently VIP Road), 526.714 of the UPRR Alhambra Subdivision of the Los Angeles Division, and

b. For Jimmie Johnson Drive (currently Napa Street), 526.267 of the UPRR Alhambra Subdivision of the Los Angeles Division.

6. The CPUC Crossing Numbers at the proposed crossing locations are 001B-526.71-C for Jeff Gordon Drive (currently VIP Road), and 001B-526.27-C for Jimmie Johnson Drive (currently Napa Street). Upon conversion of the Jeff Gordon Drive (currently VIP Road) and Jimmie Johnson Drive (currently Napa Street) private crossings to public crossings, Applicant proposes to update the USDOT Crossing Inventory to indicate the new status of USDOT Crossing Numbers (No.) 978414E and 978415L for Jeff Gordon Drive and Jimmie Johnson Drive, respectively, as public crossings.
7. The nearest existing public crossings, stated herein as a requirement of Rule 3.7 (b), are located as follows:
    a. Etiwanda Avenue, 101SG-44.14, is the nearest public crossing to the North of the Project, and is an at-grade crossing,
    b. San Bernardino Avenue, 001B-527.22-C, is the nearest public crossing to the South of the Project, and is an at-grade crossing.
8. Also pursuant to the requirements of Rule 3.7, Applicant supplies the following information:
    a. The crossings are known as "Jeff Gordon Drive Crossing" and "Jimmie Johnson Drive Crossing" ("Jeff Gordon Drive" and "Jimmie Johnson Drive", respectively). The former intersects W Perimeter Road to the East of the crossing, and San Bernardino Avenue to the South of the crossing, in the City of Fontana. The latter intersects W Perimeter Road to the East of the crossing in the City of Fontana and Etiwanda Avenue to the West of the crossing in the City of Rancho Cucamonga. The crossing locations are depicted on Exhibit A, in conformance with the requirements of Rule 3.7 (a) and (e).
    b. Jeff Gordon Drive and Jimmie Johnson Drive provide access to private

property located on the easterly side of the railroad tracks. Said property is owned by International Speedway Corporation ("Speedway"). As stated during the crossing diagnostic meeting of November 16, 2022, there are no plans to change the current designated land uses of the property. The Policy Plan land use category is Commercial (C), and the zoning for the Specific Plan area in the County is Special Development Commercial (SD-COM). The redevelopment of portions of the Auto Club Speedway property will include up to 6.6 million square feet of high-cube logistics/e-commerce uses, approximately 261,360 square feet of ancillary commercial uses, and additional vehicular parking areas to support the future Next Gen motorsport facility. There will be approximately 98 acres of vehicle parking feet to support and accommodate the Next Gen motorsport facility and associated events on designated days; open spaces for gatherings, parkway landscaping, and stormwater; new public roadways and infrastructure to support the proposed land uses and ongoing Speedway events; pedestrian walkway connections between parking areas, enhanced landscaping, signage and public art; access to exercise stations, multi-use pathway and trail connections, and community art walk. The actual development and operation of the NASCAR "Next Gen in California" motorsports facility, referred to as the Next Gen motorsport facility, is governed by the California Speedway Planned Development and is "Not a Part" of the Specific Plan associated with the Project.

c. The existing VIP Road will be realigned to support a design speed of 45 MPH and will be converted to Jeff Gordon Drive approximately 300' West of the at-grade crossing. This roadway will contain one lane of travel in each direction and will be improved with safety features in association with this Application, as set forth herein. The existing Napa

Street will be converted to Jimmie Johnson Drive at the existing cul-de-sac, and Jimmie Johnson Drive will be extended over the railroad tracks, having two lanes of travel in each direction instead of the existing cul-de-sac and restricted gate, and will be improved with safety features in association with this Application, as set forth herein.

d. The existing private crossings at VIP Road (future Jeff Gordon Drive) and Napa Street (future Jimmie Johnson Drive) are each currently configured with one (1) industrial spur track; both crossings will maintain (1) industrial spur track.

9. The public need for the Project, stated herein as a requirement of Rule 3.7(c) (1), is to provide public crossings serving the designated locations. The Project will implement additional roadway safety features, including the installation of street lighting, automatic gate arm warning devices, pedestrian pathways equipped with detectable warning surface, and advance warning signage and striping in compliance with CA MUTCD.

10. A separation of grades is not practicable at this crossing for the following reasons, as stated in conformance with Rule 3.7(c) (2):

    a. With the AutoClub Speedway and Speedway Commerce Center (currently under development) adjacent to the railroad right-of-way, as well as the termination of both industrial spur rail lines at the AutoClub Speedway Metrolink Station located in close proximity, the implementation of a grade separation would be impractical and would displace existing land uses to the extent that the grade separation would obviate the purpose and function of the crossing, which is to provide circulation and preserve access to existing adjacent land uses. Further, elevating or depressing the respective roadways would restrict or eliminate the necessary access points for event-based circulation through the Speedway site.

    b. Applicant affirms that to its knowledge, there are no planned changes to

currently designated land uses of the Speedway property as adopted by the County Board of Supervisors on 10/25/22. However, the land uses are currently under development of the Auto Club Speedway underway by NASCAR. To illustrate existing uses of the property as well as projected future uses, the vehicular traffic volumes for existing conditions as well as projected non-event and event day events are shown in the following chart.

Jeff Gordon Drive		
Average Daily Traffic on roadway crossing tracks	0	
Year ADT count taken (should be within the last 5 years)	2021	
Projected ADT on roadway	5,400 for non-event day traffic	
Average Daily Train traffic and speed form all operating railroads	Train Volume	Maximum Train Speed
Passenger	N/A	N/A
Freight	2 trains/day	10 mph
Transit	N/A	N/A
Jimmie Johnson Drive		
Average Daily Traffic on roadway crossing tracks	4,640 * *Note: this count is based at the cul-de-sac. Projected increases will be due to roadway being converted to a through route, rather than increasing due to event traffic.*	

Year ADT count taken (should be within the last 5 years)	2021	
Project ADT on roadway	4,640 for non-event day traffic	
Average Daily Train traffic and speed form all operating railroads	Train Volume	Maximum Train Speed
Passenger	N/A	N/A
Freight	2 trains/day	10 mph
Transit	N/A	N/A

c. The Notice of Determination for the Final Environmental Impact Report, State Clearing House No. 2021120259, certified at the County of San Bernardino Board of Supervisors on October 25th, 2022 is included as Exhibit B-1, and the Specific Plan is included as Exhibit B-2 to this Application in conformance with Rule 3.7. This Project satisfies the criteria for a Class 1 (Existing Facilities) and Class 2 (Replacement or Reconstruction) Categorical Exemption under the California Environmental Quality Act (CEQA) per Section 15301(b) and 15302(c), respectively, of the CEQA Guidelines. The improvements would be located on the existing site and will have the same purpose and capacity as the structure being reconstructed. The County of San Bernardino will serve as the CEQA lead agency. Further, the Project satisfies the criteria for Categorical Exclusion under the National Environmental Policy Act (NEPA) per Federal Railroad Administration Categorical Exclusion 19 or 21 per Code of Federal Regulations Part 771.116.

11. In support of the proposed conversion of the Jeff Gordon Drive (currently VIP Road) and Jimmie Johnson Drive (currently Napa Street) crossings to public crossings, Applicant hereby asserts that California Steel Industries (CSI) will provide for maintenance responsibilities for both roadway approaches up to 2' outside the rail crossing panels upon establishment of the public crossing, per CPUC GO 72-B, and Applicant will be responsible for maintaining the public roadway outside the 2' beyond the rail crossing panels. CSI will also be responsible for the testing and maintenance of all automated warning devices at the crossing. Establishment of a public roadway shall be accomplished by the following:

    a. Public right-of-way for both Jeff Gordon Drive and Jimmie Johnson Drive will be dedicated to the County of San Bernardino. The limits of right-of-way for Jeff Gordon Drive is depicted in Exhibit C-1, which is a tentative map. The limits of right-of-way for Jimmie Johnson Drive is depicted in Exhibit C-2, which is a separate roadway dedication map. The Parcel Map 20478 as part of the Project is included as Exhibit C-3.

12. A description of existing and proposed signs, signals and warning devices is provided as follows as required by Rule 3.7(c) (3):

    a. Currently, the existing VIP Road and Napa Street private crossings possess no automatic gate warning devices. Both crossings are equipped with roadway gates spanning the roadway to prevent unauthorized crossings.

    b. In its proposed configuration, as shared with the CPUC Rail Safety Division Staff during the crossing diagnostic meeting of November 16, 2022, and follow up communications, the public crossings will each be equipped with two (2) CPUC Standard No. 9-A automatic-gate warning devices positioned for the existing signal track layout. Additionally, the Jimmie Johnson Drive crossing proposes CPUC Standard No. 9-E

automatic-gate warning devices positioned on the exit quadrants of the crossing.

c. The Project will add new signal cabins to accommodate the installation of new railroad warning devices.

d. The Project will add new crossing surfaces that will be installed, consisting of new precast concrete crossing panels abutting an asphalt paved roadway approach.

e. Right-of-way fencing will be maintained on the west side of the track approaches despite the removal of the existing right-of-way gate spanning the width of the roadway. The right-of-way fencing will exist up to the back of sidewalk where applicable, and will not impact the visibility of flashing light pairs for proposed warning devices.

f. Proposed crossing features as described herein are depicted on Exhibit D of this Application, which is a plan set for crossing improvements, including plan-view map showing accurate locations of all streets, roads, property lines, tracks, buildings, structures or other obstructions to view in each direction from proposed crossing in conformance with the requirements of Rule 3.7 (d). The crossing features depicted on the layout sheets included in Exhibit D, in addition to those that are currently being installed as part of the Project, will include a sidewalk pathway along the southern side of Jeff Gordon Drive and along both sides of Napa Street, with detectable warning surface provided on all pedestrian approaches to the railroad tracks, as well as illumination for vehicles along both roadways. In conformance with the requirements of Rule 3.7 (f), a profile sheet of the existing and proposed grade lines of the roadway are provided in Exhibit D.

g. Rail signal design plans for the Jeff Gordon crossing are included on Exhibit E-1 of this application. Rail signal design plans for the Jimmie

Johnson crossing are included on Exhibit E-2 of this Application.

h. Proposed crossing modifications to be constructed under the scope of the Project will conform to CPUC General Order 26-D for horizontal clearances. Exhibit F to this Application depicts a typical vehicular turning path for a large fire truck thus demonstrating that horizontal clearances within the proposed roadway lanes will accommodate fire truck movements. The proposed lane configuration was established as part of the Project.

i. The configuration of the gates, fencing and signage complies with industry best practices as described in the AREMA Manual. Exhibit D also provides details on the placement of signs and pavement markings within the Project limits.

j. There are currently no pedestrian walkways along VIP Road, but a pedestrian walkway is proposed along the southern side of Jeff Gordon Drive and over the tracks, equipped with detectable warning surfaces on both pedestrian approaches, to then connect with the proposed sidewalk on the north side of the roadway approximately 250' east of the crossing. At Jimmie Johnson Drive, there are proposed pedestrian pathways equipped with detectable warning surfaces on all four quadrants, as well as curb ramps along the driveways to the west of the railroad tracks.

k. As part of the redevelopment of the roadways per separate improvement plan, underground utilities will be bored underneath the existing railroad tracks per latest AREMA standards for underground utilities. These utility activities will take place prior to acceptance of roadways as public streets, and prior to any work at the railroad crossings.

13. Attached hereto as Exhibit G is the Environmental and Social Justice Statement for this Application.

14. Attached hereto as Exhibit H is the Scoping Memo for this Application.

15. Attached hereto as Exhibit I is the Certificate of Service for this Application.
16. Attached hereto as Exhibit J is the Verification for this Application.
17. Authorization for the Project is requested pursuant to Section 1201 through 1205 of the Public Utilities Code and is made in accordance with Rule 3.7.

WHEREFORE, Applicant, the County of San Bernardino, respectfully requests that the Commission issues an order pursuant to the provisions of Sections 1201-1205, inclusive, of the California Public Utilities Code and Commission Rules of Practice and Procedure Rule 3.7 authorizing alteration and conversion of an existing private at-grade crossing to a public crossing at VIP Road on the Union Pacific Railroad Alhambra Subdivision and designated as USDOT No. 978414E, and authorizing alteration and conversion of an existing private at-grade crossing to a public crossing at Napa Street on the Union Pacific Railroad Alhambra Subdivision and designated as USDOT No. 978415L.

Dated at San Bernardino, California, this _____ day of _____, 2024.

County of San Bernardino

_____

[NAME] Noel Castillo, P.E.

[TITLE] Public Works Director

County of San Bernardino

385 N. Arrowhead Avenue

San Bernardino, CA 92415

825 E Third Street, San Bernardino, CA 92415

[TEL] (909) 387-7910

[EMAIL] Noel.Castillo@dpw.sbcounty.gov

VERIFICATION

I, _____, an employee of California Steel Industries, and am authorized to make this verification on its behalf. The statements in the foregoing document are true to my own knowledge, or believed by myself to be true.

I declare, under penalty of perjury, that the foregoing is true and correct.

Executed on _____, 2024 at _____, California.

_____
(Signature)

_____
(Print Name and Title)

APPROVAL

California Public Utilities Commission

By:_____
(Signature)

_____
(Print Name and Title)

Date:_____

SERVICE LIST

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California Public Utilities Commission
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Matthew.Bond@cpuc.ca.gov

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[County signatory]
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Scott Starr
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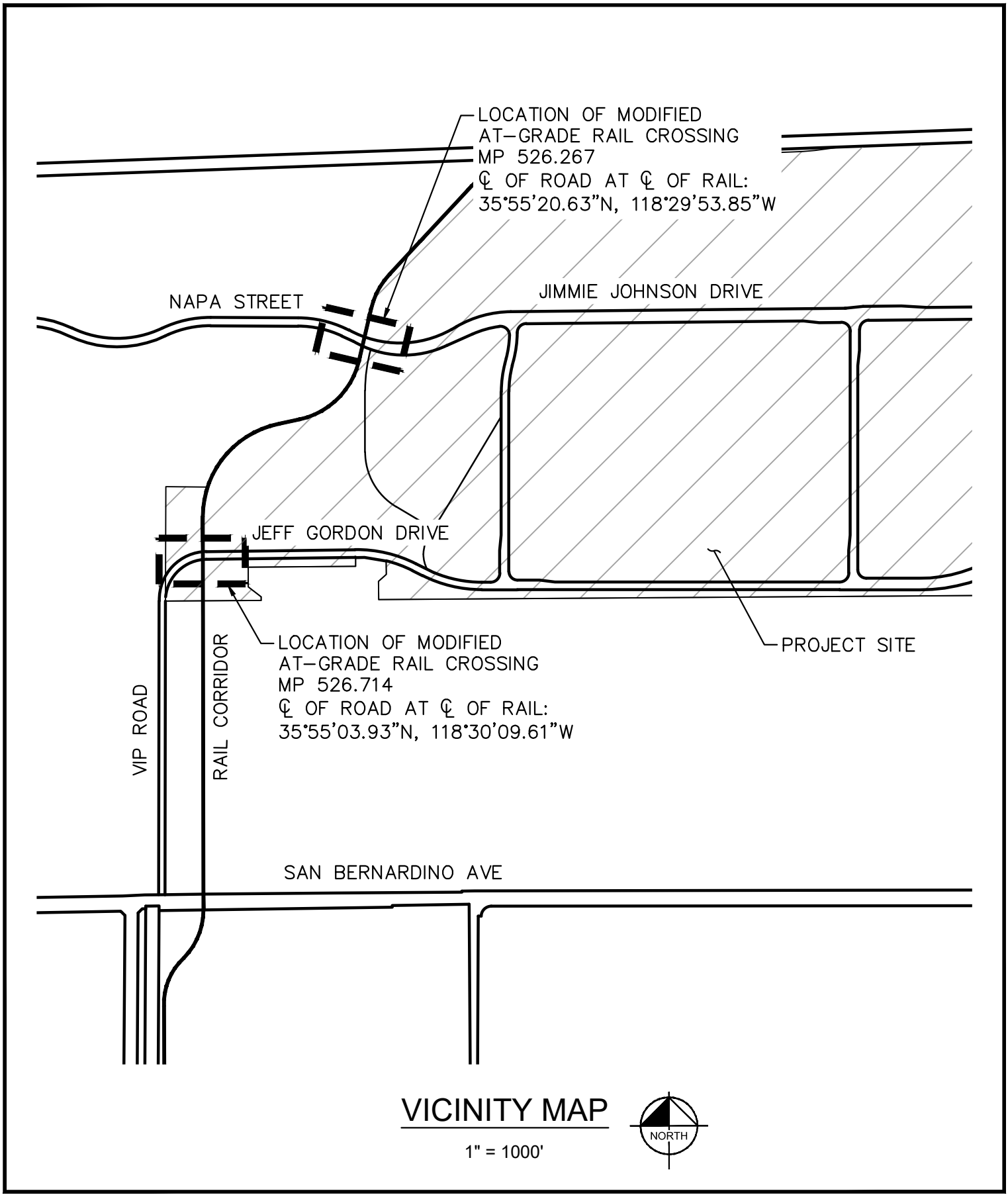
Scott.Starr@nucor.com

Exhibit A

Vicinity Maps



VICINITY MAP

1" = 1000'

Kimley»Horn

Exhibit B-1

Notice of Determination

DATE FILED & POSTED
Posted On: 10/25/2022
Removed On: 12/07/2022
Receipt No: 36-10252022-730

Notice of Determination

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ Clerk of the Board
County of: San Bernardino
Address: 385 North Arrowhead Avenue, Second Floor
San Bernardino, CA 92415-0130

From:
Public Agency: San Bernardino County, LUSD
Address: 385 North Arrowhead Ave, First Floor San Bernardino, CA 92415-0187
Contact: Steven Valdez
Phone: 909-387-4421

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

COUNTY OF SAN BERNARDINO
CALIFORNIA
2022 OCT 25 PM 1:45
CLERK OF THE
BOARD OF SUPERVISORS

State Clearinghouse Number (if submitted to State Clearinghouse): 2021120259

Project Title: Speedway Commerce Center II Specific Plan

Project Applicant: Candyce Burnett, Kimley-Horn

Project Location (include county): 9250 Cherry Avenue, unincorporated area of Fontana

Project Description:

Specific Plan, a Revision to Approved Action, Tentative Parcel Map 20478 to create twenty six parcels, two lettered lots and public streets from five existing parcels at the existing Auto Club Speedway (ACS) property, Development Agreement, and Environmental Impact Report (EIR) to facilitate the development of a new industrial high cube logistic and e-commerce project and support facilities consisting of the development of up to approximately 6.6 million square feet of industrial high cube logistics and e-commerce development, 98 acres of support parking facilities, and 12 acres of parking/ancillary commercial uses, with support landscaping and facilities within the Commercial (C) Land Use Category and Special Development-Commercial Focus (SD-COM) zoning district on approximatley 433 acres of the 522.30-acre site. This will comprise the Third Cycle General Plan Land Use Element Amendment of 2022

This is to advise that the San Bernardino County has approved the above (☒ Lead Agency or ☐ Responsible Agency)

described project on October 25, 2022 and has made the following determinations regarding the above (date) described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final and record of project approval are the Mitigated Negative Declaration are available to the General Public at:
385 N. Arrowhead Ave., San Bernardino, CA 92415

Signature (Public Agency): Heidi Duron Title: Planning Director

Date: 10/25/2022 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

State of California - Department of Fish and Wildlife

2022 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

Print | StartOver | Save

RECEIPT NUMBER:
36 — 10/25/2022 — 730

STATE CLEARINGHOUSE NUMBER *(If applicable)*
2021120259

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
San Bernardino County, LUSD		10/25/2022

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
San Bernardino	

PROJECT TITLE

Speedway Commerce Center II Specific Plan

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
Candyce Burnett Kimley-Horn		(909) 387-4431

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
385 N. Arrowhead Ave., First Floor	San Bernardino	CA	92415-0187

PROJECT APPLICANT *(Check appropriate box)*

☐ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☑ Private Entity

CHECK APPLICABLE FEES:

☑ Environmental Impact Report (EIR)	$3,539.25	$	3,539.25
☐ Mitigated/Negative Declaration (MND)(ND)	$2,548.00	$	0.00
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,203.25	$	0.00
☐ Exempt from fee			
☐ Notice of Exemption (attach)			
☐ CDFW No Effect Determination (attach)			
☐ Fee previously paid (attach previously issued cash receipt copy)			
☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$	0.00
☑ County documentary handling fee		$	50.00
☐ Other		$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☑ Other SAP **TOTAL RECEIVED** $ 3,589.25

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X Jennifer Luna	Jennifer Luna, Deputy Clerk

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 01012022)

Exhibit B-2

Specific Plan

385 N. Arrowhead Avenue, First Floor, San Bernardino, CA 92415 | Phone: 909.387.8311 Fax: 909.387.3223
www.SBCounty.gov

SAN BERNARDINO COUNTY

Land Use Services Department
Planning

David Doublet
Director

October 31, 2022

EFFECTIVE DATE: October 25, 2022
EXPIRATION DATE: October 25, 2025

Candyce Burnett
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, CA 92501

SUBJECT: **APPROVAL OF: 1) SPEEDWAY COMMERCE CENTER II SPECIFIC PLAN ("SPECIFIC PLAN") TO FACILITATE THE DEVELOPMENT OF UP TO APPROXIMATELY 6.6 MILLION SQUARE FEET OF HIGH-CUBE LOGISTICS AND E-COMMERCE DEVELOPMENT, 98 ACRES OF SUPPORT PARKING FACILITIES, AND 12 ACRES OF PARKING/GENERAL COMMERCIAL USES, WITH SUPPORT LANDSCAPING AND FACILITIES ON APPROXIMATELY 433 ACRES OF THE 522-ACRE SITE ("PROJECT SITE"), 2) POLICY PLAN AMENDMENT FROM COMMERCIAL (C) TO SPECIAL DEVELOPMENT (SD) FOR THE PROJECT SITE, 3) ZONING AMENDMENT FROM SPECIAL DEVELOPMENT – COMMERCIAL (SD-COM) TO SPEEDWAY COMMERCE CENTER II, SPECIFIC PLAN COMMERCIAL (SC/SP-COM) FOR THE PROJECT SITE, 4) DEVELOPMENT CODE AMENDMENT TO AMEND SECTIONS 82.23.030 AND 86.14.090 OF THE SAN BERNARDINO COUNTY CODE ADDING THE SPECIFIC PLAN TO THE LIST OF ADOPTED SPECIFIC PLANS, 5) DEVELOPMENT AGREEMENT NO. 22-01, 6) REVISION TO APPROVED ACTION TO AMEND THE EXISTING PLANNED DEVELOPMENT PERMIT FOR THE AUTO CLUB SPEEDWAY TO REMOVE FROM ITS COVERAGE APPROXIMATELY 433 ACRES OF THE PROJECT SITE, WHICH WILL BE GOVERNED BY THE SPECIFIC PLAN, AND; 7) TENTATIVE PARCEL MAP NO. 20478 TO SUBDIVIDE 10 PARCELS INTO 26 PARCELS AND TWO LETTERED LOTS OVER THE PROJECT SITE..**

Dear Ms. Burnett:

On October 25, 2022, the above referenced project was approved by the San Bernardino County Board of Supervisors, subject to completion of the attached conditions of approval. The proposed project was found to be in conformance with the County General Plan policies. The effective date of this approval is October 25, 2022. The Specific Plan has no expiration, but the Tentative Parcel Map and Revision to Approved Action shall expire and become void on October 25, 2025, if they are not exercised pursuant to the conditions of approval.

BOARD OF SUPERVISORS
Col. Paul Cook (Ret.) First District | Janice Rutherford Second District | Dawn Rowe Vice Chair, Third District | Curt Hagman Chairman, Fourth District | Joe Baca, Jr. Fifth District
Leonard X. Hernandez Chief Executive Officer

PLEASE NOTE: THIS WILL BE THE ONLY NOTICE GIVEN FOR THE ABOVE SPECIFIED EXPIRATION DATE AND THE TIMELINES SPECIFIED IN THE CONDITIONS. THE APPLICANT IS SOLELY RESPONSIBLE FOR INITIATING ANY TIME EXTENSION REQUEST THIRTY DAYS BEFORE EXPIRATION.

This completes the Planning Division's review of this project. The Condition of Approval and the approved Specific Plan and Tentative Parcel Map are the final development criteria and design for this project. This is not considered a conceptual design, and as such, is not subject to change or alteration. Therefore, any proposed revisions or modifications will require additional fees and the submittal of a "Revision to Approved Action Application" for review and approval of the Tentative Parcel Map. Changes to the Specific Plan will require a Specific Plan Amendment.

If you have any questions regarding specific condition(s) outlined in the attached conditions of approval, please call the appropriate agency or department. The telephone numbers of each County Department are listed in the conditions of approval next to the department's section heading. If you have any questions regarding this process or require additional information about specific Planning conditions, please contact the Planning Division at (909) 387-4421.

Thank you,

Steven Valdez

Steven Valdez, Senior Planner

SV/drp

Attachments: Specific Plan
Tentative Parcel Map

cc: County Fire Department, Hazardous Materials Division
Building & Safety Division
Land Development Engineering/Roads & Drainage
Code Enforcement Division
Public Works, Solid Waste Management
County Fire/Community Safety
Environmental Health Services
Public Works, Traffic Division

Specific Plan and Tentative Parcel Map Conditions of Approval

Record: PROJ-2021-00150
Planning Commission Date: September 8, 2022
Board of Supervisors Date: October 25, 2022

Planning Division

1. Project Description. 1) Speedway Commerce Center II Specific Plan, and; 2) Tentative Parcel Map No. 20478 to facilitate the development of up to approximately 6.6 million square feet of high-cube logistics and e-commerce development, 98 acres of support parking facilities, and 12 acres of parking/general commercial uses, with support landscaping and facilities on approximately 433 acres of the 522 -acre site.

2. Project Location. The Project site is located at 9250 Cherry Avenue, in the unincorporated area of Fontana.

3. 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.

   The County shall promptly notify the developer of any claim, action, or proceeding and 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. 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 §2782.

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

5. Expiration: Pursuant to Government Code Section 66452.6(a) and Article 2(C)(2) of Development Agreement No. 22-01, the Tentative Parcel Map shall expire and become void if it is not "exercised" prior to the expiration of Development Agreement No. 22-01, which shall be a period of twenty (20) years from its effective date unless terminated, modified or extended by circumstances set forth therein. The permit is deemed "exercised" when either: (a.) The permittee has commenced actual construction or alteration under a validly issued building permit, or (b.) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060) (c.) Occupancy of approved land use, occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs: - Construction permits for all or part of the project are not issued, or the construction permits expire before the structure is completed and the final inspection is approved. - The land use is determined by the County to be abandoned or non-conforming. - The land use is determined by the County to be not operating in compliance with these conditions

of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination. PLEASE NOTE: This will be the ONLY notice given of this approval's expiration date. The developer is responsible to initiate any Extension of Time application

6. Parcel Map Extension of Time: Pursuant to Government Code Section 66452.6(a) and Article 2(C)(2) of Development Agreement No. 22-01, the Tentative Parcel Map shall not be extended beyond the duration of Development Agreement No. 22-01.

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

8. Project Account: The Project account number is PROJ-2021-00150. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g., Land Use Services, Public Works, and County Counsel). Upon notice, the "developer" shall deposit additional funds to maintain or return the account to a positive balance. The "developer" is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

County Fire - Community Safety

9. Fire AHJ: San Bernardino County Fire is not the Authority Having Jurisdiction (AHJ) for this property. Please contact: City of Fontana Fire Department.

Land Use Services - Land Development - Drainage

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

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

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

13. 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.

14. 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. Refer to approved WQMP maintenance section.

Public Health– Environmental Health Services

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

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

Department of Public Works – Surveyors Office

17. Land Survey Monuments: 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.

18. Record of Survey: Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
    a. Monuments set to mark 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.

Prior to Land Disturbance/Recordation of Parcel Map

Land Use Services - Building and Safety

19. Geotechnical (Soil) Report Required Before Grading: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to recordation of the parcel map.

20. Demolition Permit Required Before Grading: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, backfilled and inspected before covering.

21. Composite Development Plan (CDP) Note Requirements: The following Composite Development Plan (CDP) Requirements shall be placed on the CDP submitted as a requirement for Recordation of the final map. Wall Plans: Submit plans and obtain separate permits for any required retaining walls. Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to

issuance of grading and/or building permits. 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.

Land Use Services - Land Development - Drainage

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

23. WQMP Inspection Fee: The developer shall provide a $3,600 deposit to Land Development Division for inspections required as part of any approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

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

25. Drainage Improvements: A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through each parcel in a safe manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A $750 deposit for drainage study review is required for each parcel, and will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

26. Project Specific Conditions: FEMA Flood Zone. A majority of the Project is located within Flood Zone X-Shaded according to FEMA Panel Number 06071C8653J dated 9/2/2016 but the outer portions of the site are in Zone X (unshaded). The first floor will be required to be elevated a minimum 1 foot above natural highest adjacent ground in compliance with SBC regulations. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

27. Project Specific Conditions: Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction proposed on each parcel within the Specific Plan. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

28. Project Specific Conditions: 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

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

30. CDP-NPDES Permit: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "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."

31. CDP- Grading Plans: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "Grading Plans. Grading and erosion control plans shall be submitted for review and approval obtained prior to construction. All drainage and WQMP improvements shall be shown on the grading plans according to the approved final drainage study and preliminary WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule."

32. CDP- Natural Drainage: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "Natural Drainage. Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed, unless specific approval is given by County Land Use Services Department - Land Development Division/Drainage Section for each lot/parcel."

33. CDP-FEMA Flood Zone: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311 FEMA Flood Zone. A majority of the project site is located within Flood Zone X-Shaded according to FEMA Panel Number 06071C8653J dated 9/2/2016 and a portion is located within Zone X (unshaded). The first floor will be required to be elevated a minimum 1 foot above natural highest adjacent ground in compliance with SBC regulations. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit."

34. CDP-San Sevaine Fee: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "San Sevaine Fee. The project site is located within the San Sevaine Drainage Fee area and is subject to a fee of $4,405 per net developed acre that is to be paid prior to issuance of any grading or building permit. (SBC Ord, No. 3358)."

35. CDP-WQMP Operations and Maintenance: A Composite Development Plan (CDP) is required and the following

shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "WQMP Operations and Maintenance. Operation and maintenance requirements for all Source Control, Site Design, and Treatment Control BMPs shall be identified within the Water Quality Management Plan (WQMP). All maintenance or replacement of BMPs proposed as part of the WQMP is the sole responsibility of the Owner in accordance with the terms of the WQMP Agreement."

36. CDP-WQMP Improvements: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "WQMP Improvements. All required WQMP improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works. An electronic file of the approved Final WQMP shall be submitted to Land Development Division, Drainage Section."

37. CDP-Drainage Improvements: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development."

38. CDP-Additional Drainage Improvements: A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim): "Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311" "Additional Drainage Improvements. At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall design/prepare complete drainage improvement plans and profiles. After these are submitted for review and approval, additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time."

39. Project Specific Conditions: Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to the approval of a building permit on each parcel within the Specific Plan. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction. Any utility affecting construction shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of- way is acquired.

40. Slope Easements: Slope rights shall be dedicated, where necessary.

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

42. Encroachment Permits: Prior to installation of driveways, sidewalks, etc., on each parcel, an encroachment permit is

required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction.

43. Construction Permits: Prior to installation of road and drainage improvements on each parcel, a construction permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

44. Maintenance Bond: Once all required public road, drainage, WQMP, and/or utility improvements have been constructed and approved on each parcel, a maintenance bond for a period of one year shall be required to insure satisfactory condition of all improvements. Submit necessary fees, per the latest fee schedule, for new securities. If phasing of improvements are required, then a maintenance bond shall be permitted with each phase of improvements and shall be required for a period of one year.

45. Improvement Securities: Any required public road, drainage, WQMP, and/or utility improvements for subdivisions shall be bonded in accordance with County Development code unless constructed and approved prior to recordation. All necessary fees shall be provided in accordance with the latest fee schedule.

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

47. Project Specific Conditions: Slope Easements and Tests. Slope rights shall be dedicated, where necessary. Slope stability tests are required for road cuts or road fills per recommendations of the Geotechnical Engineer to the satisfaction of County Public Works.

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

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

50. Street Type Entrance: Street type entrance(s) with curb returns shall be constructed at the entrance(s) to all parcels within the Specific Plan.

51. Road Improvements: Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works and/or San Bernardino County Special Districts, as appropriate for each parcel in the Specific Plan. Completion of road and drainage improvements does not imply acceptance for maintenance.

Public Health– Environmental Health Services

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

Department of Public Works – Surveyors Office

53. Tentative and Final Map. A Tentative and Final Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.

54. Non-interference Letter. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

55. Easement. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.

56. Fees. Review of the Final Map by our office is based on actual cost, and requires an initial $8,000.00 deposit. Prior to recordation of the map all fees due to our office for the project shall be paid in full.

57. Title Report. A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.

58. Final Monumentation. Final Monumentation, not set prior to recordation, shall be bonded for with a cash deposit to the County Surveyor's Office as established per the current County Fee Ordinance on file with the Clerk of the Board.

Prior to Issuance of Building Permit

Land Use Services - Building and Safety

59. Temporary Use Permit: "Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required for each parcel a temporary structure is proposed. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years."

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

61. Regional Transportation Fee: This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Fontana Subarea. Fees Shall be paid in accordance to The Regional Transportation Development Mitigation Plan Fee (Plan Fee) by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Transportation Mitigation Fees are required for development on all parcels located within the Specific Plan and will be calculated during the entitlement application review for each building/use proposed within the Specific Plan.

    The current Regional Transportation Development Mitigation Plan can be found at the following website:

http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

Land Use Services - Planning

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

63. Exterior Lighting Features. External structures or lighting are required in conformance with the Specific Plan.

64. Streetlights. Prior to development on each parcel in the Specific Plan, streetlights are required. Streetlights shall be designed to conform to the design criteria specified in the Specific Plan. The lights shall be approved to the satisfaction of the Special Districts Director and Planning Director. Street Lighting plans and plan check fees must be submitted to Department of Public Works, Special Districts for review and approval. Please submit plans to Department of Public Works, Special Districts, 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450, (909) 386-8800.

65. Power Lines. Except for relocation of the existing overhead SCE transmission lines on the Project Site, which may be relocated above ground, as required in County Development Code Section 84.27.050(k), the applicant shall not extend any new above ground power or communication lines to the site, unless clear and convincing evidence demonstrates that undergrounding these lines would result in substantial environmental impacts. Prior to installation of power line whether underground or overhead, submittal of verification to the County Planning Division is required prior to issuance of building permits on each parcel located within the Specific Plan.

66. Landscape and Irrigation Plan. Prior to issuance of a building permit on each parcel within the Specific Plan, landscape and Irrigation Plans shall be prepared in conformance with the Specific Plan Landscaping Design guidelines and Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit four copies of a landscape and irrigation plan to County Planning.

67. Water Purveyor: Water purveyor shall be Fontana WS or San Gabriel Valley Water Company.

Prior to Final Inspection
Prior to Occupancy

Land Use Services - Land Development - Drainage

68. WQMP Improvements: All required WQMP improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works. An electronic file of the approved final WQMP shall be submitted to Land Development Division, Drainage Section.

69. Drainage Improvements: All required drainage improvements shall be completed by the applicant.

70. LDD Requirements: Condition of Road Improvements. At the time of occupancy for all structures, the condition of

all required on-site and off-site improvements shall be acceptable to the County Department of Public Works.

71. Structural Section Testing: Prior to occupancy, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to the County Department of Public Works.

72. Private Roads/Improvements: Prior to occupancy, all required on-site, and off-site improvements for each parcel located within the Specific Plan shall be completed by the applicant. Construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria.

73. Road Improvements: All required on-site, and off-site improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works or San Bernardino County Special Districts, as appropriate. Completion of road and drainage improvements does not imply acceptance for maintenance.

74. LDD Requirements: CMRS Exclusion. Roads within this development will be maintained by the San Bernardino County Special Districts.

75. LDD Requirements: Landscape Maintenance. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by the County Department of Public Works/current Planning or San Bernardino County Special Districts, as appropriate and maintained the San Bernardino County-Special Districts.

Department of Public Works – Special Districts

76. District(s) Formation – Condition. Formation of a maintenance district(s) (Raceway Commerce) is required to manage and fund the maintenance and operations of the proposed improvements that will be funded and developed by the Project/Developer. The Developer shall work with and reimburse San Bernardino County Public Works -Special Districts and it's representative on the proposed district formation including but not limited to: Consultant fees, documents preparation, meetings, management, administration, and overhead costs related to this project and district formation. The proposed district shall include in the formation documents all maintenance responsibilities required by the district, including but not limited to streetlight, road, storm drain, detention basin, water and sanitation, park, and landscape services. All property owner(s) within the proposed new district boundary, which is co-terminus with the boundary of the Project Site shall agree to the costs and conditions associated with the new district formation as prescribed by Proposition 218, as necessary.

Department of Public Works – Surveyors Office

77. Land Survey Monuments: 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.

78. Record of Survey: Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
d. Monuments set to mark property lines or corners;

e. 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;
f. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

If you would like additional information regarding any of the conditions in this document, please contact the department responsible for applying the condition and be prepared to provide the Record number above for reference. Department contact information has been provided below.

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311
(All Divisions)	High Desert Govt. Center	(760) 995-8140
County Fire	San Bernardino Govt. Center	(909) 387-8400
(Community Safety)	High Desert Govt. Center	(760) 995-8190
County Fire	Hazardous Materials	(909) 386-8401
Dept. of Public Works	Flood Control	(909) 387-7995
	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Local Agency Formation Commission (LAFCO)		(909) 388-0480
Special Districts	Water and Sanitation	(760) 955-9885
	Administration, Park and Recreation, Roads, Streetlights, Television Districts, and Other	(909) 386-8800
External Agencies (Caltrans, U.S. Army, etc.)		*See condition text for contact information...*

Minor Revision
Planned Development
Conditions of Approval

Record: PROJ-2021-00150

Effective Date: October 25, 2022
Expires: October 25, 2025

1. Revised Project Description. This Minor Revision approval alters the configuration of the Speedway Minor Revision (PRAA-2021-00025) Project by:
   - Amending the existing Planned Development (PD) Permit for the ACS to remove from its coverage approximately 433 acres of the ACS site, which will be governed by the Speedway Commerce Center II Specific Plan.

2. Original Project Description: A Minor Revision to the Next Gen in California Project ("Modified Project") approved on December 7, 2020 (PRAA-2020-0040), to include demolition of 395,200 square feet of existing development and construction of 262,000 square feet of new development, with a total square footage (including existing and new construction) of approximately 542,720 (the "Revised Modified Project").

   This Minor Revision approval alters the configuration of the Modified Project by:

   - Development of a new 0.67-mile racetrack and support facilities (entrance gates, restrooms, etc.), in lieu of the previously approved 0.5-mile track.
   - Removal of certain restroom facilities, storage building, and tiered seating as part of the Midway.
   - Removal or relocation of previously approved grandstands that were to be constructed in turn 1-2, with grandstand seating to be located in existing front-stretch grandstands or constructed in an alternative location adjacent to the 0.67-mile racetrack with a total of up to 35,000 seats (most of which is facilitated by retaining existing grandstands with minimal new construction, so that less existing grandstands will be demolished as compared to the Modified Project).
   - Remove previously approved concourse buildings that were to be constructed in turn 1-2 under the Modified Project.
   - Demolition of the existing Pit Terrace Suite building and construction of the new Suite Club Building behind backstretch/turn 3 area.
   - Demolition of existing production kitchen and construction of a new kitchen in the new Suite club building.
   - Remove previously approved 15,000 sq. ft. club building in the fan-zone that would have been constructed under the Modified Project and the proposed construction of a new 10,000 sq. ft. open pavilion.
   - Demolition of a portion of the existing garage buildings located behind the backstretch to accommodate the .67-mile racetrack.
   - Construction of new 2,500 sq. ft. restroom and office building west of existing Sunoco building.
   - Modification and construction of proposed "Road F" under the Modified Project to connect with the existing Napa St. to the west.

Record: PROJ-2021-00150 **Effective Date:** October 25, 2022
Expires: October 25, 2025

	Original Project	Modified Project	Revised Modified Project	Change from Modified to Revised
Approved Planned Development	675,920 + 875,000 for business park			N/A
Demolition	N/A	400,300	395,200	5,100 s.f., or 1.27% Decrease in demolition
Constructed	675,920	265,500	262,000	3,445 s.f., or 1.32% decrease in new construction
Retain/unaltered	N/A	275,620	280,720	5,100 s.f., or 1.85% increase in retaining existing development
Total SQFT	**675,920**	**541,120**	**542,720**	**1,600 or 0.3%**

3. Project History/Background:

- On December 7, 2020, a Major Revision to a previously approved Planned Development (PD) for the Auto Club Speedway facility was approved to replace the existing two-mile track with a half-mile short track referred to as the NASCAR, Next Gen in California (Modified Project). The Modified Project would continue to host the same type of operations and events previously approved by the County, but with substantially reduced maximum capacity of 50,000 persons and 35,000 grandstand seats, as compared to the previously approved maximum capacity of 107,000 persons and 93,880 grandstand seats. The only development changes to the Modified Project approved through this Minor Revision are set forth above in Section 1. The Revised Modified Project will not change the operational characteristics of the previously approved Modified Project. APN: 0231-011-10 (Multiple APNs); Project Number PRAA-2021-00025.

- "Premier" and "ancillary" events may be operated by the Revised Modified Project in accordance with the conditions of approval dated April 24, 2003 for Revision #4 to the Planned Development, except that the maximum attendance capacity for "premier" events will be reduced from 107,000 persons to 50,000 persons. The developer may seek approval for "temporary special events" as provided in the conditions of approval for Revision #4. The Revised Modified Project will be subject to the operational noise standards set forth in the conditions of approval dated November 2, 2010 for Revision #11 to the Planned Development.

4. Project Location. The Project site is located at 9300 W. Cherry Avenue, Fontana.

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.

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 §2782.

6. Expiration: This project permit approval shall expire and become void if it is not "exercised" within three (3) years of the effective date of this approval, unless an extension of time is approved. The permit is deemed "exercised" when either:
   a) The permittee has commenced actual construction or alteration under a validly issued building permit, or
   b) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060)
   c) Occupancy of approved land use, occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs: - Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved. - The land use is determined by the County to be abandoned or non- conforming. - The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

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

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

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

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

10. Revisions: Any proposed change to the approved Project and/or conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.

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

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

13. Lighting: Lighting shall comply with Table 83-7 "Shielding Requirements for Outdoor Lighting in the Mountain Region and Desert Region" of the County's Development Code (i.e. "Dark Sky" requirements). All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign, an alternating message no more than once every five seconds.

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

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

16. Additional Permits: The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use.

17. GHG - Operational Standards: The developer shall implement the following as greenhouse gas (GHG) performance standards during the operation of the approved project: a. Waste Stream Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services. b. Vehicle Trip Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides. c. Provide

Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. d. Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric powered.

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

19. Project Account: The Project account number is PRAA-2021-00025. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works, and County Counsel). Upon notice, the "developer" shall deposit additional funds to maintain or return the account to a positive balance. The "developer" is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

20. 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:
    a) 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.
    b) Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance.
    c) 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.
    d) Dust control: The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
    e) Erosion control: The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
    f) 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.
    g) 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.
    h) 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.

i) 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.

j) 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.

k) 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.

l) 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.

County Fire - Community Safety

Informational

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

21. Additional Requirements: In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

22. Access – 150+ feet: Roadways exceeding one hundred fifty (150) feet in length shall be approved by the Fire Department. These shall be extended to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.

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

Department of Public Health- Environmental Health Services Division

24. Noise Levels: Noise level shall be maintained in accordance with the conditions of approval dated November 2,

2010 for Revision #11 to the Planned Development. For information, please call EHS at 1-800-442-2283.

25. Refuse Storage and Disposal: All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least 1 time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least 2 times per week, or as often 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 33.0830 et. seq. For information, please call EHS/LEA at: 1-800-442-2283.

26. Septic System Maintenance: The septic system shall be maintained so as not to create a public nuisance and shall be serviced by a EHS permitted pumper. For information, please call EHS/Wastewater Section at: 1-800-442-2283.

Land Use Services - Land Development

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

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

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

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

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

32. 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. Refer to approved WQMP maintenance section.

Land Use Services – Planning

33. Utilities: Indicate names, address and telephone numbers of Water Company, sewage disposal, electric, gas, telephone, cable television. If no utility company, indicate method of supply.

34. Vicinity Map: Indicate project location within a general vicinity map that includes a north arrow. Indicate nearest

cross streets, major access roads and community name.

PRIOR TO LAND DISTURBANCE

Land Use Services - Building and Safety

35. Geotechnical (Soil) Report Required before Grading: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.

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

37. Demolition Permit Required Before Grading: 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.

Land Use Services - Land Development

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

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

40. 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

41. Grading Plans: Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study and WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

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

43. FEMA Flood Zone: The project is located within Flood Zone X-Shaded according to FEMA Panel Numbers 06071C8634 and 06071C8653J dated 9/2/2016 and will require the lowest floor of structure to be elevated 1 foot above highest adjacent ground in compliance with FEMA/SBC regulations. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

44. Drainage Improvements: A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a safety manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A $750 deposit for drainage study review will be collected upon submittal to the Land

Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

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

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

Land Use Services – Planning

47. **MM AQ-1: Project construction shall comply with SCAQMD Rule 403, which restricts fugitive dust emissions. Measures to be implemented shall include, but not necessarily be limited to: daily watering of graded areas and haul roads, washing of equipment tires before leaving the construction site, and use of non-toxic chemical stabilizers or soil binders, as defined by Rule 403. Grading activities shall be discontinued when wind gusts exceed 25 miles per hour, and construction activities shall be discontinued during first and second stage smog alerts. The contractor shall be responsible for ensuring that flagmen assist trucks moving into traffic on public streets, and that peak hour truck traffic is minimized. Provisions shall be made for maintaining all construction equipment in good operating condition. Disturbed areas shall be paved or revegetated as soon as feasible. A Dust Abatement Plan prescribing the procedures to implement the above measures shall be prepared and submitted to the Planning Department for review and approval prior to issuance of rough and final grading permits.**

48. **MM ER-1: Prior to issuance of grading permits, the project proponent shall submit a soils report to the Building Official for review and approval.**

49. **MM HW-1: A worker safety plan for the project site shall be developed by the project proponent and submitted to the Department of Environmental Health Services prior to issuance of grading permits. At a minimum, the plan shall specify that if material suspected of being hazardous waste is uncovered during grading and excavation for development of The California Speedway and California Speedway Business park, work in the area shall be immediately stopped and the proper authorities shall be immediately notified. Construction in the area shall remain stopped for the period of time needed for authorities, including the Department of Toxic Substances Control (DTSC) to assess potential risk and, if necessary, provide for appropriate disposal or remediation of hazardous waste.**

50. **MM CP-3: Prior to approval of final grading plans the project proponent shall retain a qualified vertebrate paleontologist, to be approved by the Planning Department and County Museum, to develop a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall be designed to investigate the potential for encountering paleontological resources in areas where excavation will extend 5 feet or more below the ''pre-rough grading" surface elevation of the site and shall be reviewed by the Planning Department and County Museum. The PRIMP shall guide implementation of the following requirements:**
    a. Monitoring by a qualified vertebrate paleontologist shall take place where excavation extends 5 feet

or more below the "pre-rough grading" surface elevation of the site. The Monitor must be empowered to temporarily redirect excavation equipment if paleontological resources are encountered.

b. If specimens are encountered, they shall be prepared to a point of identification and preservation, which includes screen washing of standard samples of fossiliferous matrix to recover fossils of small vertebrate animals.

c. If specimens are encountered, they shall be identified and curated into a permanent repository with retrievable storage.

d. **Compliance with the PRIMP shall be demonstrated to the County of San Bernardino Planning Department with submittal of a report of findings which shall include an itemized repository inventory and verification of payment of curation fees, if any.**

Prior to Issuance

County Fire - Community Safety

51. Haz-Mat Approval: The applicant shall contact the San Bernardino County Fire Department/Hazardous Materials Division (909) 386-8401 for review and approval of building plans, where the planned use of such buildings will or may use hazardous materials or generate hazardous waste materials.

52. Surface: Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. Road surface shall meet the approval of the Fire Chief prior to installation. All roads shall be designed to 85% compaction and/or paving and hold the weight of Fire Apparatus at a minimum of 80K pounds.

53. Water System: Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code.

54. Water System Commercial: A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. Fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred (300) feet from any portion of a structure.

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

56. Combustible Protection: Prior to combustibles being placed on the project site an approved all-weather fire apparatus access surface and operable fire hydrants with acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy.

57. Fire Fee: The required fire fees shall be paid to the San Bernardino County Fire Department/Community Safety Division.

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

Land Use Services - Building and Safety

59. Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

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

Public Works – Solid Waste Management

61. CDWMP Part I: CDWMP Part I must be submitted prior to issuance of the permit. County franchise waste hauler is Burrtec Waste. For questions related to the submittal of this plan please call (909) 386-8701 or visit the EZOP website at http://wp.sbcounty.gov/ezop/permits/construction-waste-management-plan-part-1/

Land Use Services - Planning

62. Signs: All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.040, Glare and Outdoor Lighting Mountain and Desert Regions, and SBCC Chapter 82.19, Open Space Overlay as it relates to Scenic Highways (§82.19.040), in addition to the following minimum standards:
    a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable.
    b. All sign lighting shall not exceed 0.5 foot-candle.
    c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety.
    d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.

63. **MM U-2: Implement an on-site recycling and source reduction program to minimize amount of solid waste requiring landfill and maximize recovery of recyclable materials. Consider providing separate receptacles for recyclable materials, manually separating, or using biodegradable and/or recyclable service projects.**

64. **MM PS-2: The speedway operator shall prepare a Fire Protection Master Plan for fire protection and emergency response at race events which shall be reviewed and approved by the San Bernardino County Fire Department. The plan shall consist of two components: one component shall address design requirements. The other component shall address emergency equipment and operations. Both components shall be reviewed and approved by the San Bernardino County Fire Department prior to issuance of building permits. This plan shall be subject to review and modification as required by the Fire Department. The design component shall be required to address the following issues:**

a. **Fire protective suppression/warning systems; and**

b. **Emergency access routes for any necessary additional equipment and/or personnel.**

c. **The emergency equipment and operations component of the plan shall be required to address the following issues:**

   i. **Procedures for emergency response and warning systems;**

   ii. **Adequate staffing for emergency medical services;**

   iii. **Adequate staffing for fire personnel services;**

   iv. **Fire apparatus equipment needed during events;**

   v. **Evacuation plans for spectators;**

d. **Contingency measures to deal with anticipated traffic congestion, including means of routing emergency personnel and equipment into the area under congested conditions; and Emergency response training of employees.**

65. **MM CP-1: If evidence of subsurface archaeological resources is found during construction, excavation shall cease. For any found resources, appropriate SHPO record forms shall be completed. A survey report and significance evaluation shall be prepared. Project shall be required to pay for resource recovery cost and data/artifacts shall be permanently curated at a repository within the County.**

66. **MM CP-2: County Coroner's office must be contacted, and all work must cease if human remains are identified, until clearance is given.**

67. **MM AQ-2: Prior to issuance of building permits, the project proponent shall submit construction plans to the Building Official for review and approval. The construction plans shall be consistent with the requirements for energy efficiency most currently adopted, or as required by the Building Official.**

68. **MM N-1: Construction activities within 1,000 feet of the northerly and easterly boundaries of the project site shall be limited to 7 AM to 7 PM on weekdays and prohibited on weekends in order to minimize disruption at nearby homes. The project proponent shall incorporate this requirement in all construction contracts. Prior to issuance of building permits, the project proponent shall provide the Planning Department with evidence that the contract reflects this requirement.**

69. **MM N-2: During construction, contractors shall be required to employ the quietest available equipment or to muffle/control construction noise. The project proponent shall incorporate this requirement in all construction contracts. Prior to issuance of building permits, the project proponent shall provide the Planning Department with evidence that the contract reflects this requirement.**

70. **MM N-3: During construction, contractors shall use temporary noise barriers/shields to limit noise impacts on residential homes where jackhammers and other construction equipment will be used within 200 feet of a residential dwelling. The project proponent shall incorporate this requirement in all construction contracts. Prior to issuance of building permits, the project proponent shall provide the Planning Department with evidence that the contract reflects this requirement.**

71. **MM HW-2: A Final Remedial Action Plan detailing the precise methodology for remediation of the by-products area and approved by the Department of Toxic Substances Control (DTSC) shall be submitted to**

the Building Official and Planning Department prior to issuance of Building Permits. No demolition or construction other than remedial action work conducted under the supervision of DTSC shall be permitted within the by-products area until remediation activities have been completed and approved by DTSC.

72. **MM TC-4: A comprehensive traffic management plan shall be required to manage the race traffic to and from the California Speedway during race weekends and as required during ancillary events. Manual traffic control, including signage, traffic control personnel, and routing shall be provided by the race event operator as necessary to ensure that all intersections affected by race-related or ancillary event-related traffic, will function at LOS E or better at midday and in the p.m. peak hour on Friday, as well as all day Saturday and Sunday and on weekdays during ancillary events**

    In addition, manual traffic control shall also be employed as determined by the County of San Bernardino in consultation with the California Highway Patrol; Cities of Fontana, Rancho Cucamonga, and Ontario; and the Fontana Unified School District, where needed, to safely move traffic through intersections affected by race-traffic.

73. **MM TC-6: Because of the changing status of future roadway conditions in the vicinity of the project site, the County Department of Transportation/Flood Control shall evaluate the need for updated traffic analyses during the review and approval process for the Final Development Plans for each phase and any revisions.**

Department of Public Health- Environmental Health Services Division

74. Preliminary Acoustical Information. The Revised Modified Project will be subject to the operational noise standards set forth in the conditions of approval dated November 2, 2010 for Revision #11 to the Planned Development. The developer has demonstrated that the Revised Modified Project will comply with the Revision #11 noise standards through analysis contained in an Addendum prepared for the Modified Project and approved in November 2020, as well as in the Addendum prepared for the Revised Modified Project and approved in June 2021.

75. New OWTS. If sewer connection and/or service is unavailable, Onsite Wastewater Treatment system(s) in conformance with the Local Agency Management Program will be allowed under the following conditions: A soil percolation report shall be submitted to EHS for review and approval. For information, please contact the Wastewater Section at 1-800-442-2283.

76. Food Establishment Plan Check Required. Plans for food establishments shall be reviewed and approved by EHS. For information, call EHS/Plan Check at: 1-800-442-2283.

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

78. Existing OWTS. Existing onsite wastewater treatment 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.

79. Water Purveyor. Water purveyor shall be Fontana WC or EHS approved.

80. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.

81. Sewer Service Verification Letter. Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).

82. Sewage Disposal. Method of sewage disposal shall be City of Fontana, or, if not available, EHS approved onsite wastewater treatment system (OWTS).

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

84. Demolition Inspection Required. All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.

Prior to Final Inspection

County Fire - Community Safety

85. Fire Lanes: The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

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

87. Fire Alarm - Manual: A manual, automatic or manual and automatic fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

88. Fire Extinguishers: Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.

89. Hydrant Marking : Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.

90. Material Identification Placards: The applicant shall install Fire Department approved material identification placards on the outside of all buildings and/or storage tanks that store or plan to store hazardous or flammable materials in all locations deemed appropriate by the Fire Department. Additional placards shall be required inside the buildings when chemicals are segregated into separate areas. Any business with an N.F.P.A. 704 rating of 2-3-3 or above shall be required to install an approved key box vault on the premises, which shall contain business access keys and a business plan.

91. Roof Certification: A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.

Prior to Occupancy

County Fire - Community Safety

92. Inspection by the Fire Department: Permission to occupy or use the building (certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".

Land Use Services - Building and Safety

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

Land Use Services - Land Development

94. 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.

95. Drainage Improvements: All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans.

Public Works – Solid Waste Management

96. CDWMP Part II: CDWMP Part II must be submitted prior to the Final Inspection. County franchise waste hauler is Burrtec Waste. For questions related to the submittal of this plan please call (909) 386-8701 or visit the EZOP website at http://wp.sbcounty.gov/ezop

Land Use Services - Planning

97. GHG - Installation/Implementation Standards: The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented

properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following: a) Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent. b) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting. c) Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.

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

99. Screen Rooftop: All roof top mechanical equipment is to be screened from ground vistas.

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

101. Fees Paid: Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PRAA-2020-00040.

102. Condition Compliance: Prior to occupancy/use, all conditions shall be completed to the satisfaction of County Planning with appropriate authorizing approvals from each reviewing agency.

103. **MM AQ-3: During race events, traffic control personnel shall direct traffic into and around the site in accordance with the comprehensive Traffic Management Plan prepared for the Project. The project proponent shall submit a copy of the management plan to the Director of Transportation for review and approval prior to the first racing event. The project proponent shall submit an approved copy of the Traffic Management Plan to the Planning Department for review.**

104. **MM ER-2: Prior to the issuance of occupancy permits, the project proponent shall conduct an analysis of the structural integrity of the existing water tank and its foundation and submit a report to the Building Official for review. If required, the project proponent shall provide plans to the Building Official for retrofitting the water tank to conform with the seismic design standards most currently adopted, or as required by the Building Official.**
105. **MM ER-3: Design and construction plans shall be submitted to the Building Official for review and approval.**

106. **MM PS-1: The speedway operator shall provide for the adequate security and safety of race spectators, overnight visitors, race crews, and employees. To accomplish this, the speedway operator shall prepare and implement a security and crowd control plan. The plan, which shall be reviewed and approved by the Sheriff's Department prior to the first race, shall define crime prevention programs, delineate the responsibilities of private security personnel, and provide for additional law enforcement services by the Sheriff's Department.**

107. **MM PS-3: The project sponsor shall enter into a funding agreement with affected law enforcement and fire**

protection agencies for the costs that will be incurred by these agencies in assisting in security and crowd control and implementation of the fire protection management plan outlined in Mitigation Measure PS-1. Copies of approved agreements were to be submitted to the Planning Department for review prior to issuance of occupancy permits for Phase I.

108. **MM TC-5: Detailed traffic control plans must be submitted to and approved by the County Engineer and other affected agencies as specified by measure TC-4 a minimum of 30 days prior to each event.**

109. **MM TC-7: The project sponsor shall enter into a funding agreement with affected law enforcement agencies for the costs that will be incurred by these agencies in implementing the traffic management described in Mitigation Measure TC-4. Copies of the approved agreements to be submitted to the Planning Department for review prior to issuance of occupancy permits for Phase 1.**

If you would like additional information regarding any of the conditions in this document, please contact the department responsible for applying the condition and be prepared to provide the Record number above for reference. Department contact information has been provided below.

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311
(All Divisions)	High Desert Govt. Center	(760) 995-8140
County Fire	San Bernardino Govt. Center	(909) 387-8400
(Community Safety)	High Desert Govt. Center	(760) 995-8190
County Fire	Hazardous Materials	(909) 386-8401
Dept. of Public Works	Flood Control	(909) 387-7995
	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Local Agency Formation Commission (LAFCO)		(909) 388-0480
Special Districts	Water and Sanitation	(760) 955-9885
	Administration, Park and Recreation, Roads, Streetlights, Television Districts, and Other	(909) 386-8800
External Agencies (Caltrans, U.S. Army, etc.)		*See condition text for contact information.*

The following shall serve as the Planning Commission's written recommendation, reasons, and findings to the Board of Supervisors for approval of the 1) Speedway Commerce Center II Specific Plan ("SCCIISP" or "Specific Plan") to facilitate the development of up to approximately 6.6 million square feet of high-cube logistics and e-commerce development, 98 acres of support parking facilities, and 12 acres of parking/general commercial uses, with support landscaping and facilities on approximately 433 acres of the 522-acre site ("Project site"), 2) Policy Plan Amendment from Commercial (C) to Special Development (SD) for the Project site, 3) Zoning Amendment from Special Development – Commercial (SD-Com) to Speedway Commerce Center II, Specific Plan Commercial (SC/SP-Com) for the Project site, 4) Development Code Amendment to amend Sections 82.23.030 and 86.14.090 of the San Bernardino County Code adding Speedway Commerce Center II Specific Plan to the list of adopted specific plans, 5) Development Agreement No. 22-01, 6) Revision to Approved Action to amend the existing Planned Development Permit for the Auto Club Speedway ("ACS") to remove from its coverage approximately 433 acres of the Project site, which will be governed by the Specific Plan, and; 7) Tentative Parcel Map No. 20478 to subdivide 10 parcels into 26 parcels and two lettered lots at the Project site (collectively the "Project").

FINDINGS: SPECIFIC PLAN [Development Code Section 86.14.070] to facilitate the development of up to approximately 6.6 million square feet of high-cube logistics and e-commerce development, 98 acres of support parking facilities, and 12 acres of parking/general commercial uses, with support landscaping and facilities on approximately 433 acres of the 522-acre site.

1. **THE PROPOSED DEVELOPMENT IS GENERALLY IN COMPLIANCE WITH THE ACTIONS, GOALS, OBJECTIVES, AND POLICIES OF THE GENERAL PLAN;**

   The Project site would encompass approximately 433 acres of the 522-acre Auto Club Speedway (ACS) site. The Project would be constructed on approximately 433 acres of the existing site. The proposed Specific Plan project includes, but is not limited to, up to approximately 6.6 million square feet (sf) of high cube logistics and e-commerce uses, approximately 261,360 sf of ancillary commercial uses, and approximately 98 acres of vehicle parking/drop lot areas. The Project site would also be developed with greenbelts, public roads, other support amenity features, and water detention areas. Certain off-site circulation improvements would also potentially be constructed or funded by the applicant, as identified in the Project's Traffic Study. Construction of the Project, including recordation of final subdivision map and design review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. Phasing and timeframe for development may vary depending on market conditions. The proposed development is in compliance with the actions, goals, objectives, and policies of the Policy Plan as detailed in the General Plan Consistency Findings below. A complete consistency analysis of relevant actions, goals, objectives and policies of the Policy Plan is included within the Draft Environmental Impact Report ("EIR") (SCH # 2021120259) at Table 4.11-4 and is incorporated herein by reference.

2. **THE DESIGN, LOCATION, SHAPE, SIZE, OPERATING CHARACTERISTICS, AND THE PROVISION OF PUBLIC AND EMERGENCY VEHICLE ACCESS AND PUBLIC SERVICES AND UTILITIES (E.G., DRAINAGE, FIRE PROTECTION, SEWERS, WATER, ETC.), WOULD ENSURE THAT THE PROPOSED DEVELOPMENT WOULD NOT ENDANGER, JEOPARDIZE, OR OTHERWISE CONSTITUTE A HAZARD TO THE PUBLIC CONVENIENCE, HEALTH, INTEREST, SAFETY, OR WELFARE, OR INJURIOUS TO THE PROPERTY OR IMPROVEMENTS IN THE VICINITY AND LAND USE ZONING DISTRICT IN WHICH THE PROPERTY IS LOCATED;**

   The proposed development would not substantially increase hazards due to a geometric design feature or incompatible uses. The proposed improvements to the site's existing internal circulation includes modifications or enhancements to the existing private Entry Road (Street "D") and VIP Access Road. These internal roads may be modified or enhanced to accommodate the traffic trips anticipated with

the Project, including improvements and minor realignment to the existing private Entry Road (Street "D") and improvements to VIP Access Road, to provide access to the Project and the Next Gen motorsports facility. Private drives aisles are proposed to connect individual buildings within the Project area. In addition, the Project would improve the existing circulation by constructing three new roads: Street "A," Street "B" and Street "C." The Project also includes the conversion of two existing off-site private at-grade rail crossings at the existing Napa Street Driveway and VIP Access Road to public at grade rail crossings, and improvements to an existing off-site public at-grade rail crossing at San Bernardino Avenue located off-site, south of the proposed development.

The proposed development would not include the modification of existing roadways in a manner which would reduce their ability to remain a viable route of transportation. In fact, roadway improvements proposed as part of the Specific Plan have been designed to improve roadway efficiency and emergency access to the Project site. By providing increased internal circulation routes the Project would improve access to the site by emergency vehicles and exit points in the event of evacuation.

The proposed development is not located in or near a State Responsibility Area or a Very High Fire Hazard Severity Zone. The proposed development would construct new storm drain facilities that would connect to the existing detention basin in the southwest corner of the site. Any runoff that may occur would not exceed the drainage system's capacity as existing downstream and upstream facilities have adequate capacity to convey 1,135 cfs, and the proposed development will only produce a total flow of 885.8 cfs. The proposed development will provide a system of infrastructure that includes sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of development within the Specific Plan.

Lastly, a Health Risk Assessment was prepared for the proposed development and was included as Appendix C of the Project's Draft EIR. Mitigation measures were incorporated into the proposed development that will reduce cancer risk from Project construction and operations to below the South Coast Air Quality Management District's 10 in one million threshold for all types of receptors.

3. THE PROPOSED DEVELOPMENT WOULD:

A. ENSURE QUALITY DEVELOPMENT BY ENCOURAGING GREATER FLEXIBILITY WITH MORE CREATIVE AND AESTHETICALLY PLEASING DESIGNS FOR MAJOR DEVELOPMENTS;

The Specific Plan establishes guidelines and development standards to ensure consistent development within the plan area and compatibility with the adjacent land uses, while allowing for greater flexibility and creativity in site and building design than may otherwise be permitted under the existing zoning district development standards. The Specific Plan includes design guidelines relating to architecture to promote and emphasize the identified architectural themes and styles for buildings permitted within the Specific Plan area. These guidelines will provide a basis for decisions regarding the built environment and promote a high-quality industrial project, including direct guidance on architectural design and details, building mass and scale, materials and exterior colors, and articulation. Architectural styles within the Specific Plan area will be modern and contemporary with clean lines.

B. ENSURE THE TIMELY PROVISION OF ESSENTIAL PUBLIC SERVICES AND FACILITIES CONSISTENT WITH THE DEMAND FOR THE SERVICES AND FACILITIES; AND

Localized utility infrastructure and facilities would be extended and upgraded as needed during construction of the proposed development to serve the anticipated demands and to accommodate operation of the high- cube logistics, e-commerce, and ancillary commercial facilities. Provision of utilities is discussed in detail within Section 4.19 of the Draft EIR, which concluded that adequate

services and facilities exist or will be provided to serve the needs of the proposed development. Likewise, the proposed development will not result in an increase in fire or police service calls such that response times would be adversely impacted, as documented within Section 4.15 of the Draft EIR.

C. PROMOTE A HARMONIOUS VARIETY OF HOUSING CHOICES AND COMMERCIAL AND INDUSTRIAL ACTIVITIES; ATTAIN A DESIRABLE BALANCE OF RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES; AND RESULT IN A HIGH LEVEL OF AMENITIES AND THE PRESERVATION OF THE NATURAL AND SCENIC QUALITIES OF OPEN SPACE.

The proposed development will provide high-cube logistics and e-commerce uses in an area substantially surrounded by other existing industrial uses, thereby minimizing impacts to sensitive receptors. The proposed development would generate approximately 3,732 new jobs, which would improve the County's jobs-housing balance but would not necessitate a substantial increase in population or housing demand. The proposed development is currently developed with existing Auto Club Speedway uses and associated structures, and there are no scenic resources in the vicinity. The proposed development will provide a multi-use trail along Street "A" with exercise pop-outs along the trail to promote exercise and healthy lifestyle; employee break areas; enhanced landscaping; and pedestrian connections throughout the site to ensure safe pedestrian and bicycle connectivity. The proposed development will also include an art and signage program, consisting of a NASCAR-themed art walk along the portion of the property that abuts the Next Gen Motorsports Facility.

4. THE SUBJECT PROPERTY IS PHYSICALLY SUITABLE FOR THE PROPOSED LAND USE ZONING DISTRICT DESIGNATION(S);

The proposed development consists of approximately 433 acres of the existing approximately 522-acre Auto Club Speedway site and is located north of the San Bernardino Freeway (I-10) and San Bernardino Avenue and is bounded by Cherry Avenue to the east, an active freight and passenger rail line to the north, the West Valley Materials Recycling Facility to the west, and California Steel Industries to the south. In addition to the railroad infrastructure situated immediately north, the proposed development is also surrounded by as truck/trailer storage warehousing, manufacturing, offices, and single-family residential units to the north. Service garage, light industrial, and office land uses are present immediately south of the proposed development. Warehousing, truck leasing, automotive dealers, and single-family residential units are located to the east, and warehousing, distribution, and logistics land uses as well as the San Sevaine Channel are located to the west. This site is in close proximity to major transportation arterials, which makes it an ideal location for high-cube logistics and e-commerce center uses. The Specific Plan would serve as the mechanism to ensure that the proposed development is developed in an organized and cohesive manner, and incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans.

5. THE PROPOSED PROJECT HAS BEEN REVIEWED IN COMPLIANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE COUNTY'S ENVIRONMENTAL REVIEW PROCEDURES;

A Draft EIR was prepared and circulated for public review in accordance with CEQA and the County's Environmental Review Procedures. The County circulated the Draft EIR from June 1, 2022 to July 18, 2022. The County received a total of 55 comment letters from responsible agencies and other interested parties. The County prepared responses to all written comments received during the public review period. The comments and responses are contained in Section 2.0 of the Final EIR.

6. THERE WOULD BE NO POTENTIAL SIGNIFICANT NEGATIVE EFFECTS UPON ENVIRONMENTAL QUALITY AND NATURAL RESOURCES THAT WOULD NOT BE PROPERLY MITIGATED AND MONITORED, UNLESS A STATEMENT OF OVERRIDING CONSIDERATIONS IS ADOPTED BY THE BOARD.

All environmental impacts of the proposed development can be mitigated to below a level of significance with the exception of air quality, greenhouse gas emissions, energy and off-site traffic noise impacts, which would remain significant and unavoidable. Nonetheless, all feasible mitigation has been incorporated into the proposed development and is fully enforceable by the County as part of the Mitigation Monitoring and Reporting Program. A Statement of Overriding Considerations has been prepared for consideration and adoption by the Board of Supervisors.

FINDINGS: POLICY PLAN AMENDMENT AND ZONING AMENDMENT [Development Code Section 86.12.060] to amend the Land Use Category designation of the Project site from Commercial (C) to Special Development (SD) and the Land Use Zoning District designation of the Project stie from Special Development – Commercial (SD-Com) to Speedway Commerce Center II, Specific Plan Commercial (SC/SP-Com) (the "proposed amendment").

1. THE PROPOSED AMENDMENT IS INTERNALLY CONSISTENT WITH ALL OTHER PROVISIONS OF THE POLICY PLAN;

The proposed amendment is consistent with and will further the objectives, goals and policies of the Policy Plan and the Speedway Commerce Center II Specific Plan ("Specific Plan") as indicated in the General Plan Consistency Findings below. A complete consistency analysis of relevant actions, goals, objectives and policies of the Policy Plan is included within the Draft Environmental Impact Report ("EIR") at Table 4.11-4 and is incorporated herein by reference.

2. THE PROPOSED AMENDMENT WOULD NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE, OR WELFARE OF THE COUNTY;

The proposed amendment will facilitate a specific plan that will provide high-cube logistics and e-commerce uses in an area substantially surrounded by other existing industrial uses ("proposed development"). As indicating in the findings for adoption of the Specific Plan, the Specific Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the County. The proposed amendment is in conformance with the goals and policies of the Policy Plan, by providing infill development of a commercial/high-cube logistics/e-commerce use on an underutilized property, creating new employment opportunities, and providing regulations through the Specific Plan as an implementation tool. The development would pay its fair share of development impact fees, improve the County's jobs-housing balance and be compatible with existing surrounding land uses.

The proposed development would not substantially increase hazards due to a geometric design feature or incompatible uses. The proposed improvements to the site's existing internal circulation includes modifications or enhancements to the existing private Entry Road (Street "D") and VIP Access Road. These internal roads may be modified or enhanced to accommodate the traffic trips anticipated with the Project, including improvements and minor realignment to the existing private Entry Road (Street "D") and improvements to VIP Access Road, to provide access to the Project and the Next Gen motorsports facility. Private drives aisles are proposed to connect individual buildings within the Project area. In addition, the Project would improve the existing circulation by constructing three new roads: Street "A," Street "B" and Street "C." The Specific Plan also includes the conversion of two existing off-site private at-grade rail crossings at the existing Napa Street Driveway and VIP Access Road to public at grade rail crossings, and improvements to an existing off-site public at-grade rail crossing at San Bernardino Avenue located off-site, south of the proposed development.

The proposed development would not include the modification of existing roadways in a manner which would reduce their ability to remain a viable route of transportation. In fact, roadway improvements proposed as part of the Specific Plan have been designed to improve roadway efficiency and emergency access to the Project site. By providing increased internal circulation routes the Project would improve access to the site by emergency vehicles and exit points in the event of evacuation. The proposed development is not located in or near a State Responsibility Area or a Very High Fire Hazard Severity Zone. The proposed development would construct new storm drain facilities that would connect to the existing detention basin in the southwest corner of the site. Any runoff that may occur would not exceed the drainage system's capacity as existing downstream and upstream facilities have adequate capacity to convey 1,135 cfs, and the proposed development will only produce a total flow of 885.8 cfs. The proposed development will provide a system of infrastructure that includes sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of development within the Specific Plan.

Lastly, a Health Risk Assessment was prepared for the proposed development and was included as Appendix C of the Project's Draft EIR. Mitigation measures were incorporated into the proposed development that will reduce cancer risk from Project construction and operations to below the South Coast Air Quality Management District's 10 in one million threshold for all types of receptors.

3. THE PROPOSED AMENDMENT IS IN THE PUBLIC INTEREST, THERE WILL BE A COMMUNITY BENEFIT, AND OTHER EXISTING AND ALLOWED USES WILL NOT BE COMPROMISED;

The existing Project site is currently developed with the Auto Club Speedway. The proposed amendment will facilitate the Specific Plan that will provide high-cube logistics and e-commerce uses in an area substantially surrounded by other existing industrial uses The Specific Plan consists of approximately 433 acres of the existing approximately 522-acre Auto Club Speedway and is located north of the San Bernardino Freeway (I-10) and San Bernardino Avenue and is bounded by Cherry Avenue to the east, an active freight and passenger rail line to the north, the West Valley Materials Recycling Facility to the west, and California Steel Industries to the south. The Project site is in close proximity to major transportation arterials, which makes it an ideal location for high-cube logistics and e-commerce center uses. The Specific Plan would serve as the mechanism to ensure that the proposed development is developed in an organized and cohesive manner, and incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. Furthermore, there are community benefits provided through a Development Agreement that will ensure that the proposed amendment is in the public interest and will not be detrimental to surrounding lands uses.

4. THE PROPOSED AMENDMENT WILL PROVIDE A REASONABLE AND LOGICAL EXTENSION OF THE EXISTING LAND USE PATTERN IN THE SURROUNDING AREA;

The proposed amendment will meet the minimum size requirements enumerated in the San Bernardino County Development Code (Development Code) and will provide a reasonable and logical extension of the existing industrial land use patterns in the surrounding area. The Specific Plan provides a framework to ensure that the proposed development is developed in an organized and cohesive manner, and incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. This will ensure that the Specific Plan is a logical and appropriate extension to nearby industrial land uses.

5. THE PROPOSED AMENDMENT DOES NOT CONFLICT WITH PROVISIONS OF THIS DEVELOPMENT CODE;

The proposed amendment is a necessary action for the adoption of the Specific Plan and to comply with the requirements of the provision of the Development Code. The Development Code provides that the adoption of a specific plan shall replace the base land use zoning district for the Project site, and the development standards/guidelines identified in the specific plan shall take precedence over the general standards contained in the Development Code. Adoption of the Specific Plan will ensure that the proposed development is developed in an organized and cohesive manner, through the incorporation of a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans.

6. THE PROPOSED AMENDMENT WILL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON SURROUNDING PROPERTY; AND

The proposed amendment will facilitate the adoption of the Specific Plan that proposes the development of high-cube logistics and e-commerce uses in an area substantially surrounded by other existing industrial uses, thereby minimizing impacts to sensitive receptors. The proposed development would generate approximately 3,732 new jobs, which would improve the County's jobs-housing balance but would not necessitate a substantial increase in population or housing demand. The proposed development is currently developed with existing Auto Club Speedway uses and associated structures, and there are no scenic resources in the vicinity. The proposed development will provide a multi-use trail along Street "A" with exercise pop-outs along the trail to promote exercise and healthy lifestyle; employee break areas; enhanced landscaping; and pedestrian connections throughout the site to ensure safe pedestrian and bicycle connectivity. The proposed development will also include an art and signage program, consisting of a NASCAR-themed art walk along the portion of the property that abuts the Next Gen Motorsports Facility.

7. THE AFFECTED SITE IS PHYSICALLY SUITABLE IN TERMS OF DESIGN, LOCATION, SHAPE, SIZE, OPERATING CHARACTERISTICS, AND THE PROVISION OF PUBLIC AND EMERGENCY VEHICLE (E.G., FIRE AND MEDICAL) ACCESS AND PUBLIC SERVICES AND UTILITIES (E.G., FIRE PROTECTION, POLICE PROTECTION, POTABLE WATER, SCHOOLS, SOLID WASTE COLLECTION AND DISPOSAL, STORM DRAINAGE, WASTEWATER COLLECTION, TREATMENT, AND DISPOSAL, ETC.), TO ENSURE THAT THE PROPOSED OR ANTICIPATED USES AND/OR DEVELOPMENT WOULD NOT ENDANGER, JEOPARDIZE, OR OTHERWISE CONSTITUTE A HAZARD TO THE PROPERTY OR IMPROVEMENTS IN THE VICINITY IN WHICH THE PROPERTY IS LOCATED.

The proposed development consists of approximately 433 acres of the existing approximately 522-acre Auto Club Speedway site and is located north of the San Bernardino Freeway (I-10) and San Bernardino Avenue and is bounded by Cherry Avenue to the east, an active freight and passenger rail line to the north, the West Valley Materials Recycling Facility to the west, and California Steel Industries to the south. In addition to the railroad infrastructure situated immediately north, the proposed development is also surrounded by as truck/trailer storage warehousing, manufacturing, offices, and single-family residential units to the north. Service garage, light industrial, and office land uses are present immediately south of the proposed development. Warehousing, truck leasing, automotive dealers, and single-family residential units are located to the east, and warehousing, distribution, and logistics land uses as well as the San Sevaine Channel are located to the west. This site is in close proximity to major transportation arterials, which makes it an ideal location for high-cube logistics and e-commerce center uses. The Specific Plan would serve as the mechanism to ensure that the proposed development is developed in an organized and cohesive manner, and incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. Localized utility infrastructure and facilities would be extended and upgraded as needed during construction of the proposed development to serve the anticipated demands and to accommodate operation of the high- cube logistics, e-commerce, and ancillary commercial facilities. Provision of utilities is discussed in detail within Section 4.19 of the Draft

EIR, which concluded that adequate services and facilities exist or will be provided to serve the needs of the proposed development. Likewise, the proposed development will not result in an increase in fire or police service calls such that response times would be adversely impacted, as documented within Section 4.15 of the Draft EIR.

FINDINGS: DEVELOPMENT CODE AMENDMENT [Development Code Section 86.12.060] to amend Sections 82.23.030 and 86.14.090 of the San Bernardino County Code adding Speedway Commerce Center II Specific Plan to the list of adopted specific plans.

1. THE PROPOSED AMENDMENT IS CONSISTENT WITH THE POLICY PLAN AND ANY APPLICABLE COMMUNITY PLAN OR SPECIFIC PLAN;

With the adoption of the Speedway Commerce Center II Specific Plan, the proposed text amendment is an administrative requirement to identify the Speedway Commerce Center II Specific Plan prefix that will appear on the land use zoning district map and to add the specific plan to the list of adopted specific plans. The proposed amendment is therefore consistent with the Policy Plan.

2. THE PROPOSED AMENDMENT WOULD NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE, OR WELFARE OF THE COUNTY; AND

With the adoption of the Speedway Commerce Center II Specific Plan, the proposed text amendment is an administrative requirement to identify the Speedway Commerce Center II Specific Plan prefix that will appear on the land use zoning district map and to add the specific plan to the list of adopted specific plans. As such, the proposed text amendment will not be detrimental to the public health, safety, or general welfare.

3. THE PROPOSED AMENDMENT IS INTERNALLY CONSISTENT WITH OTHER APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE.

The proposed text amendment is consistent with and is a requirement of the Development Code. With the adoption of the Speedway Commerce Center II Specific Plan, the proposed text amendment is an administrative requirement to identify the Speedway Commerce Center II Specific Plan prefix that will appear on the land use zoning district map and to add the specific plan to the list of adopted specific plans.

FINDINGS: DEVELOPMENT AGREEMENT [Development Code Section 86.13.040]

1. THE DEVELOPMENT AGREEMENT AND THE ASSOCIATED DEVELOPMENT PROJECT ARE IN COMPLIANCE WITH THE GENERAL LAND USES, OBJECTIVES, POLICIES, AND PROGRAMS SPECIFIED IN THE POLICY PLAN, ANY APPLICABLE COMMUNITY PLAN OR SPECIFIC PLAN, AND THIS DEVELOPMENT CODE.

The Development Agreement is being proposed in conjunction with the Speedway Commerce Center II Specific Plan ("Specific Plan"). The Specific Plan proposes uses that include, but is not limited to, up to approximately 6.6 million square feet (sf) of high cube logistics and e-commerce uses, approximately 261,360 sf of ancillary commercial uses, and approximately 98 acres of vehicle parking/drop lot areas. The Specific Plan has been determined to be consistent with the objectives, goals, policies, and programs of the Policy Plan, which findings are incorporated herein by reference. Furthermore, the Specific Plan shall replace the base land use zoning district for the specific plan area and the development standards and guidelines will take precedence over the general standards and guidelines contained in the Development Code. Adoption of the Development Agreement will assure future

development is in accordance with the provision of the Specific Plan and will be effective for a period of 20 years after its effective date, unless terminated. As indicated in Article 2, the Development Agreement will provide the Master Developer vested rights to developer the specific plan area for the uses and in accordance with the standards authorized in the Specific Plan.

2. THE DEVELOPMENT AGREEMENT AND THE ASSOCIATED DEVELOPMENT PROJECT ARE COMPATIBLE WITH THE USES AUTHORIZED IN, AND THE REGULATIONS PRESCRIBED FOR, THE LAND USE AND LAND USE ZONING DISTRICT IN WHICH THE REAL PROPERTY IS LOCATED.

The Development Agreement shall be binding and will cover all property located within the specific plan area. The property's land use zoning district shall be designated as Speedway Commence Center II Specific Plan – Commercial (SC/SP-COM) which provides for uses that include, but is not limited to, up to approximately 6.6 million sf of high cube logistics and e-commerce uses, approximately 261,360 sf of ancillary commercial uses, and approximately 98 acres of vehicle parking/drop lot areas. The Specific Plan and Development Agreement would serve as the mechanism to ensure that the property is developed in an organized and cohesive manner. The Specific Plan incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. The Specific Plan establishes the procedures and requirements to approve and implement new development within the specific plan area. Article 2 of the Development Agreement will assure that the development is consistent with the Specific Plan and that the proposed uses will be constructed in accordance with the rules, regulations and official policies of the Specific Plan.

3. THE DEVELOPMENT AGREEMENT AND THE ASSOCIATED DEVELOPMENT PROJECT ARE IN CONFORMITY WITH PUBLIC CONVENIENCE, GENERAL WELFARE, AND GOOD LAND USE PRACTICE.

The Specific Plan and Development Agreement would serve as the mechanism to ensure that the property is developed in an organized and cohesive manner. The Specific Plan incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. Development in accordance with the Specific Plan and Development Agreement would renovate an unincorporated area of the County in a manner which would preserve the commercial and tourism uses, while expanding high-cube logistics/e-commerce land uses, ancillary commercial uses, and, subsequently, supporting the local and regional economy. While the majority of the specific plan area is previously developed, the site would be redeveloped in a manner that both maintains the existing uses and further expands public services and infrastructure.

4. THE DEVELOPMENT AGREEMENT AND THE ASSOCIATED DEVELOPMENT PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE.

The environmental impacts of the Specific Plan and Development Agreement were analyzed in an Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act. The EIR concludes that the future buildout of the specific plan area leads to potentially significant impacts and requires a statement of overriding consideration ("SOC") be adopted by the Board of Supervisors due unavoidable significant impacts associated with air quality, energy, and noise. The facts and conclusions of the EIR and SOC are incorporated herein by reference. As determined with the Board of Supervisors' certification of the EIR and adoption of the SOC, the Specific Plan and Development Agreement will be beneficial to the county and the region. Approval of the Specific Plan and

development pursuant to the Development Agreement will not result in a reduction of public services to properties in the vicinity. The proposed changes contemplated in the Specific Plan and authorized by the Development Agreement will improve the safety and appearance of the area. Implementation of the Specific Plan is expected to improve the overall circulation, infrastructure, and design of the area and therefore will not be detrimental to the public health, safety and general welfare.

5. THE DEVELOPMENT AGREEMENT AND THE ASSOCIATED DEVELOPMENT PROJECT WILL NOT ADVERSELY AFFECT THE ORDERLY DEVELOPMENT OF PROPERTY OR THE PRESERVATION OF PROPERTY VALUES.

The Development Agreement would serve as a mechanism to ensure that the property within the specific plan area is developed in an organized and cohesive manner. The Specific Plan incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. Development in accordance with the Specific Plan and Development Agreement would renovate an unincorporated area of the County in a manner which would preserve the commercial and tourism uses, while expanding high-cube logistics/e-commerce land uses, ancillary commercial uses, and, subsequently, supporting the regional economy. While the majority of the specific plan area is previously developed, the site would be redeveloped in a manner that both maintains the existing uses and further expands public services and infrastructure and therefore preserving property values.

FINDINGS: REVISION TO APPROVED ACTION [Development Code Section 85.10.050] to amend the existing Planned Development Permit for the Auto Club Speedway ("ACS") to remove from its coverage approximately 433 acres of the Project site, which will be governed by the Specific Plan.

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

The reduction of the existing two-mile track with a new 0.67-mile short track that was previously approved, allows for the reduction in the Planned Development Area to facilitate industrial and commercial development through the Speedway Commerce Center II Specific Plan. The change to the configuration of the Planned Development Area and previously approved new short track would in turn require certain changes to the previously approved Modified Project that are consistent with the goals and policies of the Countywide Plan. Specifically, the proposed project fulfills the Policy Plan land use goal of providing commercial and industrial land uses that generate positive tax revenue. The proposed development follows the actions, goals, objectives, and policies of the Policy Plan as detailed in the General Plan Consistency Findings below.

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

The proposed Minor Revision to a previously approved Major Revision and Planned Development has been determined to be appropriate, based on the following: The proposed project is a Revision to Planned Development that leads to a reduction in the area of the Planned Development to accommodate the development of industrial/commercial facilities as part of the Speedway Commerce Center II Specific Plan, as contemplated in the Policy Plan. The Reduction in the size of the project, allows the project to be more compatible to surrounding land uses. The physical characteristics of the

site have been adequately assessed in the Addendum to the Final Environmental Impact Report (FEIR) and Subsequent EIR (SEIR) for the Auto Club Speedway, and in the FEIR. This assessment is specified in detail in the Addendum to the FEIR for the Auto Club Speedway.

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

The proposed development has adequate access from Cherry Avenue~~,~~ and San Bernardino Avenue~~.~~ Changes to access are proposed as part of the Speedway Commerce Center II Specific Plan that is being processed in connection with the Minor Revisions to Development Plan for the approximately 433 acres that is being removed from the approximately 522 acres Speedway Planned Development as a result of the Minor Revision. The Specific Plan will ensure that access to the Auto Club Speedway is maintained and improved. Conditions of approval will ensure provision of improvements on-site and off-site to provide adequate access to and throughout the project site. The Revised Modified Project~~,~~ which will decrease the size of the Planned Development area, will not result in any new significant impacts, or substantially increase the severity of the previously identified impacts, with respect to traffic and circulation. All mitigation measures previously adopted for the originally approved project will apply to the Revised Modified Project, as applicable. Therefore, preparation of a subsequent or supplemental environmental impact report is not warranted.

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

Adequate public services and facilities will be provided in accordance with provisions of the Preliminary Development Plan~~,~~ and Addendum to the EIR through conditions of approval/mitigation measures related to development which is the subject matter of the Speedway Commerce Center II Specific Plan that will govern development on the approximately 433 acres that are being removed from the 522 acres Speedway Plan Development. Approval of that Minor Revision to Planned Development will result in improvement to public services and facilities and not a reduction of such public services to properties in the vicinity to the detriment of public health, safety, and welfare.

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

The proposed Minor Revision to Planned Development, as conditioned, will not have a substantial adverse effect on surrounding property or the permitted use thereof, and will be compatible with the existing and planned land use character of the surrounding area.

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

Any improvements required in connection with the Minor Revision to Planned Development, and the manner of development proposed were adequately addressed in the FEIR and Addendum—no

changes to the land use map were necessary as addressed in the Addendum to the FEIR. In the FEIR and Addendum, all natural and man-made hazards associated with the proposed development and the project site are appropriately analyzed.

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

   The proposed project is a reduction in area of the Auto Club Speedway Planned Development to accommodate the Speedway Commerce Center II Specific Plan and development of the site with industrial and commercial uses, as contemplated by the Policy Plan. The proposed reduction carries out the intent of the Planned Development Permit by providing an excellent design and more efficient use of the land pursuant to the Speedway Commerce Center II Specific Plan.

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

   The proposed project is a raceway and not a mixed-use project. Therefore, this finding does not apply.

FINDINGS: TENTATIVE PARCEL MAP [Development Code Section 87.02.060] to subdivide 10 parcels into 26 parcels and two lettered lots at the Project site.

1. **THE PROPOSED MAP, SUBDIVISION DESIGN, AND IMPROVEMENTS ARE CONSISTENT WITH THE GENERAL PLAN, ANY APPLICABLE COMMUNITY PLAN, AND ANY APPLICABLE SPECIFIC PLAN;**

   The proposed map, subdivision design and improvements follow the actions, goals, objectives, and policies of the Policy Plan as detailed in the General Plan Consistency Findings below. A complete consistency analysis of relevant actions, goals, objectives and policies of the Policy Plan is included within the Draft Environmental Impact Report ("EIR") (SCH # 2021120259) at Table 4.11-4 and is incorporated herein by reference.

2. **THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE AND PROPOSED DENSITY OF DEVELOPMENT;**

   The site is physically suitable for the type and proposed density of development. The proposed Tentative Parcel Map is adequately sized for up to approximately 6.6 million square feet (sf) of high cube logistics and e-commerce uses, 261,360 sf of ancillary commercial uses, and approximately 98 acres of vehicle parking/drop lot areas

3. **THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT;**

   The Project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. Therefore,

impacts to any local, regional, or state habitat conservation plans are not expected to occur from development of the Project. Although the Project is located with the County's Burrowing Owl Overlay Zone, based on the results of a field investigation, the site has a low potential to support burrowing owls and the Project site did not have any recent signs of burrowing owl use, and the stormwater detention basin did not support any suitable burrows. Furthermore, special status species were not present on the project site. Therefore, with the implementation of BMPs no environmental damage is foreseen. All environmental impacts of the proposed development can be mitigated to below a level of significance with the exception of air quality, greenhouse gas emissions, energy and off-site traffic noise impacts, which would remain significant and unavoidable. Nonetheless, all feasible mitigation has been incorporated into the proposed development and is fully enforceable by the County as part of the Mitigation Monitoring and Reporting Program. A Statement of Overriding Considerations has been prepared for consideration and adoption by the Board of Supervisors. Pursuant to Section 87.02.060(a)(3) of the Development Code, the County may approve a Parcel Map notwithstanding a negative finding above if an EIR was prepared and the required CEQA findings indicate why mitigation measures or project alternative identified in the EIR are infeasible

4. THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS;

The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems. The design of the subdivision follows a logical and orderly progression of development. The proposed subdivision has been reviewed by all agencies with jurisdiction over the project and has been found to not cause serious public health or safety problems, either through design, or through the adoption of conditions of approval.

5. THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF, PROPERTY WITHIN THE PROPOSED SUBDIVISION. THIS FINDING MAY ALSO BE MADE IF THE REVIEW AUTHORITY FINDS THAT ALTERNATE EASEMENTS FOR ACCESS OR USE WILL BE PROVIDED, AND THAT THEY WILL BE SUBSTANTIALLY EQUIVALENT TO ONES PREVIOUSLY ACQUIRED BY THE PUBLIC. THIS FINDING SHALL APPLY ONLY TO EASEMENTS OF RECORD, OR TO EASEMENTS ESTABLISHED BY JUDGMENT OF A COURT OF COMPETENT JURISDICTION, AND NO AUTHORITY IS HEREBY GRANTED TO THE REVIEW AUTHORITY TO DETERMINE THAT THE PUBLIC AT LARGE HAS ACQUIRED EASEMENTS OF ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION;

The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The approval of the Tentative Map will require all existing easements to remain in place and unobstructed and no improvements are required that would conflict with any easements of record. Furthermore, the Tentative Map contemplates the dedication of public streets that will provide access through or use of property within the proposed subdivision.

6. THE DISCHARGE OF SEWAGE FROM THE PROPOSED SUBDIVISION INTO THE COMMUNITY SEWER SYSTEM WILL NOT RESULT IN VIOLATION OF EXISTING REQUIREMENTS PRESCRIBED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD;

The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board. The approved system is in accordance with the wastewater treatment and water quality standards of the Santa Ana Regional Water Quality Control Board. Written clearance must be obtained from the Santa Ana Regional Water Quality Control Board prior to recordation of the map.

7. THE DESIGN OF THE SUBDIVISION PROVIDES, TO THE EXTENT FEASIBLE, PASSIVE OR NATURAL HEATING AND COOLING OPPORTUNITIES;

The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities. The design of the subdivision allows for future buildings to be designed in an alignment that takes advantage of passive or natural heating and cooling opportunities that exist on the project site. Furthermore, solar connections and other renewable energy sources are required for each building approved within the Specific Plan within two years of issuance of a Certificate of Occupancy.

8. THE PROPOSED SUBDIVISION, ITS DESIGN, DENSITY, AND TYPE OF DEVELOPMENT AND IMPROVEMENTS CONFORMS TO THE REGULATIONS OF THIS DEVELOPMENT CODE AND THE REGULATIONS OF ANY PUBLIC AGENCY HAVING JURISDICTION BY LAW.

The proposed subdivision, its design, density and type of development and improvements conforms to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law. Agencies having jurisdiction by law have reviewed the proposed subdivision and have provided conditions of approval to ensure regulations of the Development Code, the proposed Specific Plan and any applicable federal, state, and local laws will be met.

GENERAL PLAN CONSISTENCY FINDINGS:

Policy ED-1.4 Planned business park and industrial areas. We prefer master planned approaches through specific and area plans for business park and industrial development and redevelopment. We facilitate master planned approaches in order to discourage incremental policy plan amendments that introduce or expand business park or industrial development.

Compliance: The Project site is in an unincorporated area of southwestern San Bernardino County and within the City of Fontana Sphere of Influence. The Project site is approximately 433 acres and is located north of the San Bernardino Freeway (I-10) and San Bernardino Avenue and is bounded by Cherry Avenue to the east, the Burlington Northern and Santa Fe (BNSF) Railroad to the north, the West Valley Materials Recycling Facility to the west, and California Steel Industries to the south. The City of Fontana is located to the north, east, and south of the site. The City of Rancho Cucamonga is located to the west and northwest, and the Specific Plan Project would surround the future Next Gen motorsports facility generally on three sides. The proposed Specific Plan was created in-lieu of separate entitlements for the proposed lots to avoid incrementally review in the industrial project, in favor of a master planned development or Specific Plan. The Specific Plan proposed will ensure the orderly development of the Project, land use development standards and will assist in accommodating the proposed development by providing adequate transitions to neighboring land uses. In addition to the specific standards, project-wide development standards for the Project have been prepared to complement the standards in each individual Planning Area.

Policy ED-1.6 Industrial redevelopment. We facilitate and promote redevelopment in the industrial redevelopment focus areas to provide land and facilities for non-mining industrial development.

Compliance: The Project site is currently developed with improvements related to the Auto Club Speedway. The Project site is developed with a two-mile, D-shaped, oval track, with three pit garages, viewing suites, access ways, and associated facilities in the center. The Project site has a Policy Plan Land Use Category designation as Commercial (C) and a Zoning District designation of Special Development Commercial (SD-COM). The SD-COM Land Use Category allow for industrial type uses. The proposed Specific Plan promotes redevelopment of the industrial area and will comply with this Policy

Policy ED-2.1 Education pathways. We collaborate with school systems and civic organizations to support countywide education pathways (P-14) to prepare students for jobs in high-skill, high-wage careers and/or to prepare for college.

Compliance: The Specific Plan project includes a Development Agreement that requires the applicant to provide community benefits. One of the benefits included in the Development Agreement is related to providing support to education pathways. Thus, the project complies with this policy in that it provides community benefits that assist education and will provide high-wage jobs. The Project will also be required to contribute to the Chaffey College Bond which supports future infrastructure and education.

Policy ED-2.3 Industry-driven workforce training. We Support countywide education and workforce training programs with a demonstrated ability to expand skills and improve employment opportunities, and we also promote innovative approaches that address the diversity of education, job skills, geography, and socioeconomics of the countywide labor force.

Compliance: The Specific Plan project includes a Development Agreement that requires the applicant to provide community benefits. One of the benefits included in the Development Agreement is related to support workforce development. Thus, the project complies with this policy in that it provides community benefits that assist education and will provide high-wage jobs. The Project will also be required to contribute to the Chaffey College Bond which supports future infrastructure and education.

Policy HZ-3.16 Notification. We notify the public through the County website, mail, and other means when applications are accepted for conditional use permits, changes in zoning, and Policy Plan amendments in or adjacent to environmental justice focus areas. We prepare public notices in the predominant language(s) spoken in the communities containing environmental justice focus areas.

Compliance: As part of the entitlement and Environmental Impact Report process, notification is required for Project Noticing, Notice of Preparation, Notice of Availability and for the Notice of Hearing. The Project held two EJ meetings on January 12, 2022 and on July 9, 2022 to inform the public and provide an opportunity for input on the project. Therefore, the proposed development has complied and continues to comply with this policy.

Policy TM-2.2 Roadway improvements. We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

Compliance: The internal circulation currently at the project site includes Perimeter Road, Calabash Avenue, Back Straight Road, VIP Access Road, Entry Road, and Rancho Vista Drive. These internal roads may be eliminated, modified, or enhanced to accommodate vehicle trips anticipated with the Project. Private drive aisles are proposed to connect individual buildings within the Project area site. Drive aisles would be located and sized at the time of review, based on County Code and fire lane requirements. Internal access and circulation may necessitate a shared access easement. The Specific Plan and Tentative Parcel Map, include three new public roads and the realignment of the existing Entry Road (Street “D”) would be constructed to provide access to the Specific Plan’s land uses and the Next Gen motorsports facility. Public roads would be designed as collectors and have a variable right-of-way width between 50 feet and 122 feet, per County Development Code roadway specifications. The improvements will comply with the above policy.

Policy TM-5.1 Efficient and sustainable goods movement network. We advocate for the maintenance of a goods movement system in southern California that is efficient and sustainable and that prioritizes public health through the use of zero-emission equipment and infrastructure.

Compliance: The proposed Project will lead to the efficient and sustainable movement of goods and the maintenance of a goods movement system in Southern California that is efficient and sustainable. To facilitate sustainable and efficient movement of good, the developer is required to utilize the Electric Truck and Car Grant Programs reference prior to the issuance of the certificate of occupancy for the first building built within the Specific Plan. Furthermore, the Development Agreement requires the development to provide electrical vehicle charging and charging infrastructure, and to provide solar energy or other forms of renewable energy, within two years after the commencement of operations in each such building. The systems installed are required to provide 50% of the power needs of each building or some other renewable energy system which provides an equivalent percentage of the power needs of such building. Therefore, the project will be in compliance with this Policy.

Policy LU-1.4 Funding and financing mechanisms. We require the establishment of community facility districts, lighting and landscaping maintenance districts, and other types of funding and financing mechanisms for new development when the County determines that it may be necessary to maintain fiscal sustainability. We prefer the expansion of existing districts to the establishment of new districts.

Consistency: The applicant will form a Community Facilities District or Districts (or other public finance district under State law, as appropriate) for the purpose of financing the construction and/or acquisition and/or maintenance of public infrastructure and facilities within the Project area or for the provision of services.

Policy LU-1.5 Development impact fees. We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.

Consistency: The Project would comply with applicable policies regarding payment of development impact fees. These fees would be calculated and applied to public infrastructure improvements.

Policy LU-2.4 Land Use Map consistency. We consider development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.

Compliance: The Project site is currently zoned as Special Development-Commercial (SD-COM). The Special Development zones as defined by the Development Code allows for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar and compatible uses (although not permitted on the Project site due to covenants). Furthermore, the COM suffix of the SD-COM zoning district denotes an area which is focused on commercial Planned Development projects.

The Speedway Commerce Center II Specific Plan (SCCIISP) consists of the redevelopment of approximately 433 acres of the existing 522-acre ACS site. Approximately 90 acres of the site will be retained by California Speedway, LLC for development and operation of the NASCAR Next Gen motorsports facility. The redevelopment under this Specific Plan would include the following:

- Up to approximately 6,600,000 square feet of high-cube logistics and e-commerce uses and 261,360 square feet of ancillary commercial uses;
- Approximately 98 acres of vehicle parking/drop lot areas to accommodate ongoing Next Gen motorsport facility events on designated days as well as parking for permitted land uses;
- Open Space area for gathering, parkway landscaping, and stormwater;

- New public roadways, rail transit connections, and infrastructure to support the proposed uses as well as ongoing motorsports events; and
- A multi-use trail along street "A," employee break areas, enhanced landscaping, and pedestrian connections from the Next Gen motorsports facility to the parking areas/drop lots and other future uses.

The SCCIISP would serve as the mechanism to ensure that the Project is developed in an organized and cohesive manner. The SCCIISP incorporates a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans. The SCCIISP establishes the procedures and requirements to approve and implement new development within the Project site. Therefore, upon the County's approval of the SCCIISP and Revision to an Approved Action-Major, the SCCIISP would control land use, development standards and design standards for the approximately 433-acre Project site.

In summary, the Project would be a comprehensive LU Plan amendment, through a Specific Plan – a change from Special Development, Commercial to Speedway Commerce Center, Specific Plan – Commercial (SC/SP – Com). The intended uses of the Project site would remain consistent with the land uses of the surrounding area.

Policy LU-2.12 Office and industrial development in the Valley region. We encourage office and industrial uses in the unincorporated Valley region in order to promote a countywide job- housing balance.

The Specific Plan Project includes up to approximately 6.6 million square feet (sf) of high cube logistics and e-commerce uses, 261,360 sf of ancillary commercial uses, and approximately 98 acres of vehicle parking/drop lot areas The proposed development complies with this policy with the inclusion of industrial and ancillary office space.

Policy LU-4.10 Entry monumentation, signage, and public art. We encourage the installation of durable signage, entry monumentation, and/or works of public art in commercial areas of unincorporated Community Planning Areas as a means of reinforcing a community's character, culture, heritage, or other unique features.

Compliance: The proposed Specific Plan project requires the approval of a master sign program that includes on-site signate and way finding signage. The proposed development complies with this policy.

Policy LU-6.4 Industrial amendments near schools and parks. We approve Land Use Plan amendments for new industrial development only if they are at least one-half mile from an existing or planned public primary or secondary school or public park. We may waive this requirement for obsolete school or park sites or for industrial amendments submitted through a specific plan.

Compliance: The Project is located within 2,800 feet from the nearest school (Redwood Elementary School is 1,300 feet to the northeast) but the Project includes the development of a specific plan. Therefore the Project complies with this policy given that the Project is for an industrial development that includes a specific plan that will guide development on the Project site.

EXHIBIT G
Speedway Commerce Center II Specific Plan
CEQA Findings of Fact and Statement of Overriding Considerations
SCH No. 2021120259

1.0 STATEMENT OF FACTS AND FINDINGS

1.1 INTRODUCTION

The California Environmental Quality Act ("**CEQA**") requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant impacts, presents facts supporting those conclusions reached in the analysis, makes one or more findings supporting the conclusions reached in the analysis, makes one or more findings for each impact, and explains the reasoning behind the agency's findings.

The following statement of facts and findings has been prepared in accordance with the CEQA and Public Resources Code Section 21081. CEQA Guidelines Section 15091(a) provides that:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 1509(a) of the CEQA Guidelines.

(1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The Statement of Overriding Considerations is the second set of findings. Where a project will cause unavoidable significant impacts, the Lead Agency may still approve a project where its benefits outweigh the adverse impacts. Further, as provided in the Statement of Overriding Considerations, the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.

Based upon its review of the Environmental Impact Report ("**EIR**"), the Lead Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the Project, represents the independent judgment of County of San Bernardino ("**County**"), and sets forth an adequate range of alternatives to this project.

The Final EIR is composed of the following elements:

- The Speedway Commerce Center II Specific Plan Project Draft Environmental Impact Report, State Clearinghouse No. 2021120259 (June 2022);
- Mitigation Monitoring and Reporting Program;
- Response to Comments; and
- Corrections and Changes from the Draft EIR to the Final EIR

2.0 PROJECT SUMMARY

2.1 DESCRIPTION OF PROJECT PROPOSED FOR APPROVAL

The Speedway Commerce Center II Specific Plan Project ("**Project**" or "**SCCIISP**") is located in an unincorporated portion of Southwestern San Bernardino County, within the City of Fontana Sphere of Influence ("**SOI**"). The Project site is approximately 433 acres and is located north of the San Bernardino Freeway (I-10) and San Bernardino Avenue and is bounded by Cherry Avenue to the east, an active freight and passenger rail line to the north, the West Valley Materials Recycling Facility to the west, and California Steel Industries to the south.

The Project proposes a mixed-use development that would consist of a mix of the following land uses:

- Approximately 433 acres of the existing approximately 522-acre Auto Club Speedway (ACS) located in unincorporated San Bernardino County.
- Up to approximately 6.6 million square feet of high-cube logistics and e-commerce development spread across six planning areas.
- Approximately 261,360 square feet of ancillary commercial development at one of three alternative planning areas.
- Approximately 98 acres of vehicle parking/drop lot areas to accommodate ongoing Next Gen motorsport facility events on designated days as well as parking for permitted land uses.
- Development of greenbelts, public roads, and other support amenity features, and water detention areas.
- A multi-use trail along Street "A," employee break areas, enhanced landscaping, and potential pedestrian connections throughout the Project site.

The Project includes various discretionary approvals including applications for a Specific Plan (PROJ- 2021-00150), Development Agreement, A Revision to Approved Action (to modify the Plan Development for the ACS, PRAA-2020-00150), and Tentative Map (No. 20478).

2.2 PROJECT GOALS AND OBJECTIVES

The fundamental purpose and goal of the Project is to implement the vision laid out in the Project objectives, by providing development standards and design guidelines to direct future development within the Project area. In order to promote a high-quality development, as well as the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of the Project, specific planning and development objectives for the Project were identified:

Objective 1: Maximize the efficient movement of goods throughout the region by locating a large format high-cube logistics and e-commerce center in close proximity to the Ports of Los Angeles and Long Beach, enabling trucks servicing the site to achieve a minimum of two round trips per day.

Objective 2: Develop and operate a large format high-cube logistics and e-commerce center that maximizes the use of one of the few remaining large industrial sites in Southwestern San Bernardino County, to realize substantial unmet demand in Southwestern San Bernardino County and the region, and to allow Southwestern San Bernardino County to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.

Objective 4: Develop a high-cube logistics and e-commerce center that is in close proximity to Interstate I-10 and other major transportation arterials, to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.

Objective 5: Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.

Objective 6: Facilitate the continued operation of the existing Speedway uses at the Next Gen motorsports facility through provision of ongoing parking fields and drop-lot areas for designated event days.

Objective 7: Develop and operate an attractive large format high-cube logistics and e-commerce center in Southwestern San Bernardino County that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 8: Develop a location for siting clean industry involving large scale buildings impervious parking areas on a heavy industrial site that was once a steel mill.

Objective 9: Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project. Enhance Project identity through architecture, landscaping, walls, fencing, signage and entry treatments.

Objective 10: Develop and operate a large format high-cube logistics and e-commerce center that limits truck traffic disruption to residential areas within Southwestern San Bernardino County and neighboring jurisdictions.

Objective 11: Develop and operate a high-cube logistics and e-commerce center that positively contributes to the economy of Southwestern San Bernardino County through new capital investment and creation of new employment opportunities, including opportunities for highly-trained workers and expansion of a stable and diverse economic fiscal opportunity to increase the tax base.

Objective 12: Develop and operate employee-intensive facilities that can take advantage of the potential further expansion of transit facilities for efficient employee transportation.

Objective 13: Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed high-cube large format logistics and e-commerce center use.

3.0 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The County has conducted an extensive review of this Project which included a Draft EIR and a Final EIR, including technical reports, along with a public review and comment period. The following is a summary of the County's environmental review of the Project:

- Pursuant to the provisions of Section 15082 of the CEQA Guidelines, the County published a Notice of Preparation ("**NOP**") and filed a copy with the California Office of Planning and Research State Clearinghouse to inform the general public, trustee and responsible agencies and other interested parties that an EIR would be prepared for this Project. The NOP was distributed for a 30-day public review period, which began on December 13, 2021. In addition, the County held a public-noticed EIR scoping meeting remotely via Zoom on January 11, 2022. The scope of the Draft EIR was determined through the NOP and scoping meeting process, whereby it was concluded that detailed discussion and analysis for all environmental resource areas included in the State CEQA Guidelines, Appendix G would be evaluated in the Draft EIR. Therefore, an Initial Study was not prepared for the Project.

- Two environmental justice community outreach workshops were conducted on January 12, 2022 and July 9, 2022.

- The County circulated the Draft EIR for the Project from June 1, 2022 to July 18, 2022. The County received a total of 56 comment letters from responsible agencies and other interested parties. The County prepared responses to all written comments received during the public review period. The comments and responses are contained in Section 2.0 of the Final EIR.

- In accordance with the provisions of Public Resources Code Section 21092.5, the County has provided a written proposed response to each commenting public agency no less than 10 days prior to the proposed certification date of the Final EIR.

4.0 INDEPENDENT JUDGMENT AND FINDING

The Project Applicant retained the independent consulting firm of Kimley-Horn and Associates, Inc. ("**Kimley-Horn**") to prepare the EIR for the Project. Kimley-Horn has prepared the EIR under the supervision, direction and review of the County. The County is the Lead Agency for the preparation of the EIR, as defined by California Public Resource Code Section 21067, as amended. The San Bernardino County Board of Supervisors ("**Board**") has received and reviewed the EIR prior to certifying the EIR and prior to making any decision to approve or disapprove the Project. All findings set forth herein are based on substantial evidence in the record as indicated with respect to each specific finding.

FINDINGS:

The EIR for the Project reflects the County's independent judgment. The County has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c)(3) in retaining its own environmental consultant to review the EIR, and directing the consultant in preparation of the EIR. The County has independently reviewed and analyzed the EIR and accompanying studies and finds that the report reflects the independent judgment of the County.

The Board has considered all the evidence presented in its consideration of the all the evidence presented in its consideration of the project and the EIR, including, but not limited to, the Final EIR and its supporting studies, written and oral evidence presented at hearings on the project, and written evidence submitted to the County by individuals, organizations, regulatory agencies, and other entities. On the basis of such evidence the Board finds that with respect to each environmental impact identified in the review process (except those described in the following paragraph), the impact is: (1) less than significant and would not require mitigation; (2) potentially significant but would be avoided or reduced to less than a significant level by implementation of identified mitigation measures; or (3) would be significant and not fully mitigatable but would be, to the extent feasible, lessened by implementation of identified mitigation measures.

The EIR also identifies certain significant adverse environmental effects of the project which cannot be avoided or substantially lessened. Prior to approving this project, the Board also adopts a Statement of Overriding Considerations which finds, based on specific reasons and substantial evidence in the record (as specified in Section 6.0), that certain identified economic, social or other benefits of the project outweigh such unavoidable adverse environmental effects.

5.0 ENVIRONMENTAL IMPACTS AND FINDINGS

5.1 EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT/NO IMPACT IN THE EIR

The Board hereby finds that the following potential environmental impacts of the Project are less than significant or would not result in any impact and therefore do not require the imposition of mitigation measures.

AESTHETICS

IMPACT 4.1-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

Scenic vistas viewable from this point of the County include the San Gabriel Mountains located to the north, as well as the Jurupa Hills located to the south/southeast. These vistas provide an aesthetically pleasing natural backdrop for the County's residents. While the San Bernardino Countywide Plan's Policy Plan does not officially designate any scenic vistas near the Project site, the San Gabriel and San Bernardino mountains, along with the Jurupa Hills are still considered a valuable visual resource for the County, adjacent cities, and region. The San Gabriel and San Bernardino mountains are currently visible from Cherry Avenue and Calabash Avenue (north of the Project site). Views north of the San Gabriel and San Bernardino mountains from the south side of the Project site are partially obstructed by the existing ACS grandstands. The Jurupa Hills are currently not easily visible from the Project site. **(Draft EIR, p. 4.1-8)**. As shown in the visual simulations contained in **Draft EIR Appendix B**, Project buildings would not significantly impede the visibility of scenic vistas from street level or at various distances around the Project. Furthermore, existing buildings around the Project site and on the existing ACS site, including the grandstands, are of similar height and mass of the proposed high-cube logistics/e-commerce buildings. Therefore, impacts to scenic vistas would be less than significant.

IMPACT 4.1-2: WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENE RESOURCES, INCLUDING, BUT NOT LIMITED TO TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

There are no state scenic highways within this unincorporated portion of the County. The closest eligible state scenic highway is the segment of SR 142 from the Orange County Line to Peyton Drive in Chino Hills. The closest point of this segment is approximately 14 miles to the southwest. The closest officially designated state scenic highway is SR 2 from 2.7 miles north of SR 210 (La Cadena) to the San Bernardino County Line. The closest point of this segment is approximately 21 miles to the northwest. Therefore, construction and operation of the Project site would not damage or obstruct a scenic resource (i.e., trees, rock outcroppings, or historic buildings) within a state scenic highway. No impact would occur. **(Draft EIR, p. 4.1-9)**.

IMPACT 4.1-3: IN NON-URBANIZED AREAS, SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINT). IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

The Project site is within an urbanized area which is currently zoned Special Development –Commercial (SD-COM). SD (Special Development) land use zoning district development standards, including those related to scenic quality, are discussed at **Draft EIR p. 4.1-9** and **Draft EIR Table 4.1-1**. The visual simulations conducted for the Project that apply the SCCIISP development standards (see **Draft EIR Appendix B**) identified no impacts to scenic vistas or visual resources as a result of building development. The Project would, nonetheless, comply with the development standards found within Chapter 83.06 (Fences, Hedges, and Walls), Chapter 83.07 (Glare and Outdoor Lighting), Chapter 83.10 (Landscaping Standards), and Chapter 83.13 (Sign Regulations) of the County's Development Code (except where these provisions are specifically addressed within the SCCIISP), which are discussed within Draft EIR Section 4.1.3. Furthermore, the Project would be consistent with the Countywide Plan goals and policies listed under Section 4.1.3. Project compatibility with these goals and policies is presented in ***Draft EIR Table 4.11-4: CONSISTENCY WITH THE COUNTYWIDE PLAN***. BASED ON THESE FINDINGS, THE PROJECT WOULD RESULT IN A LESS THAN SIGNIFICANT IMPACT AND NO MITIGATION IS NECESSARY. (**DRAFT EIR, P. 4.1-10**).

IMPACT 4.1-4: WILL THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WILL ADVERSELY AFFECT DAY OR NIGHTTIME VIEW IN THE AREA?

Existing sources of light and glare exist in the Project's immediate vicinity. Existing lighting sources include track lighting associated with the existing ACS, streetlights, outdoor safety and security lighting from adjacent developments including the industrial and commercial developments to the south, west, and east, and vehicle headlights from adjacent roadways and patrons of the ACS utilizing outfield roadways. Construction of the Project would be limited to the daytime hours of construction permitted (between the

hours of 7:00 a.m. to 7:00 p.m. and would not occur on Sundays or Federal holidays as stated in the County Building Code Standards (§ 150.003 Construction: Hours of Construction) (unless otherwise approved by the County), and nighttime lighting would only be required seasonally. Along with the limited use of additional light sources due to daytime construction, light trespass would be negligible as the construction would not introduce substantially brighter light sources during the day. Therefore, no short-term impacts associated with light and glare would occur. (**Draft EIR, p. 4.1-11**).

Once operational, the Project would be required to comply with Section 83.07.030 (Glare and Outdoor Lighting –Valley Region) of the County's Development Code, which is discussed at **Draft EIR p. 4.1-11 to 4.1-12**. Although the Project's proposed offsite railroad crossings would introduce new sources of light to the Project area during nighttime hours, the closest residential uses to the Project are approximately 6,500 feet (1.2 miles) from the nearest planned rail crossing improvements and therefore, no nighttime lighting impacts would occur to sensitive receptors as a result of the railroad crossing improvements. The Project would also serve as a benefit to the surrounding area as the proposed structures would dampen (block or absorb) the light/glare effects associated with the bright lighting that would be put in place for the proposed NextGen motorsports facility races and events. Project buildings would surround the short track on three of its four sides. The south side of the track would not be surrounded by Project buildings; however, the south side is abutted by industrial development. Therefore, long-term impacts associated with light and glare would be less than significant. (**Draft EIR, p. 4.1-12**).

Cumulative Impacts. The cumulative study area for aesthetic impacts is the viewshed of the Project site and surrounding areas. The geographic context for cumulative aesthetic impacts would be viewsheds visible from the Project site. Cumulative developments would be those whose effects would cumulatively impact the San Gabriel and San Bernardino mountains as well as the Jurupa Hills. However, the Project area's developed state would minimize potential aesthetic impacts as future development would be less likely to stand out or contrast with established development patterns. Ongoing development within the Project area would have the potential to increase the amount of light and glare present. Each development in the cumulative study area would, however, be required to comply with policies and regulations set forth by the Countywide Plan and San Bernardino County Development Code. Consequently, cumulative development would not result in significant cumulative environmental impacts in conflict with aesthetics requirements for preserving visual character, public views, scenic vistas and resources, or requirements for minimizing and controlling potential light and glare. Therefore, the Project would not cause a cumulatively considerable impact on aesthetics, and no mitigation is required. (**Draft EIR, p. 4.1-13**).

AGRICULTURAL AND FORESTRY RESOURCES

IMPACT 4.2-1: WOULD THE PROJECT 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?

Based on review of the California DOC Important Farmland maps, neither the Project site nor any adjacent land is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site and adjacent land are designated as Urban and Built-Up Land. As such, the Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use, and there is no impact. (**Draft EIR, p. 4.2-7**).

IMPACT 4.2-2: WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

According to the San Bernardino County Land Use Web Map (2020), no portion of the Project site is zoned or designated for agricultural use, but instead is designated for Special Development –Commercial (SD-COM). The Project site is not in use for agricultural activities, nor is it subject to a Williamson Act contract. Historical map reviews conducted for the Project's Cultural Resource Assessment found that although agricultural uses were present in the northern portion of the Project site in 1948, these uses were removed by the 1950s. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and there is no impact. (**Draft EIR, p. 4.2-8**).

IMPACT 4.2-3: WOULD THE PROJECT 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))?

According to the County's Official Zoning Map (2020), the Project site is predominately zoned Special Development—Commercial (SD-COM). Additionally, the corresponding land use designation of the Project site is currently Commercial (C). Therefore, no portion of the Project site is zoned forest land, timberland, or timberland zoned for timberland production and the Project would have no impact. (**Draft EIR, p. 4.2-8**).

IMPACT 4.2-4: WOULD THE PROJECT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON- FOREST USE?

According to the Land Cover layer in the California Department of Fish and Wildlife's BIO Viewer, the majority of the Project site is classified as Developed. This, in combination with review of current and historic aerial imagery, demonstrates that no forest land exists within the Project site area. Therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and there is no impact. (**Draft EIR, p. 4.2-8**).

IMPACT 4.2-5: WOULD THE PROJECT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

Neither the Project site nor this portion of the unincorporated County contain areas designated for agriculture, forest land, or timberland. The County does not have land use designations specific to these resources. County land use designations that do allow farmland and forest land include Rural Living (RL), Very Low Density Residential (VLDR), Resource/Land Management (RLM), and Open Space (OS); none of which are present in this unincorporated portion of the County. Therefore, no impacts related to the conversion of farmland or forest land would occur. (**Draft EIR, p. 4.2-9**).

Cumulative Impacts. Implementation of the Project would have no impact on agricultural or forestry resources. The Project site is zoned SD-COM and there are no agricultural, forest land, or timberland zoning designated resources in the portion of the unincorporated County where the Project site is located. Further, redevelopment of the Project site would not pose an impact to the County's agricultural economy since the land is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and this land would not be considered suitable for sustained agricultural activities. The Project site is classified as Urban and Built-Up Land by the California DOC. Because the Project would not have any impact on agriculture and forestry resources, it would not contribute to an existing cumulative impact, even when combined with past, present and future projects; thus, the Project's contribution would not be cumulatively considerable. (**Draft EIR, p. 4.2-9**).

AIR QUALITY

IMPACT 4.3-4: WILL THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. The South Coast Air Quality Management District ("**SCAQMD**") CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, impacts related to odors associated with the Project's construction-related and operational activities would be less than significant. **(Draft EIR, p. 4.3-54)**.

BIOLOGICAL RESOURCES

IMPACT 4.4-2: WOULD THE PROJECT 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 U.S. FISH AND WILDLIFE SERVICE?

If impacted, the undeveloped portion of the stormwater detention basin on the southwest corner of the Project site, and San Sevaine Channel, outside of the Project footprint would fall under the regulatory authority of the USACE, RWQCB, and CDFW. The Project would modify the existing basin outlet structure to convert the existing detention basin to an infiltration basin to address storm water flows and treat for storm water quality. (**Draft EIR, p. 4.4-25**). The modifications to the outlet structure would be contained within the footprint of the existing concrete apron and outlet structure and would not impact areas outside the existing concrete footprint area. If additional improvements or modifications to the undeveloped portion of the stormwater detention basin are determined to be necessary and these facilities are impacted from implementation of the Project, the Master Developer would need to obtain the following regulatory approvals prior to impacts occurring within the identified jurisdictional areas: USACE CWA Section 404 Permit; RWQCB CWA Section 401 Water Quality Certification; and/or CDFW Section 1602 SAA. Based on the proposed site plan, impacts to the storm water basin would only occur within the existing concrete portion of the basin. As a result, no impacts to jurisdictional waters are expected to occur. Further, no sensitive habitats were identified within the Project site. Thus, no sensitive natural communities would be impacted from Project implementation. It should be noted that the California buckwheat scrub alliance on the southwest corner of the Project site, associated with the stormwater detention basin, is not a naturally occurring plant community, as it was installed to maintain the integrity of the slopes on the basin. California buckwheat scrub alliance has a global rank of G5 (common, widespread, and abundant) and a State rank of S5 (common, widespread, and abundant in the State), and, therefore, is not considered a sensitive natural plant community. Therefore, impacts would be less than significant and no mitigation is necessary. (**Draft EIR, p. 4.4-26**).

IMPACT 4.4-3: WILL THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No inundated areas, wetland features, or wetland plant species that would be considered wetlands as defined by Section 404 of the CWA occur within the Project footprint. As a result, implementation of the Project would not result in any impacts or have a substantial adverse effect on protected wetlands. (**Draft EIR, p. 4.4-26)**.

IMPACT 4.4-4: WILL THE PROJECT 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?

The Project site is separated from regional wildlife corridors and linkages by existing development and there are no riparian corridors or creeks connecting the Project site to these areas. Moreover, potential nearby corridors such as San Sevaine Channel and Etiwanda Creek (approximately 1.5 miles west of the Project site) have been channelized in association with flood control efforts and no longer supports plant communities suitable for use as wildlife corridors. Therefore, the Project site does not function as a major wildlife movement corridor or linkage. As such, implementation of the Project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area. Due to the lack of any identified impacts to wildlife movement, migratory corridors or linkages or native wildlife nurseries, no mitigation is required. Therefore, impacts to wildlife corridors or linkages are not expected to occur. (**Draft EIR, p. 4.4-26 to 4.4-27)**.

IMPACT 4.4-5: WILL THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

The San Bernardino County Development Code, Chapter 88.01 (Plant Protection and Management) pertains to the proposed Project. A regulated tree or plant shall be any of those trees or plants identified in: (1) Section 88.01.060(c) (Regulated desert native plants), (2) Section 88.01.070(b) (Regulated trees), or (3) Section 88.01.080(b) (Regulated riparian plants). No regulated trees or plants identified in Sections 88.01.060(c), 88.01.070(b), or 88.01.080(b) occur on-site. Therefore, impacts to local policies or ordinances are not expected to occur from development of the proposed Project, and mitigation is not required. (**Draft EIR, p. 4.4-27)**.

CULTURAL IMPACTS

IMPACT 4.5-1: WILL THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO SECTION 150645?

Construction of the Project would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to CEQA Guidelines § 15064.5. No prehistoric archaeological resources were identified within the record search area. The Project site lies within the mapped boundary of one identified resource, the Kaiser Steel Mill (CA-SBR-4131H). The Kaiser Steel Mill was built in 1945 and was one of the largest steel production mills west of the Mississippi. Previous cultural resources studies completed within the vicinity of the Project site found that by 2008, all of the major components of the mill had been demolished and the resource no longer extant. In addition, no evidence of the resource was identified during the August 31, 2021 pedestrian survey and archival information suggests this portion of the steel mill property was primarily used for steel production. Archival information also determined that the Metropolitan Water District of Southern California's Upper Feeder Aqueduct was constructed through the Project area in the 1930s. Project implementation is not anticipated to impact the buried historic-era water pipeline and construction activities will not alter, demolish, or relocate the existing feature. The remaining resources do not appear to have been formally evaluated for listing on the CRHR or the NRHP. Following completion of construction of the Project and disturbances of the site, the Project would include use for high-cube logistics, e-commerce, and commercial development. These land use operations would not impact any known or unknown historical resources. Therefore, operation of the Project would have no impact on historical cultural resources. (**Draft EIR, p. 4.5-15 to 4.5-16**).

GEOLOGY AND SOILS

IMPACTS 4.7-1 TO 4.7-4: WILL THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING 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?; (II) STRONG SEISMIC GROUND SHAKING?; (III) SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?; AND/OR (IV) LANDSLIDES?

Rupture of Known Earthquake Fault. According to the Geotechnical Study prepared for this Project, the Project site is not within an Alquist-Priolo Earthquake fault zone and there was no evidence of faulting identified during the investigation. The nearest fault to the Project site is the Fontana (Seismicity) fault located approximately 0.5-mile to the southeast of the site. Other nearby major fault sources include the Cucamonga fault, the San Jacinto (Lytle Creek connector) fault, the San Jacinto fault zone, and the South San Andreas fault zone. The Project site's distance from the nearest fault line would minimize risks attributed to ground surface rupture. Therefore, the impacts associated with the surface rupture of a known fault would be less than significant, and no mitigation would be required. In addition, each future building and Project component constructed would be designed and constructed in conformance with all applicable standards governing such development and would use the latest building standards, as adopted by the Building Standards Commission, to minimize impacts from seismic activity. The Building Standards Commission performs all functions relating to the adoption and publication of the CBSC in Title 24 of the CCR prescribed by the California Building Standards Law in HSC, Division 13, Part 2.5, commencing with § 18901. The Project would not cause or exacerbate adverse effects related to rupture of an earthquake

fault, nor from fault ruptures. Therefore, impacts would be less than significant. (**Draft EIR, p. 4.7-20 to 4.7-21)**.

Strong Seismic Ground Shaking. Southern California is considered a seismically active region and the vicinity of the area being evaluated contains a number of known earthquake faults. As part of the Geotechnical Study, 2019 CBC design parameters were generated for the proposed buildings within the Project site. These design parameters ensure that proper building design is possible to reduce any risk of structure failure during a strong seismic ground shaking event. Structures for human occupancy must be designed to meet or exceed the CBC standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground motion with a specified probability at the site. Therefore, the Project would not cause or exacerbate adverse effects related to seismic shaking and future development of habitable structures within the Project site would be conducted in accordance with the 2019 CBC Seismic Design Parameters generated as part of the Geotechnical Study, which would reduce impacts from seismic ground shaking to a less than significant level. (**Draft EIR, p. 4.7-21)**.

Seismic-Related Ground Failure (Liquefaction). Liquefaction potential beneath the Project site is low due to the depth of groundwater and the mix of soil type, which is not considered to be a design concern for the Project. The Project site is not located within an area of the County with susceptibility for liquefaction and therefore, would not cause or exacerbate adverse effects related to seismic-related ground failure. Furthermore, on-site subsurface conditions encountered at the boring and trench locations indicate that liquefaction would not be considered a design concern for the Project. Following the design parameters of the geotechnical study and all relevant building codes would reduce any potential issues due to liquefaction and no mitigation measures would be necessary. Impacts would be less than significant. (**Draft EIR, p. 4.7-22)**.

Landslides. The Project site has a gentle slope running generally to the southwestern portion of the Project site and no extreme elevation differences exist in or around the Project site that would potentially lead to landslide effects. Therefore, the risk of landslides impacting the Project site is considered low to negligible since the Project's topography does not contain steep slopes. Furthermore, according to the San Bernardino County Geologic Hazard map, the Project site and the immediate area are not within a zone of generalized landslide susceptibility. The Project area is also outside of the hazard zone for rockfall/debris-flow, and the site is not surrounded by steep topography with exposed rock-cropping or boulders. Compliance with CBC regulations and the County's Grading and Erosion Control Guidance plan, which seeks to control the grading of land to minimize potential for erosion, landslides, and other forms of land failure, would further reduce impacts. Implementation actions would reduce impacts related to landslides to a less than significant and no mitigation is necessary. Therefore, impacts associated with landslides would be less than significant. (**Draft EIR, p. 4.7-23)**.

IMPACT 4.7-7: WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY?

The near-surface soils encountered during the field study for the Geotechnical Study investigation consisted of artificial fill and interbedded sands with varying silt content, gravel, and cobbles. Those materials are classified as low to non-expansive. As such, the Geotechnical Study does not anticipate expansive soils to adversely impact the design, construction, or operation of the Project. Therefore, the Project site would not be impacted by significant soil expansion and a less than significant impact would occur. (**Draft EIR, p. 4.7-27)**.

IMPACT 4.7-8: WILL THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?

The Project proposes connecting to the public sewer mains and relying on the Inland Empire Utilities Agency (IEUA) for wastewater services and will not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact will occur. **(Draft EIR, p. 4.7-28)**.

HAZARDS AND HAZARDOUS MATERIALS

IMPACT 4.9-3: WILL THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

The nearest school to the Project site is Redwood Elementary School approximately 0.5 miles away. This would fall outside of the 0.25 mile requirement of this threshold. Notwithstanding, the routine transport, use, and disposal of hazardous materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction would not create a significant hazard to nearby schools due to the transport of any hazardous materials on local roadways. No impact would occur. (**Draft EIR, p. 4.9-18 to 4.9-19**).

IMPACT 4.9-4 WOULD THE PROJECT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE § 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

The Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List). Multiple areas within the Project site have historically undergone environmental investigations and remediations. However, the greater Project site was found to be without violations. Remediation efforts have been performed throughout the Project site; however, these efforts have since concluded. In addition, despite the continued observation of groundwater resources within the Project area, groundwater exposure to toxic and hazardous materials is not anticipated due to the depth of the water levels. Therefore, no significant adverse impacts relative to Cortese List sites which would occur with Project implementation. (**Draft EIR, p. 4.9-19**).

IMPACT 4.9-5: FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN, OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN 2 MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WILL THE PROJECT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

The Ontario International Airport is located approximately four miles southwest of the Project site. The Project site borders, but is not within, the Ontario International Airport Influence Area (AIA). Additionally, the Project is outside of the Ontario International Airport Safety Zones, Noise Impact Zones, Airspace Protection Zones, and Overflight Notification Zones (Maps 2-2 through 2-5 of the ONT Airport Land Use Compatibility Plan). Thus, the Project would not result in a safety hazard impact to people residing or working in the area. (**Draft EIR, p. 4.9-19**).

IMPACT 4.9-6: WILL THE PROJECT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

The County of San Bernardino adopted its Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) in 2017. The MJHMP identifies potential hazards that may occur within the County, such as risks associated with earthquakes, terrorism, and climate change. Mitigation is also provided in the MJHMP in order to minimize those identified risks. Project development would be congruent with the land use designations of the Project area and would therefore remain consistent with the analysis provided in the MJHMP. By providing increased internal circulation routes the Project would improve access to the site by emergency vehicles and exit points in the event of evacuation. Proposed improvements to nearby roadways would further improve the County's accessibility through the widening of roads, development of dedicated turn lanes,

addition of signalized intersections, and other necessary improvements. The Project would not conflict with adopted emergency response or evacuation plans and would therefore generate a less than significant impact. (**Draft EIR, p. 4.9-20**).

IMPACT 4.9-7: WILL THE PROJECT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES?

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is not located in or near a State Responsibility Area (SRA); the nearest SRA to the development site is located approximately four miles to the north. The Project site is located in a Local Responsibility Area (LRA) for the County of San Bernardino. In addition, the Project site does not contain lands classified as a very high fire hazard severity zone (VHFHSZ). The closest VHFHSZs are located approximately four miles to the north and south of the Project site. The Project is located within a Local Responsibility Area (LRA) for the County of San Bernardino. The Project is also located outside of any delineated FHSZ. Due to its location outside of known FHSZs, impacts are anticipated to be less than significant. (**Draft EIR, p. 4.9-21**).

HYDROLOGY & WATER QUALITY

IMPACT 4.10-1: WILL THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

The Project site has been previously developed and graded with the construction of parking lots, auxiliary structures, and the ACS. Existing conditions allow for the unmitigated flow of water across the Project site before interception of runoff into stormwater sewers and paved ditches. (**Draft EIR, p. 4.10-13**).

Construction. Construction controls to minimize potential water quality impacts would be implemented through compliance with NPDES permit requirements and with County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations. In accordance with the requirements of the NPDES permitting program, the Project Applicant (Master Developer and/or Site Developer, as applicable) would prepare and implement a site-specific SWPPP that meets the requirements of the NPDES General Construction Permit and specifies BMPs (e.g., erosion control, sediment control, non-stormwater management, and materials management) to be used during construction, as the Project disturbs more than one acre of soil. With implementation of these BMPs, subject to review and approval by the Santa Ana RWQCB, the Project would reduce or eliminate the discharge of pollutants in stormwater runoff from the construction site to the maximum extent practicable. As such, the water quality of nearby surface waters and groundwater would be maintained via compliance with NPDES permit requirements. In addition, the San Bernardino County Stormwater Program Technical Guidance Document requires the preparation and implementation of a WQMP, subject to review and approval by the County, to manage stormwater runoff post construction activities and to implement site design and source control BMPs to help ensure stormwater runoff and impervious areas are minimized. With implementation of the WQMP, compliance with the NPDES permit requirements, and implementation of BMPs, Project construction would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. Mandatory compliance with the SWPPP would ensure that the construction of the Project site would not violate any water quality standards or waste discharge requirements. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required. (**Draft EIR, p. 4.10-13**).

Operations. Once operational, the Project Applicant (Master Developer and/or Site Developer, as applicable) is required to prepare and implement a WQMP, which (in addition to the construction requirements discussed above) includes a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures ongoing, long-term protection of the watershed basin. Furthermore, the Project's Preliminary WQMP identified preventative low impact development (LID) site design practices which are intended to

control stormwater where it is generated, as well as on-site, non-structural source control BMPs***.*** The Project must also comply with all other applicable NPDES permits. In addition, structural source control BMPs would be implemented, including but not limited to: providing storm drain system stenciling and signage (CASQA New Development BMP Handbook SD-13), using efficient irrigation systems and landscape design, water conservation, smart controllers, and source control (Statewide Model Landscape Ordinance; CASQA New Development BMP Handbook SD-12), finishing grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement, and protecting slopes and channels and provide energy dissipation (CASQA New Development BMP Handbook SD-10). Additionally, all BMPs included as part of the Project WQMP are required to be maintained through regular scheduled inspection and maintenance. (**Draft EIR, p. 4.10-14**). Form 5-1 BMP Inspection and Maintenance of the Preliminary WQMP, addresses the detailed operation and maintenance plan for all BMPs pertaining to this Project. In addition to mandatory implementation of a WQMP, the NDPES program also requires commercial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Under the effective NPDES Industrial General Permit, the Project Applicant (Site Developer) would be required to prepare an SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Mandatory compliance with applicable requirements of the NPDES Industrial General Permit would further reduce potential water quality impacts during long-term Project operation. Therefore, water quality impacts associated with operational activities would be less than significant and no mitigation measures would be required. (**Draft EIR, p. 4.10-15**).

IMPACT 4.10-2: WILL THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH THE GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

The existing Project site is largely developed with the existing ACS and associated supporting facilities and parking lots; therefore, existing pervious surface is limited. Groundwater recharge would not be affected by the Project due to the distance between the ground surface and the groundwater levels. (**Draft EIR, p. 4.10-15**). Groundwater was not encountered during investigation which was drilled up to an approximate depth of 51.5 feet bgs and the nearest groundwater monitoring well to the Project site had water level readings indicating a groundwater level of approximately greater than 400 feet bgs. Inclusion of drainage improvements (including the conversion of the existing basin to an infiltration facility and permeable landscape areas) as a component of the Project would create efficient passageways for runoff water to rejoin the water system. Based on the small size of the Project site in relation to the size of the groundwater subbasin and the design features proposed by the Project to allow percolation, implementation of the Project is determined to result in incremental changes to local percolation and would result in a less than significant impact to local groundwater recharge. Construction activities would not directly impact groundwater sources. (**Draft EIR, p. 4.10-16**). Based on the calculations shown on page **4.10-17** of the Draft EIR, the Project's total water demand of 596 AFY would constitute approximately 4.5 percent of the FWC's Chino Basin-sourced groundwater in the year 2045. This means that as FWC's water supply increases through 2045, the Project would continue to comprise a decreasing percentage of that sourced groundwater. Therefore, impacts related to groundwater supplies would be less than significant impact, and no mitigation is required.

IMPACTS 4.10-3, 4.10-5, 4.10-6 AND 4.10-7: WILL THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WILL: (I) RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?; (II) SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WILL RESULT IN FLOODING ON- OR OFF-SITE?; (III) CREATE OR CONTRIBUTE RUNOFF WHICH WILL EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?; OR (IV) IMPEDE OR REDIRECT FLOOD FLOWS?

4.10-3 (Erosion and Siltation). The Project would include the installation of an integrated, on-site system consisting of measures designed to capture and control stormwater. These measures may include, but would not necessarily be limited to, underground storm drainpipes, catch basins, LIDs, and other structural

BMPs to capture on-site stormwater runoff, and temporarily capture and hold stormwater before conveying the runoff off-site. Thus, with these measures in place, the Project will not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation and impacts in this regard would be less than significant. (**Draft EIR, p. 4.10-17 to 4.10-18**). The geotechnical assessment conducted for the Project recommended that existing fill soils be excavated to improve safety and support of proposed structures. General dust control measures such as watering would be required to minimize erosion. Construction contractors would also be required to prepare a dust control plan in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce soil erosion from wind. The BMPs included in the NPDES, SWPPP, and WQMP created for the Project would also minimize potential impacts from erosion and siltation. Further, an erosion control plan required as part of the County's grading plan requirements would also be implemented to further minimize potential siltation and erosion effects. Implementation of dust control measures along with BMPs included in the NPDES, SWPPP, and WQMP would reduce potential environmental effects from erosion or siltation, and impacts would be less than significant. (**Draft EIR, p. 4.10-18**).

4.10-5 (On- or Off-Site Flooding). Existing and proposed drainage improvements are discussed in detail at **Draft EIR page 4.10-19**. Based on the capacity analysis performed, it can be safely concluded that the proposed drainage improvements will adequately convey flows to the existing San Sevaine channel and provide flood protection for the 100-year storm event, and the Project would not impact flooding condition to upstream or downstream properties. Likewise, new public roads would be constructed with appropriate stormwater conveyance facilities such as curb and gutter. Flows from 10-year storm events will be contained within the street curb to curb width, and 100-year storm events will be contained within the right-of-way. These public roads would add new shallow channelized flow paths for runoff. Runoff contained within the public right-of-way, including curb and gutter, would flow into underground public storm drain facilities which in turn would flow to the infiltration basin in the southwest corner of the Project site. Therefore, impacts related to on-or off-site flooding would be less than significant, and no mitigation is required. (**Draft EIR, p. 4.10-19 to 4.10-20**).

4.10-6 (Stormwater Drainage System Capacity and Polluted Runoff). The Project site must comply with the requirements of the NPDES Industrial General Permit, which helps control water pollution by regulating point and non-point sources that discharge pollutants into receiving waters. The Project would include the development of new stormwater conveyance facilities designed to account for the 100-year, 24-hour storm event without flooding. Although the Project results in approximately 16 percent increase in peak flows, the existing storm drain system is designed for a much higher peak flow and any runoff that occurs would not exceed the system's capacity and would drain into the San Sevaine channel accordingly. The existing channel running along the south border of the Project, together with the portion of existing upstream storm drain and portion of existing downstream box culvert have enough capacity to convey the proposed flows. To ensure that the new stormwater drainage improvements are planned and designed to satisfy these requirements as well as all other applicable standards and requirements, they would be verified by the County and incorporated as conditions of approval of the Project prior to the issuance of any construction permit. Compliance with these requirements would ensure impacts are less than significant and mitigation would not be required. (**Draft EIR, p. 4.10-20**).

4.10-7 (Impede or Redirect Flood Flows). The methodology used to ensure the proper size and capacity of drainage improvements is described in detail at **Draft EIR page 4.10-21**. Based on the analysis in the Preliminary Drainage Study, it can be safely concluded that the proposed drainage improvements would adequately convey flows to the existing San Sevaine channel and provide flood protection for the 100-year storm event; the existing downstream and upstream facilities have adequate capacity; and the Project would not impact flooding condition (including by impeding or redirecting flood flows) to upstream or downstream properties. Therefore, the proposed drainage improvements would adequately convey flows to the existing San Sevaine channel and provide flood protection for the 100-year storm event and impacts would be less than significant.

IMPACT 4.10-8: WILL THE PROJECT RESULT IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, OR RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

The Pacific Ocean is located approximately 42 miles from the Project site. Considering this distance, there is no potential for the site to be impacted by a tsunami. Additionally, surface water flow at the Project site is generally via sheet flow in a southwesterly direction. The Project site is within a flood hazard zone "X" FP2, where flooding is anticipated once in 500 years or, if more frequently, only to minimal depths. However, the Project site is not listed by the County of San Bernardino as being in any mapped dam inundation hazard zone. Furthermore, the Project site is not downstream of large bodies of water or tanks which potentially could causes flooding and inundate the Project site. The risk of seiche damage following a seismic event at the Project site is considered low. Therefore, the Project would result in a less than significant impact and no mitigation is required. (**Draft EIR, p. 4.10-22**).

IMPACT 4.10-9: WILL THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

The site's related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and WQMP. The Project would be required to show conformance prior to any approval. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant. The Project site is within the Chino Groundwater Basin, which is an adjudicated groundwater basin. Adjudicated basins, like the Chino Groundwater Basin, are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Subbasin. Therefore, none of the Project components would obstruct or prevent implementation of the management plan for the Chino Groundwater Basin. As such, construction, and operation of the Project site, would not conflict with any sustainable groundwater management plan. Impacts would be less than significant. (**Draft EIR, p. 4.10-22**).

Cumulative Effects. Because parts of the watershed are already developed, growth is anticipated to consist of a mix of redevelopment. Depending on the site of projects, they would be required to prepare and implement SWPPP with BMPs to control erosion and stormwater runoff in accordance with all required water quality permits and the Water Quality Control Plan. This would include conformance with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan and the MS4 Permit. Water Quality Control Plans would be completed for cumulative projects, in accordance with the Technical Guidance Document for Water Quality Management Plans, as part of the County Areawide Stormwater Program, which in turn would be approved by the RWQCB. As needed, projects would implement BMPs, including LID BMPs to minimize runoff, erosion, and stormwater pollution. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in runoff flows that could substantially decrease water quality. Conformance with these measures would minimize runoff from those sites and reduce contamination of runoff with pollutants. Therefore, related projects are not expected to cause substantial increases in stormwater pollution. With compliance with State and regional mandates, cumulative impacts would be less than significant, and Project impacts would not be cumulatively considerable. (**Draft EIR, p. 4.10-22 to 4.10-23**).

Furthermore, other projects within the Santa Ana River Basin would develop impervious areas, thus increasing runoff and flows into storm drainage systems. Projects in this area would be required to implement BMPs limiting impervious surfaces and—where feasible—infiltrating, evapotranspiring, harvesting, or reusing certain rates of volumes of runoff. Implementation of such BMPs would reduce cumulative impacts to hydrology and drainage to less than significant. Future projects within the Santa Ana River Basin may be proposed within 100-year flood zones. Such projects would be mandated to comply with National Flood Insurance Program requirements. In addition, other jurisdictions within this watershed regulate development within flood zones, as does San Bernardino County through its Code of Ordinances Chapter 85.07; such regulation would limit cumulative flood hazard impacts. Cumulative impacts to

hydrology, drainage, and flooding would not be cumulatively considerable. Projects would generate pollutants that could contaminate stormwater. Requirements of the aforementioned MS4 permits include site design BMPs minimizing post-project runoff; structural and nonstructural source control BMPs reducing the potential for pollutants to enter runoff; and treatment control BMPs removing pollutants from contaminated stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits and would not be cumulatively considerable. (**Draft EIR, p. 4.10-22 to 4.10-23**).

LAND USE & PLANNING

IMPACT 4.11-1: WILL THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

The Project site is developed with existing buildings and structures used for commercial/entertainment purposes and does not include existing residential structures or an established community and is not currently zoned for residential use. Neighboring land uses to the north and east of the Project site include single family residential units which are located among railroad services, warehousing, manufacturing, and truck sales/ leasing business. These dwelling units and neighborhoods are separated from the Project site by railroad improvements bordering the northern end of the Project site, and Cherry Avenue bordering the eastern portion of the Project site. The redevelopment of the Project site would not include improvements which would substantially alter existing roadways and transportation corridors in a manner that would cause the removal or separation of existing adjacent communities from important resources and neighboring units. Roadway improvements associated with the Project would also increase transportation efficiency within the Project site and adjacent roadways without degrading the existing neighborhoods. Therefore, the Project would not physically divide an established community and there would be no impact. (**Draft EIR, p. 4.11-9**).

IMPACT 4.11-2: WILL THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

The Project would be required to comply with any applicable state, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies in order to promote the efficient, sustainable growth projected in the long-term planning documents. In addition, Specific Plans must be consistent with the adopted General Plan (Gov. Code, §§ 65454). At a regional level, the Project would comply with the goals and policies presented in SCAG's 2020-2045 RTP/SCS. Locally, the Project would comply with the County's Policy Plan document. The Project would also comply with the design guidelines and development regulations of the SCCIISP. The mere fact that a Project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. (**Draft EIR, p. 4.11-10**). The Project's consistency with the applicable goals and policies is described in detail in ***Draft EIR Table 4.11-3: Consistency with the SCAG 2020-2045 RTP/SCS*** **and** ***Draft EIR Table 4.11-4: Consistency with the Countywide Policy Plan***. Based on the analysis contained therein, the Project's compliance with the 2020-2045 RTP/SCS would promote the sustainable and beneficial growth of the region. (**Draft EIR, p. 4.11-10**). Likewise, the Project would be generally consistent with the Countywide Policy Plan goals and policies. It should be noted that a Project need not satisfy all guidance contained in the General Plan, and CEQA does not require a Project to be consistent with all guidance but instead requires a discussion of inconsistencies. The Project is generally consistent and in harmony with the Countywide Policy Plan, Land Use Category and is located in a developed area of the County. Additionally, consistent with the Countywide Policy Plan, the Project's EIR includes mitigation measures related to specific environmental resource areas to reduce or eliminate potential effects of the Project. The County's Development Code is not in and of itself intended to reduce impacts to the environment. The intent of the Development Code is to prescribe zones in which certain land uses are permitted, and to define allowable Project elements and designs within those zones. Nonetheless, conformance with the Development Code typically signifies that a Project would not result in environmental impacts beyond those which are already planned for or disclosed in an environmental document. With approval and implementation of the proposed SCCIISP, the Project would not result in a change in, or conflict with a land use or zoning district that would result in potentially significant impacts. Therefore, impacts associated with any existing plan, policy, or regulation would be less than significant. (**Draft EIR, p. 4.11-27**).

Cumulative Effects. The geographic context for the land use and planning cumulative impact analysis includes the jurisdiction of local and regional agencies including the County and SCAG. The Countywide Plan EIR found land use and planning impacts to be less than significant under buildout conditions; therefore, there is no existing cumulatively significant land use impact. Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval. Implementation of the Project would neither physically divide an established community nor inhibit future development within the County in accordance with the Countywide Plan goals and policies. Given the Project's consistency, as well as the requirement for other future projects to be generally consistent with the land use policy framework, overall cumulative land use consistency impacts would be less than significant. (**Draft EIR, p. 4.11-27 to 4.11-28**).

MINERAL RESOURCES

IMPACT 4.12-1: WOULD THE PROJECT 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?

The Project site is located on lands designated as MRZ-3 by the County, which designates land that has areas containing known or inferred mineral deposits that may qualify as mineral resources. The Project site is not designated as land that contains known mineral resources of significance, and any proposed mineral resource extraction would require a Conditional Use Permit from the County. Additionally, the Project site has previously been developed and did not contain any known mineral resources or require extraction of any mineral resources. No part of the Project site is within a boundary that is owned or controlled by an aggregate producer or has previously been used for mineral extraction. As the Project site does not currently contain mineral extraction facilities, consists of previously disturbed land, and has not been designated as containing confirmed mineral resources of significance, the Project would not result in the loss of availability of known mineral resources which are of value to the region and the residents of the state. Furthermore, although the Project area lies within the mapped boundary of the Kaiser Steel Mill, no evidence of the former mill was identified. Therefore, the Project would not result in the loss of a known mineral resource that would be of value to the region and the state. As such, there would be no impacts due to Project implementation. (**Draft EIR, p. 4.12-5**).

IMPACT 4.12-2: WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

The Kaiser Steel Mill is within a 0.5-mile of the Project area; however, it is no longer active and has been reclaimed. Therefore, no part of the Project site is within a boundary that is owned or controlled by an aggregate producer or is no longer used for mineral extraction. According to the County, the Project site is not designated as land that contains known mineral resources of significance. Additionally, the Project site has previously been redeveloped for land uses that do not contain known mineral resources or require extraction of any mineral resources. The Project site is currently developed for motorsports, entertainment, and auxiliary structures such as parking, event spaces, and ticket gates. Implementation of the Project would be consistent with the County's policy NR-6.1 for lands with mineral significance, which would ensure projects designate MRZ-2 and MRZ-3 areas for land uses compatible with future mining, such as open space, to the greatest extent feasible. Therefore, the Project would not result in the loss of availability of any locally important mineral resource recovery site. As such, there would be no impacts due to Project implementation. (**Draft EIR, p. 4.12-5**).

Cumulative Effects. Section 4.0 of the Draft EIR provides a list of cumulative projects that would have the potential to be considered in a cumulative context with the Project's incremental contribution. However, as the Project does not contain any mineral resources and would not have any impact due to the removal or loss of availability of these resources, the Project would not contribute to any cumulative impact on mineral resources, compared to the Countywide General Plan EIR, which resulted in significant impact without mitigation. As such, there would be no cumulative impacts as a result of Project implementation. (**Draft EIR, p. 4.12-6**).

NOISE

IMPACT 4.13-2: WILL THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Based on relevant Federal Transit Authority (FTA) Guidance, typical construction equipment vibration levels and the distance of the nearest off-site structure to the Project site boundary, Project construction would not result in excessive groundborne vibration or noise. (**Draft EIR, p. 4.13-26**). Once operational, the Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. Based on relevant Caltrans criteria and since the Project's truck movements would be at low speed (not at freeway speeds) over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive groundborne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial groundborne vibration associated with operation of the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations. (**Draft EIR, p. 4.13-27**).

IMPACT 4.11-3: FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN, OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WILL THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

The closest airport to the Project site is the Ontario International Airport located approximately four miles to the southwest. The Project is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required. (**Draft EIR, p. 4.13-27 to 4.13-28**).

POPULATION AND HOUSING

IMPACT 4.14-1 WOULD THE PROJECT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

The Project would not introduce new population or housing to the Project site. Development would include high-cube logistics, e-commerce, and ancillary commercial land uses; it would result in jobs for residents in the surrounding area but would not directly generate additional housing. The Project is proposed to be developed on land that has been previously disturbed and developed with existing buildings and structures used for commercial/entertainment purposes. Construction of the Project would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. Construction related jobs would not result in a significant population increase because those jobs are temporary in nature and are expected to be filled by persons within the local area. This expectation is based, among other things, on the County's 7.7 percent unemployment rate. Furthermore, the small percentage of skilled and managerial construction-related positions could either be filled by the local workforce or by persons from the larger region. Therefore, Project construction would not directly or indirectly induce substantial, unplanned population growth in the County resulting in a less- than-significant impact. **(Draft EIR, p. 4.14-7)**.

Future operation of the Project would include employment of new workers. This would directly impact the area by creating new job opportunities. The published SCAG Employment Density Report was used to estimate potential employment levels for the Project. Although a majority of the Project's proposed seven building sites would be comprised of high-cube logistics and e-commerce uses, the Project would also include approximately 261,360 square feet (sf) of ancillary commercial uses. Therefore, in order to fully assess potential impacts, the Project is analyzed in a scenario where 96 percent of the Project's building

area is developed with high-cube logistics/e-commerce uses, and four percent is developed with ancillary commercial uses. **Draft EIR Table 4.14-5: Project Employment Generation** summarizes the anticipated employment by land use type based on the employment generation rates from the SCAG Employment Density Report. The Project's planned development strategy of four percent ancillary commercial retail and 96 percent high-cube logistics/e-commerce uses would generate a total of 3,732 new employees. This would comprise approximately 0.4 percent of the County's 2019 workforce. These jobs could be filled by unemployed County residents, given the County's existing unemployment rate of 7.7 percent. Specifically, the commercial portion of the Project would comprise approximately 0.5 percent of the County's commercial workforce, and the high-cube logistics/e-commerce portion would comprise approximately 3.5 percent of the County's warehousing workforce. In the unlikely event that all the new jobs created would be filled by new workers moving to the County, the 3,732-person workforce would generate a 0.17 percent increase in the County's 2021 population. This growth rate would be well within the projections of the SCAG 2020-2045 RTP/SCS and could be accommodated by existing housing within the County. Therefore, it is unlikely the Project would directly or indirectly induce substantial, unplanned population growth in the County. Thus, the impact is less than significant, and no mitigation is required. **(Draft EIR, p. 4.14-7 to 4.14-8)**.

IMPACT 4.14-2 WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

The Project would be developed on a site that has been previously disturbed and developed with commercial/entertainment infrastructure and does not include any residential units. The nearest residential land uses to the Project site include single family residential units 410 feet to the northeast. Other residential units are separated by existing nonresidential uses. Due to the existing commercial/entertainment land uses present on the Project site, the reuse of the Project site would not displace people or housing or necessitate the development of new housing elsewhere. While the Project would generate short-term changes in employment during construction activities and long-term operational jobs, these changes would not displace substantial numbers of existing people or housing because the Project site does not include any residences or support a residential population. As a result, there would be no impacts related to the displacement of substantial numbers of people or housing and no mitigation is required. **(Draft EIR, p. 4.14-8 to 4.14-9)**.

Cumulative Impacts. The area considered for cumulative impacts is buildout of the County. Impacts are analyzed using projections in the 2020-2045 RTP/SCS Growth Forecast. The County's Countywide Plan EIR concluded that cumulative impacts to population and housing would be less than significant. Project implementation would have a less-than-significant impact on the County's population and housing resources. Development of the Project would not contribute to a substantial cumulative countywide increase in population and/or housing, as the Project would further improve the jobs-housing balance in the region and would not necessitate a substantial increase in population or housing demand. Furthermore, the Project would encourage alignment with objectives set by SCAG's RTP/SCS and the Countywide Plan Housing Element as it would increase job opportunities in a previously underdeveloped area. Therefore, implementation of the Project would not contribute to an existing cumulative impact, resulting in a less than significant cumulative impact. **(Draft EIR, p. 4.14-9)**.

PUBLIC SERVICES

IMPACT 4.15-1 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*.** The Project's land uses, fire-protection related needs, and the Project site recommended response distance, and project design features were taken into consideration when evaluating the Project's

impact to fire protection services. SBCFD design review would occur during specific development building permits are requested. Furthermore, the Project would be required to comply with the most current provisions of SBCFD Fee Schedule, which requires a fee payment that the SBCFD applies to the funding of fire protection facilities. Mandatory compliance with the SBCFD Fee Schedule and plan review would be required prior to the issuance of a building permit. The Project would comply with the County Fire District Standards, CFC and CBC, including Project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths. Based on the Project site's proximity to two existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. Prior to commencement of any construction activities, and pursuant to the San Bernardino County Code of Ordinance § 85.01, the Project design plans would be reviewed by all applicable local agencies, including the SBCFD, to ensure compliance with the County's Development Codes and Ordinances, Policy Plan, and all applicable emergency response and fire safety requirements of the SBCFD and the CFC. Additionally, the Project proposes construction of additional public roadways which could increase access for fire protection services to the Project vicinity. Through the construction of new public roadways, a roadway connection will be made through the Project site connecting Napa Street and Rancho Vista Drive. This would provide additional emergency routes throughout the community, presenting more direct routes for emergency personnel. Site access is based on County Code and fire lane requirements and would be reviewed by County planning and fire departments to ensure that the proposed improvements would have adequate access for emergency vehicles, trucks and autos. The proposed development would also be subject to requirements in County Development Code section 83.01.060 related to fire hazards. **(Draft EIR, p. 4.15-12)**. Prior to commencement of any construction activities, and pursuant to the San Bernardino County Code Ordinance § 85.01, the Project design plans would be reviewed by all applicable local agencies, including the SBCFD, to ensure compliance with the County's Development Codes and Ordinances, Policy Plan, and all applicable emergency response and fire safety requirements of the SBCFD and the California Fire Code. As structural fires represent a very small percentage of all service calls for the SBCFD, Project implementation would not significantly increase the demand for fire services on-site and no new fire stations would be required to service the Project. Further, as stated above, based on the Project site's proximity to two existing fire stations, the personnel staffed for each station, and the response times for service received, the Project would be adequately served by fire protection services, and no new expanded unplanned facilities would be required.

Furthermore, correspondence with SBCFD confirmed that these stations plus the remaining Fontana stations and their mutual aid cooperators would assist with any significant event that may occur there. Access to the Project is currently available from existing improved roadways and internal circulation would be enhanced with the new public roadways proposed throughout the Project site***.*** The Project would be required implement on-site fire suppression devices, installation of hydrants, and use of fire-retardant building materials. The Project would be compliant with all applicable building and fire codes that are continually enforced through an inspection program. With the implementation of fire safety procedures and adherence to all applicable fire codes, operational impacts to fire protection services as a result of the Project would be less than significant. Additionally, development of the Project site would increase property tax revenues to provide a source of funding to offset any increases in the anticipated demands for public services generated by the Project. Overall, the Project would receive adequate fire protection services and would not result in adverse physical impacts associated with the provision of or need for new or physically altered fire protection facilities, and will not adversely affect service ratios, response times, or other performance objectives. Compliance with applicable local and state regulations will ensure that the Project implementation would result in a less than significant impact to fire protection services. **(Draft EIR, p. 4.15-13)**.

Police Protection**.** The Project would not substantially increase the County population. The construction of the Project would include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of clearly identifiable points of entry. During construction activities, the site would have security lighting and on-site security personnel to secure the site and reduce demands on

police service. **(Draft EIR, p. 4.15-13)**. Based on the Project site's proximity to existing police stations, the response times from each station, and the staffing level, the Project would be adequately served by police protection services, and no new or expanded unplanned facilities would be required. Buildout of the Project site could create a temporary incremental increased demand for police protection services during construction. Prior to commencement of construction activities, the Project plans would be reviewed by applicable local agencies to ensure compliance with the Specific Plan, the County's Development Code and Ordinances and Policy Plan as well as all applicable regulations to ensure adequate site signage, lighting, and other crime safety preventative measures to ensure safety standards. The Master Developer and/or Site Developer, as applicable, is required to pay all required impact fees and fair share costs. Compliance with applicable local regulations would ensure that Project construction would result in a less than significant impact to police protection services. The Project would be designed to incorporate the Crime Prevention Through Environmental Design strategies, which is a planning tool that focuses on proper design and use of the built environment to deter and prevent crime, in this case for businesses. The Project would include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, clear sightlines into the facility parking areas, and use of clearly identifiable points of entry. Access to the Project is currently available from existing improved roadways and internal circulation would be enhanced with the new public roadways proposed throughout the Project site. This would improve police access to not only the Project site but also through the Project site to the surrounding area. Additionally, development of the Project site would increase property tax revenues to provide a source of funding to offset any increases in the anticipated demands for public services generated by the Project. **(Draft EIR, p. 4.15-14)**.

Schools. The Project site is located in a developed area currently served by the Fontana Unified School District (FUSD). The Project would include construction of new high-cube logistics, e-commerce, and commercial facilities resulting in an increase of employment opportunities. This increase in employment could cause a number of new families to relocate, potentially increasing enrollment within the FUSD. However, it is anticipated that a majority of potential employees would be existing residents in local and neighboring communities and regions that would not require relocating into the school district. The Project does not include a residential component so no new schools would be constructed as a result of Project implementation. School funding comes predominantly from federal, state, and local sources such as businesses and personal income taxes, sales tax, and property taxes. Government Code § 65995 requires the developer to pay a fee at the time of issuance of building permits to the local school district, FUSD, at a cost of $0.66 per square foot. Under SB 50, payment of required school impact fees is deemed complete and full mitigation for impacts to school facilities. Payment of required fees would ensure impacts to schools are less than significant. **(Draft EIR, p. 4.15-15)**.

Parks. The Project is non-residential and located on land zoned for non-residential uses, and would not substantially increase the population of the County. The Project is not anticipated to create an adverse physical impact to any parks in the area and it would not require the construction of any new park facility or alteration of any existing park facility. Based on the County's Development Code, the Project is exempt from paying fees for park and recreational purposes. As described in Chapter 89.02, exempt development types include industrial subdivisions and parcel maps for non-residential developments. However, the Project would provide amenities for employees including the multi-use trail, walking paths, employee break areas, and employers could be required to establish Transportation Demand Management Programs (TDM) that would include shower facilities, bike lockers, and other similar programs. Therefore, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, impacts would be less than significant. **(Draft EIR, p. 4.15-15 to 4.15-16)**.

Other Public Facilities. The Project construction and operation would not require the physical modification of any of the County's public facilities or the construction of new public facilities, including libraries. Even though the Project is not anticipated to increase the level of use to existing libraries or other public facilities, the Master Developer and/or Site Developer, as applicable, would be required to pay its fair share of development impact fees to help offset incremental impacts to libraries by helping fund capital improvements and expenditures. Because the Project would not substantially increase the population, the

Project would not cause or contribute to a need to construct new or physically altered other public facilities. **(Draft EIR, p. 4.15-16 to 4.15-17)**.

Cumulative Impacts. Because of the required plan review, rule and regulation compliance, and payments of development impacts fees as described above, the Project taken in sum with past, present, and reasonably foreseeable projects would not result in a cumulatively considerable impact on public services such as fire protection, police protection, libraries, schools, and parks. Further, anticipated increased demands for public services such as fire protection, police protection, libraries, schools, and parks infrastructure and facilities within the County, were accounted for in the County's Countywide Plan and analyzed in its associated EIR. The Countywide Plan EIR concluded that cumulative impacts related to public services would not be cumulatively considerable upon implementation of Countywide policies. **(Draft EIR, p. 4.15-17)**.

RECREATION

IMPACT 4.16-1 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?

The Project consists of high-cube logistics, e-commerce, and ancillary commercial development, and does not propose any residential or other land uses that may directly generate a population requiring access to recreational facilities. Therefore, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, a less than significant impact would occur. **(Draft EIR, p. 4.16-5 to 4.16-6)**.

IMPACT 4.16-2 DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

The Project proposes a 10-foot-wide multi-purpose trail along Street "A." The multi-use trail runs the full east/west length of the Specific Plan area from Cherry Avenue to the connection point at Napa Street. The multi-use trail also connects with Streets "B" and "C" to allow pedestrians and bicyclists greater accessibility throughout the Project site. The trail would benefit the environment as it would provide opportunity for an alternative means of transportation (non-motorized) versus motorized vehicles, and potentially remove some automobiles from the area roadways as people opt to bike/walk instead of taking a personal automobile. Furthermore, the Project would provide approximately 3.3 acres of open space area within an existing stormwater basin in Planning Area 4b and buffer landscaping on the southern edge of the Specific Plan area adjacent to the existing open stormwater channel. In addition to this open space, landscaping in the form of building, parking lot and parkway streetscape would enhance the pedestrian-level experience within the site. Employee break areas, informal seating areas and nodes of enhanced landscaping would be established at major intersections in the Project. As noted previously, the Project's forecast population growth is approximately 337 persons. This growth is accounted for in SCAG's demographic forecast as well as each city's general plan EIR, which found that recreational impacts would be less than significant. Therefore, the Project would not require the construction or expansion of recreational facilities that could result in an adverse physical effect on the environment and a less than significant would occur. **(Draft EIR, p. 4.16-6)**.

Cumulative Effects. The Project is not anticipated to substantially increase the need for or use of reactional facilities in the County, and it does not require the construction or expansion of recreational facilities that could cause adverse physical effects on the environment. The Project does not propose any residential uses. As noted previously, the Project's forecast population growth is approximately 337 persons. This growth is accounted for in SCAG's demographic forecast as well as each city's general plan EIR, which found that recreational impacts would be less than significant. Because the Project would not adversely impact recreational facilities, it would not contribute to an existing cumulative impact, even when combined with past, present, and future projects; thus, the Project's contribution would not be cumulatively considerable. Further, anticipated increased demands for recreation within the County were accounted for

in the County's Countywide Plan and analyzed in its associated EIR, which is incorporated by reference within the Draft EIR, and accounts for cumulative residential and employment growth in the County. **(Draft EIR, p. 4.16-7)**.

TRANSPORTATION

IMPACT 4.17-1: WILL THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES?

Construction. The Project would be consistent with SB 375 by complying with SCAG's Connect SoCal and SBCTA's CMP. The Project would also be consistent with SCBTA's CMP goals which include, but not limited to, adhering to the CMP by maintaining and enhancing the performance of Project area's multimodal transportation system and minimizing travel delay, providing technical consistency in multimodal transportation system analysis and providing consistent procedures to identify and evaluate the effectiveness of mitigation measures; and by providing for adequate funding of mitigations through payment of development impact fees. The Project would also comply with the Complete Streets Act of 2008 by being consistent with the Countywide Plan. More specifically, the Project's circulation system would be designed and constructed in conformance with relevant goals and policies in the Countywide Plan's Transportation and Mobility Element that pertain to the Project's circulation system. For example, the Project would be consistent with the Countywide Plan Policy TM-2.2, which requires roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities pursuant to the County's Development code. The Project's on-site and off-site circulation/roadway improvements would be constructed in accordance with all applicable Countywide development code circulation and transportation regulations or consistent with the SCCIISP and in support of Countywide transportation-related policies to minimize impacts to traffic and circulation during construction activities. Therefore, construction-related impacts associated with the Project's proposed roadway improvements would not conflict with an applicable program plan, ordinance or policy addressing the circulation system. **(Draft EIR, p. 4.17-14).** Furthermore, the Project would provide pedestrian sidewalks along street sections within the Project site including opportunities for enhanced pedestrian connections between parking fields/drop lots. Additionally, the Project would provide a 10-foot-wide multi-use trail along proposed Street "A" which would allow pedestrians and bicyclists greater accessibility throughout the Project site. As such, the Project would be consistent with Countywide Plan Policies TM-4.7, TM-4.8, and TM-4.9. Overall, the Project would not conflict with a program plan, ordinance or policy addressing the circulation system during the short-term construction phases of the Project. Impacts would be less than significant. **(Draft EIR, p. 4.17-14 to 4.17-15)**.

Operations. Once operational, the Project would be consistent with the Countywide Plan Transportation and Mobility Element's goals and policies by improving the operational conditions of the existing roadway network, satisfying the local and subregional mobility needs of residents, visitors and businesses in unincorporated areas, and improving access and connectivity among the Project area. For example, the Project would improve internal and off-site roadways which would generally contribute to the improvement of the County's transportation system. Access to and throughout the Project would be provided via the three new public collectors (Public Streets "A," "B" and "C") and improvements and minor realignment to the existing private Entry Road (Street "D") and improvements to the existing private VIP Access Road (on-site and off-site), proposed by the Project and access to the development within the Planning Areas would be through private access driveways that would be designed in accordance with the SCCIISP road design standards and the goals and policies of the Transportation and Mobility Element. The Project would comply with Policy TM-3.1, VMT Reduction, which requires development to reduce household and employment VMT. The Project includes a Traffic Study and VMT analysis that promotes circulation improvements and VMT reduction measures or transportation demand management (TDM) related improvements, respectively. Furthermore, the Project would comply with Policy TM-4.8 and 4.9, regarding local bicycle and pedestrian connectivity and safety, as the Project proposes improvements that would include future construction of pedestrian connections from Cherry Avenue, Randall Avenue, Merrill Avenue to the parking field/drop lots, Rancho Vista, Napa Street, and the existing private VIP Access Road into the Project area and within the new right of way improvements that connect to each Planning Area and to the Next Gen motorsports facility. Additionally, a multi-use trail connection is proposed along Street "A" that would

connect Cherry Avenue to Napa Street and support future local trail systems. Overall, the Project would not conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project includes roadway improvements that would be designed in accordance with applicable federal, state, and local provisions, design requirements, and policies. Furthermore, roadway improvements may include a combination of fee payments to established programs, construction of specific improvements, and payment of a fair-share contribution toward future improvements. Therefore, impacts under the Project would be less than significant. **(Draft EIR, p. 4.17-16)**.

IMPACT 4.17-2: WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES §15064.3, SUBDIVISION (B)?

The Project's effect on VMT for the region was analyzed based on total VMT, which includes all vehicle types and trip purposes, including the truck trips and non-commute retail trips. Based on ***Draft EIR Table 4.17-2: Project VMT Impact Evaluation–Efficiency Metrics*** and the County's traffic impact study guidelines, the Project's Employment-Based VMT land uses would not exceed the unincorporated threshold under any project scenario, and the local-serving retail under 50,000 square feet per store is presumed to not have a finding of a significant impact. As shown in ***Draft EIR Table 4.17-3: VMT Per Service Population*****,** the Project's VMT per service population is less than the baseline VMT per service population and the Project's VMT does not exceed the unincorporated threshold. Therefore, the Project would have a less than significant impact. **(Draft EIR, p. 4.17-17 to 4.17-19).** Project Design Features (PDFs) PDFs TRANS-1 through TRANS-3, would further help to reduce the Project's VMT. Project VMT/employee is expected to be 11.7 percent below the County average for existing conditions and 14.6 percent below the County average for cumulative conditions with the application of TDM strategies as part of PDFs. **(Draft EIR, p. 4.17-20)**.

IMPACT 4.17-3: WILL THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Project's improvements to the site's existing internal circulation includes modifications or enhancements to the existing private Entry Road (Street "D") and VIP Access Road. These internal roads may be modified or enhanced to accommodate the traffic trips anticipated with the Project, including improvements and minor realignment to the existing private Entry Road (Street "D") and improvements to VIP Access Road, to provide access to the Project and the Next Gen motorsports facility. Private drives aisles are proposed to connect individual buildings within the Project area. In addition, the Project would improve the existing circulation by constructing three new roads: Street "A," Street "B" and Street "C." The Project also includes the conversion of two exiting off-site private at-grade rail crossings at the existing Napa Street Driveway and VIP Access road to public at grade rail crossings, and improvements to an existing off-site public at-grade rail crossing at San Bernardino Avenue located off-site south of the Project site. The improvements proposed as part of the Project are described in detail at **Draft EIR page 4.17-21 to 4.17-22**. The Project's roadways, ingress and egress, interior circulation elements, and improvements would be designed in conformance with the development and design standards of the SCCIISP, the County's Department of Public Works, Transportation Design Division standards, applicable San Bernardino County Congestion Management Program procedures, and the CPUC. Roadway improvements for the Project site would be designed and constructed to meet the SCCIISP design standards or County requirements for street widths, corner radii, and intersection control. Additionally, incorporated design standards in the SCCIISP would be tailored specifically for Project access requirements that would result in the safe and efficient movement of traffic within and throughout the Project site. Street "A"(at Napa Street) existing off-site at-grade rail crossing and Street "D"(at VIP Access Road) existing on-site at-grade rail crossing would generally remain the same when the street improvements are installed. Alterations at these two locations will require review pursuant to the California Public Utilities Commission (CPUC), to change from "private crossing" to "public crossing" when the streets are dedicated as public. This application process would be conducted after approval of the Final EIR in conjunction with applicable agencies. The CPUC will review the crossing to ensure that the improvements meet the application requirements for approval and safety protocols. In addition, the Master Developer would consult with UPRR regarding the off-site improvements at San Bernardino Avenue. Therefore, the Project's railroad crossing improvements would be designed consistently with the requirements set by CPUC, CA-MUTCD, and UPRR. Adhering to applicable requirements would ensure that the Project would not include any sharp curves for the public and Project uses, or create dangerous intersections, or design hazards. Furthermore, the Project does not

propose incompatible land uses, such as utilizing farm equipment, that would result in a potential significant traffic safety hazard. Large heavy-duty machinery such as excavators, graders, rollers, etc., would be signed and staged appropriately. Furthermore, the Master Developer and/or Site Developer, as applicable, would implement standard safety practices during construction activities and will implement standard safety practices consistent with the California Division of Occupational Safety and Health (Cal/OSHA). Therefore, potential impacts concerning design hazards would be less than significant. (**Draft EIR, p. 4.17-22 to 4.17-23**).

UTILITIES & SERVICE SYSTEMS

IMPACT 4.19-1: WILL THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORMWATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Water Use. Water to the Project site would be provided by Fontana Water Company (FWC). The Water Supply Assessment (WSA) conducted for the Project concluded that the Project would generate a potable water demand of 596 AFY and a recycled water demand of 570 AFY, which would be accommodated by FWC based on its existing water supply projections without the construction of new or expanded facilities. The water demand planning estimates used in the WSA are greater than more recent estimates based on an analysis of actual water demands by similar existing facilities in the local area. Therefore, the WSA estimates provided above are considered conservative and should be equal to or exceed the final water demands ultimately anticipated for the Project. (**Draft EIR, p. 4.19-13**).

Stormwater/Wastewater. Environmental effects associated with site disturbing activities during the installation of Project-specific infrastructure are evaluated within the Draft EIR as part of the overall Project. All required improvements to existing stormwater/wastewater utilities are anticipated to occur within the Project boundary and the adjacent existing public right-of-way (ROW). (**Draft EIR, p. 4.19-12 to 4.19-13**). Storm drainage facilities are proposed below Streets "A," "B," "C" and "D" with additional storm drainage placed along the western boundary of the Project site. Existing storm and sewer infrastructure would remain below Street D with connections immediately east of the intersection of Streets "B" and "D." The City of Fontana provides wastewater treatment services through facilities managed by the IEUA. These facilities are able to treat a total of 86 MGD of wastewater with a current remaining capacity of 38 MGD. Using the County's average rate of wastewater generation, the Project would generate wastewater at a rate of 0.23 MGD, which can be accommodated by IEUA's existing wastewater treatment facilities. Therefore, no new wastewater treatment facilities would need to be constructed for the Project. (**Draft EIR, p. 4.19-13 to 4.19-14**).

Electric Power. The Project would connect to the existing SCE lines which would enable services to the site. Although some new utility infrastructure may be required on the site, such as rooftop photovoltaic solar panels, extension of services is not anticipated to require the construction of any new off-site electric power facilities in order to serve the Project site. Electricity demands for the Project were modeled using the California Emissions Estimator Model (CalEEMod) and are estimated to be 101.46 Gigawatt Hours (GWh). This would constitute an insubstantial increase to the County's annual electricity use (0.63 percent). Due to the proximity of the SCE poles and lines to demolition activities associated with the 2-mile oval track, these power poles and lines would be relocated and realigned outside the area of all demolition activities as a result of implementing the Next Gen motorsports facility. The existing 66-kV transmission line will be relocated about 350 feet north of the exiting location with construction of approximately 30 new poles approximately 65 to 80 feet in height. The replacement poles will match the existing poles in approximate height and configuration. Relocating all of the SCE power poles and line that is north of the existing location to a location along the ACS northern property boundary and adjacent to the active freight and passenger rail line would create a consistent alignment of the SCE poles and lines with the property lines and the other utilities. The relocation and realignment of the SCE power poles and lines would not require SCE to

construct new facilities as the relocation process would not affect the current demand in electricity. (**Draft EIR, p. 4.19-14**).

Natural Gas. Similar to electricity demands discussed above, it is anticipated that the Project's estimated natural gas demand of approximately 0.95 million therms would not generate a significant increase in the countywide annual demand (0.36 percent) (see ***Draft EIR Table 4.6-7: Project Buildout Annual Energy Use During Operations).*** Additionally, it is not anticipated that new or expanded gas supply facilities would be required to serve the site. (**Draft EIR, p. 4.19-15**).

Telecommunication. Like the other dry utilities, telecommunication services would be extended to serve the Project site. This may involve the extension of services for existing providers and the petition for additional services from additional providers not currently present on the Project site. However, the construction of substantial new telecommunication infrastructures would not be required. (**Draft EIR, p. 4.19-15**).

IMPACT 4.19-2: WILL SUFFICIENT WATER SUPPLIES BE AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

The Project, along with other future industrial projects, have been incorporated into the projected water demands for the FWC 2020 UWMP and were reasonably accommodated into future water supplies for the FWC during normal, dry-, and multiple dry-years. Projections included in the UWMP are based on potential buildout facilitated by land use designations within the service area. The FWC 2020 UWMP therefore included the buildout of the Project area based on its maximum allowable development density. Since the water demands of the Project (596 AFY of potable water and 570 AFY of recycled water) have been incorporated and accounted for, and do not directly necessitate the further development of water infrastructure, a less than significant impact would occur. (**Draft EIR, p. 4.19-15 to 4.19-16**).

IMPACT 4.19-3: WILL THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT DETERMINED THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?

The Project would generate approximately 236,250 gpd, or 0.24 MGD of wastewater. The City of Fontana provides wastewater treatment through IEUA's four Regional Water Recycling Plants (RPs). These RPs have the capacity to treat 86 MGD of wastewater. Currently, the system has a remaining capacity of 38 MGD. The Project's 0.24 MGD would comprise 0.6 percent of the systems' treatment capacity, and 5.8 percent of the local RP-4's remaining capacity of 4 MGD. However, in the event that a RP is at or near capacity, wastewater flows can be diverted to other RPs in the service area. The Project's water demand has been incorporated into the FWC 2020 UWMP, which did not conclude that further wastewater infrastructure would be required due to Project implementation. Therefore, impacts to wastewater treatment flows would be less than significant with no mitigation required. (**Draft EIR, p. 4.19-16 to 4.19-17**).

IMPACT 4.19-4: WILL THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

Solid waste produced by the Project would be collected through partnerships with the SWMD and sent to either the Mid-Valley Landfill or the San Timoteo Sanitary Landfill. As shown in ***Table 4.19-4: Landfill Capacities***, the Mid-Valley Landfill has a remaining capacity of 61,219,377 cubic yards with a daily throughput of 7,500 tons per day. The San Timoteo Sanitary Landfill has a remaining capacity of 12,360,396 cubic yards with a daily throughput of 2,000 tons per day. Combined, the two landfills have a remaining capacity of 73,579,773 cubic yards with a daily throughput of 9,500 tons per day. The Project would generate waste at a rate of 0.010 pounds per square foot per day which, when applied to the 6,861,360 square foot building area of the Project would be equal to approximately 68,614 pounds per day, or approximately 34 tons per day. The Project's waste generation would be 0.45 percent of the Mid-Valley

daily throughput and 1.7 percent of the San Timoteo daily throughput, but only 0.36 percent of the combined daily throughput of both landfills. The Project would comply with state and local solid waste standards and reduction goals as discussed in Impact 4.19-5, below. The Project would therefore pose a less than significant increase to the landfills' capacities and a less than significant impact would occur. (**Draft EIR, p. 4.19-17**).

IMPACT 4.19-5: WILL THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

Project development would comply with all federal, state, and local statutes and regulations related to solid waste, including County Code § 46.0602, which requires the diversion of commercial solid waste to adequate facilities in accordance with state laws. The Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant. **(Draft EIR, p. 4.19-18)**.

Cumulative Impacts. For purposes of public utilities and service systems, cumulative impacts are considered for projects located within the County. As discussed above, all Project impacts to utilities and service systems would be less than significant in consideration of compliance with existing laws, ordinances, regulations, and standards. Impacts are generally localized and occur at different times in keeping with the phasing of each Planning Area development, and would therefore avoid significant cumulative impacts from multiple overlapping developments. Therefore, impacts are not anticipated to be cumulatively considerable. Other past, present, and reasonably foreseeable projects would be anticipated to implement similar measures, comply with existing laws, ordinances, regulations, and standards, or implement mitigation to fully mitigate their contribution to cumulative impacts. Therefore, there are no significant cumulative impacts anticipated relative to public utility and service systems, and the Project's contribution toward potential future utility and service system impacts in the County is not cumulatively considerable. **(Draft EIR, p. 4.19-18)**.

WILDFIRE

IMPACT 4.20-1: IF LOCATED IN OR NEAR SRA OR LANDS CLASSIFIED AS VERY HIGH FHSZ, WOULD THE PROJECT SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is not located in or near a SRA; the nearest SRA to the development site is located approximately four miles to the north. The Project site is located in a Local Responsibility Area. In addition, the Project site does not contain lands classified as a VHFHSZ. The closest VHFHSZs are located approximately three miles to the north and south of the Project site. Review of Exhibit HZ-5: Fire Hazard Severity Zones of the Countywide Plan further supports the finding that the Project site is not located in or near an SRA and the Project site is not within a VHFHSZ. Accordingly, the Project will not cause any impacts. (**Draft EIR, p. 4.20-12**).

IMPACT 4.20-2: IF LOCATED IN OR NEAR SRA OR LANDS CLASSIFIED AS VERY HIGH FHSZ, WOULD THE PROJECT, DUE TO SLOPE, PREVAILING WINDS, AND OTHER FACTORS, EXACERBATE WILDLIFE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE?

The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. Accordingly, there will be no impact. The Project would also not exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. The Project site is not located in areas with steep slopes that can accelerate the spread of wildfire, and the majority of the site is developed with no native habitat or soil. (**Draft EIR, p. 4.20-12 to 4.20-13**).

IMPACT 4.20-3: IF LOCATED IN OR NEAR SRA OR LANDS CLASSIFIED AS VERY HIGH FHSZ, WOULD THE PROJECT REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES) THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT?

The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project is located in an urbanized area of the County in a predominantly built out commercial/industrial zone. The Project site is not located near the wildland interface. No elements of the Project would exacerbate the risk of wildfire or generate environmental impacts. The Project is completely surrounded by suburban and urban development. No impact would occur in this regard. (**Draft EIR, p. 4.20-14**).

IMPACT 4.20-4: IF LOCATED IN OR NEAR SRA OR LANDS CLASSIFIED AS VERY HIGH FHSZ, WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES?

The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur. (**Draft EIR, p. 4.20-15**).

Cumulative Impacts. The Project is not located within the VHFHSZ and would not contribute to wildfire risk or an increase in other impacts associated with wildfire hazards including pollution, flooding, and evacuation response times. Because the Project will not have any impacts related to wildfire, it will not contribute to any potential cumulative impact regarding the same. The Project is located in an urbanized area of the County in a predominantly built out commercial/industrial zone. Future projects would be required to meet minimum standards for fire safety and comply with the Fire Code and City regulations. Additionally, all other past, present, and reasonably foreseeable projects would be required to conform to the same guidelines and also include site-specific measures that would ensure emergency access and evacuation are unimpeded. Further, the Draft EIR for the Countywide Plan found that through compliance with mitigation regulations and policies including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq, wildfire impacts of the Plan buildout would not be cumulatively considerable. Therefore, the Project would not result in incremental effects to wildfire that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. (**Draft EIR, p. 4.20-16**).

5.2 EFFECTS DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT LEVELS

The County of San Bernardino, having reviewed and considered the information contained in the Final EIR, the Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081(a)(1) and CEQA Guidelines 15091(a)(1) that changes or alterations have been required in, or incorporated into the Project, which would avoid or substantially lessen to below a level of significance the following potentially significant environmental effects. The County finds that these potentially significant adverse impacts can be mitigated to a level that is considered less than significant after implementation of mitigation measures identified in the Final EIR.

AIR QUALITY

IMPACT 4.3-3 WOULD THE PROPOSED PROJECT, EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO, THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The Project is anticipated to be developed in multiple phases. Operations are assumed to commence following construction of each individual phase. As such, construction of subsequent phases would overlap with operations of the completed phases. The concentrations from these overlapping phases were combined in the risk calculations. (**Draft EIR, p. 4.3-53**). As shown in **Draft EIR Table 4.3-19 and 4.3-20**, pollutant emissions on the peak day of construction and during operations would not result in significant concentrations of pollutants at nearby sensitive receptors, and therefore localized significance thresholds (LSTs) would not be exceeded during construction or operations. (**Draft EIR, p. 4.3-43, 4.3-45**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. (**Draft EIR, p. 4.3-49**). The Project would also not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. (**Draft EIR, p. 4.3-51**). However, as shown in ***Draft EIR Table 4.3-21: Carcinogenic Risk Assessment***, excess cancer risk from the Project's DPM emissions would exceed SCAQMD's excess cancer risk threshold without mitigation. However, implementation of **MM AQ-1** and **MM AQ-9** would reduce cancer risk from Project construction and operations to below the SCAQMD's 10 in one million threshold for all types of receptors. As such, impacts related to DPM would be less than significant with the implementation of **MM AQ-1** and **MM AQ-9.**

Mitigation Measures

MM AQ-1 Prior to the issuance of grading permits, the County Engineer shall confirm that the Grading Plan and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions. These features shall be included in applicable bid documents and included on the grading plans.

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the County at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the County, based on applicant-provided evidence from expert sources, such as construction contractors in the region.

- Construction equipment shall be properly maintained according to manufacturer specifications.

- All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour.

- Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled.

- Information on ridesharing programs shall be made available to construction employees.

- During construction, lunch options shall be provided on-site.

- A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints per SCAQMD Standards.

- All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles.

- The Project shall demonstrate compliance with SCAQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the County of San Bernardino.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited.

- All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 miles per hour.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

- Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.

- A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the SCAQMD shall also be visible to ensure compliance.

MM AQ-9 Each building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.

BIOLOGICAL RESOURCES

IMPACT 4.4-1: WOULD THE PROJECT 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?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: No special-status plant species were observed during the September 2 or September 9, 2021 field investigations. Based on habitat requirements for the identified special-status species, known species distributions, and the quality and availability of habitats present, it was determined that the Project site does not have the potential to support any of the special-status plant species known to occur in the vicinity of the site. The Project would be confined to existing developed areas, and areas that primarily support landscaped areas. As a result, no impacts to special-status plant species are expected to occur. No additional surveys are recommended, and a less than significant impact would occur. (**Draft EIR, p. 4.4-24**). Special-status or sensitive species which the Project site has potential to support are listed on **Draft EIR p. 4.4-24**. The Project site is almost entirely composed of and surrounded by developed land, sufficiently isolating potential on-site habitat from natural areas through which most special-status wildlife species might gain access to the site. While the grass areas within the Project site include low growing vegetation and ground squirrel occupation, these areas are not suitable for burrowing owl (BUOW) due to the high frequency of grass mowing and watering. The intensity and frequency of disturbance precludes BUOW from occupying the grassy areas on site. For the Next Gen motorsports facility project, a pre-construction Burrowing Owl Survey is required prior to construction activities following the recommendations and guidelines provided within the *Staff Report on Burrowing Owl Mitigation* (CDFG, March 2012) or most recent version by a qualified biologist. Demolition activities as a result of implementation of the Next Gen motorsports facilities would occur within the RV parking area prior to implementation of the SCCIISP. Therefore, no additional surveys are recommended. Nonetheless, in order to ensure impacts to Cooper's hawk, sharp-shinned hawk, great egret, great blue heron, California horned lark, California gull, and snowy egret do not occur from implementation of the Project, a pre-construction nesting bird clearance survey would be conducted pursuant to **Mitigation Measure (MM) BIO-1.** Additionally, to ensure no impacts to burrowing owl occur from Project implementation, a pre-construction burrowing owl clearance survey will be conducted pursuant to **MM BIO-2.** With implementation of the recommended pre-construction surveys, impacts to the aforementioned common and special-status wildlife species would be less than significant. (**Draft EIR, p. 4.4-25**).

Mitigation Measures

MM BIO-1 Bird nesting season generally extends from February 1 through August 31 in southern California. To avoid impacts to nesting birds (common and special-status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) three days prior to project-related disturbance to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity, and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

MM BIO-2 All disturbed areas of the Project site, that were determined to have a low potential to provide suitable habitat for burrowing owls, which includes primarily the existing track infield grassy area and the stormwater detention basin area in the southwestern portion of the site, require a pre-construction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls.

IMPACT 4.3-6: WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**

2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The Project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. Therefore, impacts to any local, regional, or state habitat conservation plans are not expected to occur from development of the Project, and mitigation is not required. Although the Project is located with the County of San Bernardino's Burrowing Owl Overlay Zone, based on the results of the field investigation, the site has a low potential to support burrowing owls. The Project site did not have any recent signs of burrowing owl use, and the stormwater detention basin did not support any suitable burrows. Therefore, with the implementation of **MM BIO-2,** impacts would be less than significant. (Draft EIR, p. 4.4-27).

Mitigation Measures

Refer to MM BIO-2 above.

Cumulative Impacts. All potential Project impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of **MM BIO-1** and **MM BIO-2**. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to biological resources and avoid or reduce any impacts. There are special-status animal species with moderate or high potential to occur on the Project site. However, implementation of mitigation would avoid potential impacts to burrowing owl and nesting bird species that have any potential to occur on the Project site. As discussed above, Project-level impacts to biological resources would be less than significant. Standard regulatory requirements and procedures are required of other present and reasonably foreseeable future projects. As a result, the proposed Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources. (**Draft EIR, p. 4.4-28**).

CULTURAL RESOURCES

IMPACT 4.5-2: WILL THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO SECTION 15064.5?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The lack of identified prehistoric archaeological resources suggests the Project site is not highly sensitive to prehistoric archaeological remains. Further, because the Project site was primarily used for agricultural and industrial purposes, it is unlikely to contain significant historic period archaeological deposits. Based on these findings, no further cultural resources management is recommended for construction and operation of the Project. However, in the event that a potentially significant archaeological resource is encountered during Project-related ground-disturbing activities, **MM CUL-1** would apply to further minimize potential impacts to archaeological resources. Therefore, with implementation of **MM CUL-1,** impacts regarding a substantial adverse change of an archaeological resource would be less than significant. (**Draft EIR, p. 4.5-17**).

Mitigation Measure

MM CUL-1 If archaeological resources are exposed during construction of the Project, all ground disturbing activities within 50 feet of the potential resource(s) shall be suspended. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, shall evaluate the significance of the find and determine

whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted and shall be submitted to the Development Services Director or his/her designee. If the resource(s) are determined to be Native American in origin, the Project archaeologist shall notify the appropriate Native American Tribe(s) from a list provided by the County.

IMPACT 4.5-3: WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDES OF DEDICATED CEMETERIES?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The Project site is located in an area mainly developed with industrial and motorsports/entertainment uses and is not located near a formal cemetery. It is unlikely that any human remains would be encountered given that the Project site is already disturbed. However, previously undiscovered human remains could be encountered during construction activities. If human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC §§ 7050.5-7055 and PRC §§ 5097.98 and 5097.99) and the application of **MM TCR-4,** the Project's impacts concerning potential to disturb human remains, would be reduced to less than significant. (**Draft EIR, p. 4.5-18**).

Mitigation Measure

MM TCR-4

Procedures for Burials and Funerary Remains.

In accordance with California Health and Safety Code § 7050.5, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. The project lead/foreman shall designate an Environmentally Sensitive Area (ESA) physical demarcation/barrier 100 feet around the resource and no further excavation or disturbance of the site shall occur while the County Coroner makes his/her assessment regarding the nature of the remains. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with Public Resources Code § 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative will then determine, in consultation with the property owner, the disposition of the human remains.

Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the

California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Cumulative Impacts. Projects located in an archaeologically sensitive area are required to conduct archaeological monitoring during construction, which would reduce cumulative impacts to a less-than-significant level. In addition, **MM CUL-1** would apply to the Project, ensuring that its contribution to cumulative impacts would not be considerable. Implementation of future projects in the Project vicinity could involve actions that could damage historical and archaeological resources specific to those Project sites. However, all projects would be subject to CEQA review, including studies of historical and archaeological resources that are present or could be present on-site. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation would be required to reduce potentially significant impacts. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to cultural resources and avoid or reduce any impacts. Results of the records search, assessment of historical imagery, and the pedestrian survey indicated the Project site and area have a low archaeological sensitivity. While historical data confirmed the presence of the Kaiser Steel Mill, previous cultural resources studies completed within the vicinity of the Project site found that by 2008, all of the major components of the mill had been demolished and the resource no longer existed. Further, Project implementation would not be anticipated to impact the buried historic-era water pipeline, associated with the Metropolitan Water District's Upper Feeder Aqueduct. Therefore, the Project would not considerably contribute to cumulative impacts to historical resources. Project-level impacts to human remains would be less than significant with implementation of **MM TCR-4**. Standard regulatory requirements and procedures will also apply to other present and reasonably foreseeable future projects, and cumulative impacts would be less than significant. (**Draft EIR, p. 4.5-19**).

GEOLOGY AND SOILS

IMPACT 4.7-5: WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: During construction, the Project would be required to comply with erosion and siltation control measures. This would include an erosion control plan with measures such as sand-bagging, placement of silt fencing, erosion control blankets, straw wattles, mulching, etc., to reduce runoff from the site and to hold topsoil in place during all grading activities. As mass grading proceeds, finish grading commences and building construction begins, the erosion control measures would be removed or relocated as necessary. Construction contractors would also be required to create a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to further reduce wind erosion. Additionally, the construction on the Project site would be required to comply with NPDES permitting requirements. Construction impacts on the Project site would be minimized through compliance with the NPDES Construction General Permit (CGP), which requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs. The BMPs would be required to meet or exceed CGP requirements to control potential construction-related erosion or sediment impacts. (**Draft EIR, p. 4.7-24**). All permits required for construction, including the CGP that requires the erosion control plan and SWPPP, would be verified by the County prior to initiation of any construction and prior to the issuance of any grading permits. These plan reviews and code compliance checks, while required by County Code, are further required by **MM GEO-1,** which details the requirement of plan review by County Staff. County Staff will review plans for compliance with all applicable development code requirements including but not limited to Titles 6 and 8 of the County Code of Ordinances. Conformance to these requirements and verification by the County as part of the development approval process would ensure that potential impacts from construction of the Project would be reduced. Following construction,

the Project site would be covered with hardscape which would not contribute to erosion. The Project site also would contain some landscaping, but these areas would include ground covers to reduce erosion and loss of on-site soils post-construction. Operation activities (i.e., landscape maintenance) would be subject to the BMPs set in the Project's SWPPP and WQMP that would prevent soil erosion or loss of topsoil Therefore, with implementation of recommended remedial grading, dust control plan (in accordance with Rule 403), SWPPP requirements and **MM GEO-1,** impacts regarding substantial soil erosion and loss of topsoil would be less than significant with mitigation incorporated. (**Draft EIR, p. 4.7-25**).

Mitigation Measures

MM GEO-1

> Prior to the issuance of any grading permit or building permit, County Staff shall review all Project plans involving grading, foundation, structural, infrastructure, and all other relevant construction to ensure compliance with the applicable recommendations from the Preliminary Report of Geotechnical Study Proposed Speedway Commerce Center II, and the California Building Code requirements to minimize soil erosion or the loss of topsoil. Specific design considerations as outlined in the Preliminary Report of Geotechnical Study Proposed Speedway Commerce Center II, included in ***Appendix G*** shall be implemented in the Project construction plans to minimize the risk for soil erosion.

IMPACT 4.7-6: WOULD THE PROJECT 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?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The Project site is not included within an Earthquake Fault Zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act. However, the Project site is in a seismically active area and located near an active fault zone. The Project would be designed in accordance with applicable state and local design standards to withstand effects from strong seismic ground-shaking and would implement geotechnical design considerations pursuant to the Preliminary Report of Geotechnical Study, including **MM GEO-1** to ensure that the Project is not subject to collapse. The Project site and the surrounding area is relatively flat and/or developed which indicates that the Project would not be susceptible to landslides nor cause significant erosion that would result in a landslide. Liquefaction and landslides are not considered to be a design concern for the Project, and potential for lateral spreading would be low to negligible since the Project's topography does not contain steep slopes and the Project site and the immediate area are not within a zone of generalized landslide susceptibility. The Project area is also outside of the hazard zone for rockfall/debris-flow, thus the site is not surrounded by steep topography with exposed rock-cropping or boulders. Based on the conditions encountered in the borings and trenches conducted for the Geotechnical Study, groundwater was not observed within approximately 50 feet of the ground surface and is estimated to be at a depth greater than 400 feet below ground surface, according to the Kleinfelder Preliminary Report of Geotechnical Study. The Project does not propose or require additional groundwater wells within the area and therefore the risk of ground subsidence as result of excessive groundwater withdrawal is low. Additionally, based on anticipated groundwater depths, it is not expected that groundwater would affect excavations for the foundations and utilities and subsidence is unlikely due to the distance to groundwater. Furthermore, all structures would comply with CBC requirements to mitigate the possibility of subsidence. The Project site location is outside of a landslide and liquefaction susceptibility area. In addition, the Project will comply with seismic design parameters recommended by Kleinfelder and in accordance with the 2019 CBC, and **MM GEO-1** and **MM GEO-2** will be implemented. Therefore, the Project would not create or cause adverse effects on the geologic environment within the Project site or surrounding area. Impacts related to unstable soils, landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant with mitigation incorporated. (**Draft EIR, p. 4.7-26 to 4.7-27**).

Mitigation Measures

Refer to MM GEO-1, above.

MM GEO-2 **Undocumented Fill.** Engineered fill shall primarily be utilized on-site to support the proposed improvements. If existing artificial fill will be used, the documentation of the placement of any engineered fill shall be reviewed by a professional engineer or geologist to conclude that the existing artificial fill on-site is acceptable to support all proposed improvements. If, during construction, undocumented artificial fill is detected on-site in excavated areas, or the quality of undocumented artificial fill is determined to be unacceptable, then the undocumented artificial fill shall be removed and replaced with engineered fill. A professional geologist or engineer shall observe the fill during excavation and evaluate the condition of the fill at the elevation of the proposed foundations to ensure conformance with all applicable recommendations in the Preliminary Report of Geotechnical Study Proposed Speedway Commerce Center II.

IMPACT 4.7-9: WILL THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: A paleontological resource assessment was prepared for the Project to review the susceptibility of subsurface geologic units to provide paleontological resources as well as to review records for fossil localities near the Project site. No paleontological resources or unique geologic formations were identified on the Project site during the field survey. Previous construction of the existing development on the Project site required a high amount of ground disturbance. Specifically, the infield of the ACS and grandstand areas required extensive over excavation and subsequent compaction. Large quantities of fill were also placed around the perimeter of the track to create the raised outer bank of the track. Therefore, according to PaleoWest's PRA, ground disturbance into this artificial fill (Qaf) would not require paleontological monitoring, unless disturbance to a depth below the fill and native sediment (Qyf5 or Qf) is encountered in accordance with MM GEO-4**.** While no significant paleontological resources are expected to occur, the Master Developer or the Site Developer would utilize the services of a Project paleontologist to prepare a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) and to monitor ground disturbance activities exceeding depths of five feet and in the case of any inadvertent discoveries if required. The provisions described in **MM GEO-3** through **MM GEO-6** would further reduce the impact of the Project on paleontological resources or unique geologic features to less than significant impact levels with mitigation incorporated. Therefore, if the Project plans include excavations that extend five or more feet in depth into Qyf5 and Qf, then a qualified paleontologist shall be retained to implement the mitigation measures. With the implementation of **MM GEO-3** through **MM GEO-6**, and County staff review of the Project's grading and excavation plans, potential impacts associated with paleontological resources would be less than significant. Therefore, no significant unavoidable impacts relating to paleontological resources have been identified. (**Draft EIR, p. 4.7-28 to 4.7-29**).

Mitigation Measures

MM GEO-3 **Worker's Environmental Awareness Program (WEAP).** Prior to the start of ground-disturbing activities, all field personnel shall receive a worker's environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the paleontological monitor, and outline steps

to follow in the event that a fossil discovery is made. Contact information for the Project Paleontologist shall also be provided. The training shall be developed by the Project Paleontologist and can be delivered concurrent with other required training including cultural, biological, safety, etc.

MM GEO-4 **Paleontological Mitigation Monitoring.** Prior to the commencement of ground-disturbing activities, a professional paleontologist shall be retained to prepare and implement a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) for the proposed Project. The PRMMP will describe the monitoring required during excavations that extend into Pleistocene sediment (i.e., excavations greater than five feet in depth in Qyf5 and Qf sediments), and the location of any areas deemed to have a high paleontological resource potential. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted, based on the geologic conditions at depth, he or she may recommend to County staff that monitoring be reduced or cease entirely.

MM GEO-5 **Fossil Discoveries.** In the event that a paleontological resource is discovered, the paleontological monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following:

1. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity shall be halted to allow the paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological resources as outlined in the PRMMP prepared for the project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the Project Paleontologist has the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

2. Fossil Preparation and Curation. The PRMMP shall identify the museum that has agreed to accept fossils that may be discovered during project-related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossil specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens shall be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation will be assessed by the museum and will be the responsibility of the Master Developer and/or Site Developer, as applicable.

MM GEO-6 **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Project Paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, the scientific significance of those fossils, and where the fossils were curated.

Cumulative Impacts. While geotechnical and soil impacts may be associated with cumulative development, the very nature of the impacts is generally site-specific and typically little, if any, cumulative relationship exists between the development of a project and development within a larger cumulative area. Like the Project, future development projects would be required to comply with applicable state and regional building regulations, including the most recent CBC. Site-specific geologic hazards would be addressed in each project's geotechnical investigation. In addition, the County may also require even more rigorous standards depending on an individual project site's condition. Further, future developments would be

required to comply with environmental analysis and review. Therefore, no significant cumulative impact would occur. Additionally, other projects in the area would involve ground disturbance and could damage paleontological resources that could be buried in those project sites. As with the Project, other projects would require site specific paleontological analysis that could lead to mitigation requiring monitoring and recovery, identification, and curation of any resources discovered. (**Draft EIR, p. 4.7-30**). In this case, buildout of the Project would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or soil expansion). In addition, the Project would not be expected to significantly alter any paleontological resource with the implementation of mitigation measures listed above. Therefore, the Project would not expose people to greater seismic hazards nor significantly impact any paleontological resources, while other project developments located near seismic faults would differ in impacts. Current building codes and regulations apply to all present and reasonably foreseeable future projects. Further, the Project's compliance with the current CBC, County building code requirements, and General Plan policies would ensure that potential geology and soil impacts are reduced to a level that is less than significant. Cumulative impacts to paleontological resources would be less than significant, and the Project's contribution would not be cumulatively considerable. (**Draft EIR, p. 4.7-31**).

GREENHOUSE GASES

IMPACT 4.8-2: WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION OF AN AGENCY ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The County's GHG Reduction Plan includes a review standard of 3,000 MTCO2e per year, which is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. Projects that exceed the 3,000 MTCO2e/year of GHG emissions are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Each building within the Project would earn 104 points on the County's GHG Screening Tables, which would exceed 100 points. Therefore, the Project would be consistent with the County's GHG emissions reduction plan. (**Draft EIR, p. 4.8-34**). Likewise, the Project's consistency with the RTP/SCS goals is analyzed in detail in ***Draft EIR Table 4.8-5: Regional Transportation Plan/Sustainable Communities Strategy Consistency.*** As shown in Table 4.8-5, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets. (**Draft EIR, p. 4.8-36**). The Project's consistency with applicable CARB Scoping Plan Measures is also analyzed within ***Draft EIR Table 4.8-6***, which indicates that the Project is consistent with most of the strategies, while others are not applicable to the Project. As such, impacts related to consistency with the Scoping Plan would be less than significant. (**Draft EIR, p. 4.8-36**). The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts. Extensive PDFs and **MM AQ-3** through **MM AQ-10** as identified in the Project's Air Quality Assessment, would reduce mobile source emissions and would support the State's transition to ZEVs by requiring electrical hookups at all loading bays, promoting the use of alternative fuels and clean fleets, requiring electric vehicle charging stations and/or infrastructure to support the future

installation of truck charging stations. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks. SC GHG-1 through SC GHG-9, as required by the California Building Code, address non-mobile source emissions, and would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of electric vehicle supply equipment, and limit idling times. The Project's PDFs also address non-mobile emissions by designing buildings to provide environmental design features, incorporate energy and water conservation measures, and provide electrical, heating, ventilation, lighting, and power systems that meet CALGreen Standards. Additionally, **MM GHG-3** requires the Project to meet or exceed CALGreen Tier 2 standards, which exceeds code requirements). Further, the Project would offset energy demand with solar PV infrastructure (**MM GHG-2),** divert 75 percent of solid waste from landfills (**MM GHG-4)** and require handheld landscape equipment to be 100 percent electric (**MM GHG-5).** Additionally, **MM AQ-9** in the Project's Air Quality Assessment requires the Project to use electric outdoor cargo handling equipment. In conclusion, the Project does not conflict with the applicable plans, and therefore with respect to this threshold, impacts are less than significant. (**Draft EIR, p. 4.8-41**).

Mitigation Measures

MM AQ-3 Prior to issuance of tenant occupancy permits, the tenant/facility operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Each building shall provide a minimum of two shower and changing facilities as part of the tenant improvements.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting, and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

This mitigation measure applies only to tenant occupancy and not the building shell approvals.

MM AQ-4 Prior to the issuance of a building permit for tenant improvements, the Planning Department shall confirm that the Project is designed to include the following:

- Prior to issuance of a Building Permit for the Shell Design, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Site Developer during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at a central location within the truck court at such time this technology becomes commercially available, and the buildings are being served by trucks with electric-powered engines.
- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods, if required by future tenants who utilize cold storage. Conduit should be installed from the electrical room to the loading docks in a location determined by the tenant as the logical location(s) to receive trailers with TRUs.

This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-5 Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that requires all Transport Refrigeration Units (TRUs) entering the Project site be plug-in capable.
Conduit for electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The conduit for electrical hookups shall be provided at select loading bays for future transportation refrigeration units if required by future tenants who utilize cold storage. Electrical hookups allow for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-6 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that all truck access gates and loading docks within the Project site have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-7 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-8 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications for the industrial buildings shall include electric vehicle (passenger car) charging stations and a minimum of 12 percent carpool parking spaces at each building for employees and the public to use. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-9 Each building shall include the necessary charging stations for cargo handling equipment. Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications show that all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-10 Project tenants shall comply with the SCAQMD Indirect Source Rule (Rule 2305). This rule is expected to reduce NOX and particulate matter emissions during operations. Emission reductions resulting from this rule were not included in the Project analysis. Compliance

with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

MM GHG-1 Project development proposals with building permit applications for tenant improvements shall implement Screening Table Measures that demonstrate that each building achieve at least 100 points per the Screening Tables. The County shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the County, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the County, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-2 As part of the building permit for tenant improvements, the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide at least 50 percent of the expected total building load. On-site solar PV or other clean energy systems shall be installed within two years of commencing operations. Each building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-3 Prior to the issuance of a building permit for tenant improvements, the tenant or successor in interest shall provide documentation to the San Bernardino County demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) standards or meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-4 The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with County standards for Recyclable Collection and Loading Areas. This mitigation measure applies only to tenant permits and not the building shell approvals.

MM GHG-5 Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that all handheld landscaping equipment used onsite shall be 100 percent electrically powered. This mitigation measure applies only to tenant permits and not the building shell approvals.

HAZARDS

IMPACT 4.9-1 WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The Project site was once part of the former Kaiser Steel facility property. Several of the areas of the former Kaiser Steel facility were subject to historical remediation activities. With the exception of ongoing groundwater monitoring, all areas have received no further action designations from DTSC or "closure." Due to the age of existing structures (built in 1995 – 1996) being younger than the

1978 ban on LBPs, the presence of LBP is not expected to be encountered during demolition activities. Similarly, the presence of asbestos and other ACMs identified in 2000 are associated with a previous, inactive facility and is not anticipated to be encountered during demolition activities. If encountered at all, ACMs would be limited to roofing materials on auxiliary structures. Two areas received closure with land use covenants which prohibit development of residential and other sensitive land uses and impose other requirements regarding subsurface disturbance. Project construction would include the demolition of some existing structures*.* Debris found during demolition would include commonly found structural components as well as potentially contaminated soils due to the Project site's history of hydrocarbon uses as well as other potentially hazardous material products and byproducts. Although significant quantities of soil are not anticipated to be exported from the Project site, disposal or transport of demolition materials and any graded soils from the Project site may therefore increase the potential for the exposure of hazardous materials. Implementation of **Mitigation MMs HAZ-1** and **HAZ-2** would ensure proper handling of contaminated soils and substances which may be encountered. Additionally, **MM HAZ-3** would be implemented to reduce risks due to potential exposure from asbestos and ACMs. At full buildout, the Project would consist of high-cube logistics/e-commerce and ancillary commercial buildings. This land use is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport. Additionally, as with project operation, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation. (**Draft EIR, p. 4.9-15**).

Mitigation Measures

MM HAZ-1 **Soil Management Plan (SMP).** Prior to issuance of a grading permit or trenching or subsurface excavation for utilities or roadway infrastructure, the Master Developer, Site Developer, or Lead Agency, as applicable, shall retain a qualified environmental consultant to prepare a SMP that details procedures and protocols for on-site management of soils containing potentially hazardous materials.

The SMP shall include, but not be limited to:

- Land use history, including description and locations of known contamination;
- The nature and extent of previous investigations and remediation at the site;
- Identified areas of concern at the site, in relation to proposed activities;
- A listing and description of institutional controls, such as applicable County ordinances and other local, state, and federal regulations and laws that would apply to the project;
- Names and positions of individuals involved with soils management and their specific role;
- An earthwork schedule;
- Requirements for site-specific Health and Safety Plans (HSPs) to be prepared by all contractors at the project site. The HSP should be prepared by a Certified Industrial Hygienist and would protect on-site workers by including engineering controls, personal protective equipment, monitoring, and security to prevent unauthorized entry and to reduce construction related hazards. The HSP should address the possibility of encountering subsurface hazards including hazardous waste contamination and include procedures to protect workers and the public;
- Hazardous waste determination and disposal procedures for known and previously unidentified contamination, including those associated with any soil export activities, if applicable;
- Requirements for site specific techniques at the site to minimize dust, manage stockpiles, run on and run-off controls, waste disposal procedures, etc.; and
- Copies of relevant permits or closures from regulatory agencies.

MM HAZ-2 If potentially contaminated soil is identified during site disturbance activities for the Project, as evidenced by discoloration, odor, detection by instruments, or other signs, a qualified environmental professional shall inspect the site, determine the need for sampling to

confirm the nature and extent of contamination, and provide a written report to the Master Developer, Site Developer, or Lead Agency, as applicable, stating the recommended course of action. Depending on the nature and extent of contamination, the qualified environmental professional shall have the authority to temporarily suspend construction activity at that location for the protection of workers or the public. If, in the opinion of the qualified environmental professional, substantial remediation may be required, the Master Developer, Site Developer, or Lead Agency, as applicable, shall contact representatives of the San Bernardino County Fire Department and/or DTSC for guidance and oversight and shall comply with all performance standards and requirements of the respective agency for proper removal and disposal of contaminated materials. In addition, any activities which will disturb portions of the property subject to a land use covenant (LUC) (e.g., excavation, grading, removal, trenching, filling or earth movement) shall require proper notification to DTSC in accordance with the terms of the LUC.

MM HAZ-3 Prior to the issuance of a demolition permit for any buildings or structures on-site, the Master Developer or Site Developer, as applicable, shall conduct a comprehensive ACM survey to identify the locations and quantities of ACM in above-ground structures. The Master Developer or Site Developer, as applicable, shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. The consultant's report shall include requirements for abatement, containment, and disposal of ACM, if encountered, in accordance with SCAQMD's Rule 1403.

IMPACT 4.9-2: WOULD THE PROJECT 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?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: The demolition of existing structures and removal of graded soil throughout the site could potentially release some of the hazardous materials historically found on the site. However, this is unlikely due to the previous remediation performed on the Project site and the time that has passed since remediation actions were taken. Furthermore, although some sites were noted to have previously involved the use or generation of potentially hazardous materials such as hydrocarbons and VOCs, no current violations were noted. Despite the limited potential for the exposure of the public and environment to hazardous materials, with **MMs HAZ-1, HAZ-2,** and **HAZ-3** and compliance with all applicable Federal, State, and regional regulations, the impact would be reduced to less than significant levels with mitigation incorporated. The Project would consist of high-cube logistics/e-commerce and ancillary commercial uses. These land uses are not anticipated to result in releases of hazardous materials into the environment. The Project would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable Federal, State, and regional regulations which are intended to avoid impacts to the public and environment. Furthermore, hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. A less than significant impact would occur in this regard. (**Draft EIR, p. 4.9-18**).

Mitigation Measures

Refer to MM HAZ-1.

Cumulative Effects. Impacts associated with hazardous materials are often site-specific and localized. The Draft EIR evaluated environmental hazards in connection with the Project site and surrounding area. Regarding off-site environmental hazards, various governmental databases were searched to identify properties with known or suspected releases of hazardous materials within a search radius of up to one mile from the site. These database searches serve as the basis for defining the cumulative impacts study

area. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on-site would be site-specific. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance. (**Draft EIR, p. 4.9-21**).

TRANSPORTATION

IMPACT 4.17-4: WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings:

Construction: Construction of the Project, including recordation of final subdivision map(s) and design review would be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. During demolition and construction, the Project would not result in any significant emergency access impacts as the site currently has adequate access at Merrill Avenue, Rancho Vista Drive, and Randall Avenue off of Cherry Avenue on the site's eastern edge, and Napa Street and VIP Access Road on the site's western edge. The access at Randall Avenue and Merrill Avenue is signalized. All of these access points will be maintained during Project demolition and construction. In case of an emergency, the Project's construction manager would have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access would be provided throughout the Project site by ensuring construction vehicles are not parked or placed in a manner that would impede access for emergency response vehicles. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that may affect construction staff and emergency responders. The Project site would provide vehicular access from three new public collectors (Public Streets "A," "B," and "C") and improvements and minor realignment to the existing private Entry Road (Street "D") and off-site improvements to VIP Access Road and Cherry Avenue and roads would be phased with development of the site. Access would be maintained throughout the Project site for use by construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. Access roads would be maintained in good condition in order to allow for the safe passage for emergency response vehicles. With the measures described above, along with Project adherence to applicable regional and local regulations, and provision of numerous access points, impacts related to inadequate emergency access during construction would be less than significant. (**Draft EIR, p. 4.17-23**).

Operations: All existing site access from surrounding roadways would be maintained. Access within the Project site would be provided via three new public collectors (Public Streets "A," "B" and "C") and improvements and minor realignment to the existing private Entry Road (Street "D") and off-site improvements to VIP Access Road and Cherry Avenue. Driveways would be continually maintained to allow for the safe ingress and egress to/from the Project site. Additionally, driveways would be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the County's Transportation Department and Fire Protection District. The Project includes approximately 433 acres of the approximately 522-acre site that is currently developed with the Next Gen motorsports facility. The Next Gen motorsports facility is governed by the Speedway Development Plan which authorizes up to six premier race weeks per year with additional ancillary events that are permitted per the plan. The Next Gen Project, approved by the County in June 2021 through a revision to the Speedway Planned Development, would replace the existing 2-mile track with a 0.67-mile track and upgraded amenities with the same type of operations and events previously held at the Next Gen motorsports facility. Because the Project would surround the Next Gen Project and both projects would operate concurrently, emergency access considerations for the Project take into account those of the Next Gen Project. The CEQA EIR Addendum approved for the Next Gen Project (SCH# 94082080 and 2008081077) determined that the Next Gen Project would create a less than significant impact with respect

to emergency services with implementation of Mitigation Measure PS-2 (California Speedway 1995 Final EIR) that requires a Fire Protection Master Plan, to be reviewed, approved, and modified as necessary by the County Fire Department, for fire protection and emergency response at events. Among other things, the Fire Protection Master Plan is required to address emergency access routes and means to address traffic congestion to facilitate routing of emergency personnel and equipment. Further, in accordance with Mitigation Measure TC-4 (California Speedway 1995 Final EIR, as amended by the County in 2003), the Next Gen Project currently prepares (and the Next Gen Project will be required to prepare) a Traffic Management Plan prior to race events and, and as required, ancillary events, that is reviewed and approved by the County in consultation with affected agencies. The Project would construct new public roads, improving access to and within the site, and construct additional transportation improvements, as discussed above. The Project would therefore improve emergency access to the site, including to the proposed Planning Areas and the Next Gen motorsports facility. With the Project buildout and operation, however, there would be an increase in traffic during major race and ancillary events held at the Next Gen motorsports facility. As race day access and management during a race event is dependent on the size and type of event and is subject to change with traffic conditions, and phased Project improvements, a Transportation Management Association shall be formed to prepare a Traffic Management Plan for applicable events at Next Gen motorsports facility in accordance with **Mitigation Measure (MM) TRANS-1,** which would require the Master Developer to form a Transportation Management Association and **MM TRANS-2.** Additionally, the Project would be reviewed by the County of San Bernardino Public Works and Fire Departments to ensure the project sufficiently avoids hazards related to design features and that adequate emergency access is provided to the site. As a result, the Project would not substantially increase delays on street segments substantially that would result in inadequate emergency access. Therefore, impacts would be less than significant with the implementation of mitigation measures. (**Draft EIR, p. 4.17-24 to 4.17-25**).

Mitigation Measures

MM TRANS-1 Master Developer will form a Transportation Management Association by the date of issuance of the first building permit issued for the development.

MM TRANS-2 A comprehensive traffic management plan developed by the Transportation Management Association, shall be submitted and approved by the County Engineer to manage traffic to and from the Next Gen motorsports facility and SCCIISP Project during race weekends and as required during ancillary events. Manual traffic control, including signage, traffic control personnel, and routing shall be provided by Next Gen motorsports facility to ensure that all intersections affected by race-related or ancillary event-related traffic, will function at LOS E or better at midday and in the p.m. peak hour on Friday, as well as all day Saturday and Sunday and on weekdays during ancillary events. The TMP shall be submitted a minimum of 30 days prior to each event. In addition, manual traffic control shall also be employed as determined by the County of San Bernardino in consultation with the California Highway Patrol; Cities of Fontana, Rancho Cucamonga, and Ontario; and the Fontana Unified School District, where needed, to safely move traffic through intersections affected by traffic.

Cumulative Impacts. Construction activities associated with the Project, in conjunction with nearby cumulative projects, would result in both temporary and long-term traffic impacts to local roadway system. However, the Project is not anticipated to conflict with transportation plans or policies and is consistent with all relevant Countywide goals and policies. As part of the County's discretionary review and approval process, all cumulative development projects are required to reduce construction traffic impacts on the local circulation system and implement mitigation measures pursuant to CEQA provisions. Consequently, future development on the cumulative development sites would not result in significant environmental transportation-related impacts, nor would future development on the cumulative development sites conflict with or obstruct a state or local plan or regulation related to transportation. Therefore, the Project would not cause a cumulatively considerable transportation impact, and no mitigation measures are required during the Project's construction phase. (**Draft EIR, p. 4.17-25**). Once operational, the Project is not anticipated to result in VMT that would exceed the County's adopted thresholds of significance. Pursuant to **MM TRANS-1** and **MM TRANS-2,** the Transportation Management Association would prepare a Traffic Management Plan for applicable events to ensure that all intersections affected by race-related or ancillary event-related traffic, will function at LOS E or better at midday and in the p.m. peak hour on Friday, as well as all day Saturday and Sunday and on weekdays during ancillary events. Consistent with the Project, all cumulative development projects would be required to reduce VMT-related impacts and implement TDMs,

PDFs, or mitigation measures pursuant to CEQA guidelines. Therefore, the Project would not result in a cumulatively considerable contribution during the operations phase. (**Draft EIR, p. 4.17-26**).

TRIBAL CULTURAL RESOURCES

IMPACT 4.18-1: WILL THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE FEATURE PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS: (I) LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K); OR (II) A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1? IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCES TO A CALIFORNIA NATIVE AMERICAN TRIBE.

FINDINGS:

1. **CHANGES OR ALTERNATIVES HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT, WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **THE EFFECTS IDENTIFIED IN THE EIR HAVE BEEN DETERMINED NOT TO BE SIGNIFICANT.**

Facts in Support of Findings: No cultural resources that are eligible for listing on the CRHR as TCRs were documented in the Project area. However, there is a potential for unknown buried archaeological resources that qualify as TCRs to be encountered during Project-related ground-disturbing activities. In the event that a potentially significant archaeological resource is encountered during Project-related ground-disturbing activities, **MM CUL-1** would apply to minimize potential impacts to archaeological resources. Implementation of **MMs TCR-1** through **TCR-4** would further reduce impacts to any unknown or inadvertently discovered archaeological resources or human remains that are identified as TCRs. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts to tribal cultural resources would be less than significant.

Mitigation Measures

Refer to MM CUL-1.

MM TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

A. The Master Developer or Site Developers, as applicable, shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The Master Developer or Site Developers, as applicable, shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.

D. The Master Developer or Site Developers, as applicable, shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.

E. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Master Developer or Site Developers, as applicable, and the lead agency upon written request.

F. Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the Master Developer or Site Developers, as applicable, and the lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

MM TCR-2 Discovery of TCRs.

Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Consulting Tribes, Gabrieleño Band of Mission Indians – Kizh Nation and San Manuel Band of Mission Indians (SMBMI), shall be immediately informed of the discovery. An archaeologist that meets Secretary of Interior Professional Qualifications, a Kizh monitor and/or Kizh archaeologist, and an SMBMI CRM staff member will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Consulting Tribes and archaeologist have completed their assessment/evaluation/treatment of the discovered TCR and surveyed the surrounding area. Treatment protocols outlined in TCR-3 shall be followed for all discoveries that do not include human remains.

MM TCR-3 Treatment and Disposition of TCRs.

A. After the notification of discovery to the Consulting Tribes and assessments/evaluations have occurred, the following treatment/disposition of the TCRs shall occur:

1. Preservation-In-Place of the TCRs, if feasible as determined through coordination between the project archeologist, Master Developer or Site Developers, as applicable, and Consulting Tribes, is the preferred method of treatment. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources in perpetuity.

2. Should Preservation-In-Place not be feasible, the landowner shall accommodate the process for on-site reburial of the discovered items with the Consulting Tribes. This shall

include measures and provisions to protect the future reburial area from any future impacts. During the course of construction, all recovered resources shall be temporarily curated in a secure location on site. The removal of any artifacts from the project site shall require the approval of the Consulting Tribes and all resources subject to such removal must be thoroughly inventoried with a tribal representative from each consulting tribe to oversee the process. Reburial shall not occur until all cataloguing and basic recordation have been completed.

3. If Preservation-In-Place and reburial are not feasible, the landowner(s) shall relinquish ownership of all TCRs and a curation agreement with an appropriate qualified repository within San Bernardino County that meets federal standards per 36 CFR Part 79 shall be established. The collections and associated records shall be transferred, including title, to said curation facility by the landowner, and accompanied by payment of the fees necessary for permanent curation.

B. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials within the County of the discovery, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

C. If discoveries were made during the project, a Monitoring Report shall be submitted to the County by the Archaeologist at the completion of grading, excavation, and ground-disturbing activities on the site. Said report will document monitoring and archaeological efforts conducted by the archaeologist and Consulting Tribes within 60 days of completion of grading. This report shall document the impacts to the known resources on the property, describe how each mitigation measure was fulfilled, document the type of cultural resources recovered, and outline the treatment and disposition of such resources. All reports produced will be submitted to the County of San Bernardino, appropriate Information Center, and Consulting Tribes.

MM TCR-4 Procedures for Burials and Funerary Remains.
In accordance with California Health and Safety Code § 7050.5, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. The project lead/foreman shall designate an Environmentally Sensitive Area (ESA) physical demarcation/barrier 100 feet around the resource and no further excavation or disturbance of the site shall occur while the County Coroner makes his/her assessment regarding the nature of the remains. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with Public Resources Code § 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative will then determine, in consultation with the property owner, the disposition of the human remains.

Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Cumulative Impacts. Future cumulative development projects could encounter tribal cultural resources. Thus, the potential exists for cumulative development to result in the adverse modification or destruction of tribal cultural resources. Potential tribal cultural resource impacts associated with other individual developments would be specific to each site. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to tribal cultural resources. All future development with the potential to impact tribal cultural resources would be subject to compliance with the existing federal, state, and local regulatory framework concerning the protection of tribal cultural resources. Furthermore, each future project considered for approval by the County would be required to include mitigation measures to protect resources if they are uncovered during grading activities. Additionally, implementation of site-specific mitigation measures would be required to reduce potential project impacts to as-yet-unidentified tribal cultural resources to less than significant levels. As such, cumulative impacts to tribal cultural resources would be mitigated on a project-by-project level, and in accordance with the established regulatory framework, through the established regulatory review process. Therefore, the combined cumulative impacts to tribal cultural resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant with mitigation incorporated. (**Draft EIR, p. 4.18-13 to 4.18-14**).

5.3 EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION.

The County of San Bernardino having reviewed and considered the information contained in the Final EIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081(a)(3) and CEQA Guidelines 15091(a)(3), that specific economic, legal, social, technological, or other considerations, makes infeasible the mitigation measures identified in the Final EIR, and therefore, the Project would cause significant and unavoidable impacts to the categories of:

AIR QUALITY

IMPACT 4.3-1: WILL THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

FINDINGS:

1. **CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **IMPACTS ASSOCIATED WITH CONFLICTS WITH THE SCAQMD AIR QUALITY MANAGEMENT PLAN WILL CONSTITUTE A SIGNIFICANT AND UNAVOIDABLE IMPACT.**

Facts in Support of Findings: Criteria to determine consistency with the applicable air quality plan (SCAQMD AQMP) are provided on **Draft EIR page 4.3-24**. As shown in ***Draft EIR Table 4.3-9*** through ***Table 4.3-12,*** the Project would exceed construction emission standards despite the implementation of MM AQ-1 and MM AQ-2. Additionally, Project emissions would exceed the operational standard for ROG, NOX, CO, PM^{10}, and $PM^{2.5}$ despite the implementation of all feasible mitigation, as shown in ***Draft EIR Table 4.3-13*** through ***Table 4.3-17.*** MM AQ-3 through MM AQ-10 are included to reduce operation emissions to the greatest amount feasible. However, even with mitigation, operational emissions would remain above the SCAQMD thresholds. Therefore, the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the SCAQMD's AQMP under the first criterion. (**Draft EIR, p. 4.3-24**). In addition, due to the proposed changes in land use on the Project site, the Project is conservatively assumed to generate emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB, and is therefore considered to be inconsistent with the AQMP. Thus, the Project is not consistent with the second criterion. (**Draft EIR, p. 4.3-25**). No additional feasible mitigation measures are available which would reduce this impact to less than significant. (**Draft EIR, p. 4.3-26**).

Mitigation Measures

Refer to MM AQ-1 to AQ-10 provided in Section 5.2 of these findings.

IMPACT 4.3-2: WILL THE PROJECT 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?

FINDINGS:

1. **CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **IMPACTS ASSOCIATED WITH CONSTRUCTION AND OPERATIONAL EMISSIONS OF CRITERIA POLLUTANTS WILL CONSTITUTE A SIGNIFICANT AND UNAVOIDABLE IMPACT.**

Facts in Support of Findings: As shown in ***Draft EIR Table 4.3-9: Phase 1a Construction Emissions***, ***Table 4.3-10: Phase 1b Construction Emissions and Table 4.3-11: Phase 2 Construction Emissions***, despite implementation of all feasible mitigation, construction of the Project would result in NOx and CO emissions above the SCAQMD threshold for construction Phase 1a; and NOx emissions above the SCAQMD threshold for Phase 1b and Phase 2. (**Draft EIR, p. 4.3-27 to 4.3-29**). Likewise, as shown in ***Draft EIR Table 4.3-13: Phase 1a Operational Emissions, Table 4.3-14: Phase 1b Operational Emissions***, ***Table 4.3-15: Phase 2 Operational Emissions*** and ***Table 4.3-17: Project Buildout Emissions***, despite implementation of all Standard Conditions, Project Design Features and feasible mitigation, operational emissions would still exceed applicable SCAQMD thresholds for ROG, NOx, PM^{10} and $PM^{2.5}$ for Phase 1a; ROG, NOx and PM^{10} for Phase 1b; ROG and NOx for Phase 2; and ROG, NOx, PM^{10} and $PM^{2.5}$ under Project Buildout conditions. (**Draft EIR, p. 4.3-30 to 4.3-35**). The majority of ROG emissions are from area and mobile sources and the majority of NOX, CO, PM_{10}, and $PM_{2.5}$ emissions are from mobile sources. Emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. (**Draft EIR, p. 4.3-30**). CARB is addressing emissions from heavy duty vehicles through various regulatory programs including lower emission standards, restrictions on idling, the use of post-combustion filter and catalyst equipment, and retrofits for diesel truck fleets. These programs are expected to result in significant reductions in ROG, NOX, PM10, PM2.5, and CO emissions as they are fully implemented by 2023. Federal and State agencies regulate and enforce vehicle emission standards. It is not feasible for the County of San Bernardino to effectively enforce a prohibition on trucks from entering the property that are otherwise permitted to operate in California and access other properties in the County, region, and State. Even if the County were to apply such a restriction, it would cause warehouse operators using older truck fleets to travel to other facilities in the SCAB where the restriction does not apply, thereby resulting in no improvement to regional air quality. Based on data from CARB, most heavy-duty trucks entering the Project site will meet or exceed 2010 model year emission standards when the Project becomes fully operational in 2024, as all trucks are required meet or exceed such standards by 2023. In addition, **MM AQ-10** requires compliance with SCAQMD Rule 2305. Rule 2305 requires the Project operator to directly reduce NOX and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. A preliminary WAIRE calculation has been conducted for the proposed Project. The Project would include rooftop solar (refer to **MM GHG-2**); two zero emission yard trucks that would operate for approximately eight hours per day, 365 days per year (**MM AQ-9);** and potentially include 14 electric Vehicle Supply Equipment (EVSE) chargers (19.2-50 kW) (approximately two per building as necessary, to meet the County's Greenhouse Gas Screening Table Checklist requirements). Based on the SCAQMD WAIRE User Calculator the Project would have a Warehouse Points Compliance Obligation (WPCO) of 13,510 and would earn 41,999 points. As a result, the Project more than fulfills its WPCO and would bank 28,489 points. (**Draft EIR, p. 4.3-35 to 4.3-36**). However, no additional feasible mitigation measures are available that can reduce mobile emission impacts to less than significant. (**Draft EIR, p. 4.3-42**).

Mitigation Measures

Refer to MM AQ-1 to AQ-10 provided in Section 5.2 of these findings.

Cumulative Impacts. The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O^3 and $PM_{2.5}$ for Federal standards. As shown in ***Draft EIR Table 4.3-9*** through ***Draft EIR Table 4.3-12***, Project construction-related emissions would exceed the SCAQMD significance thresholds for criteria pollutants despite the implementation of all feasible mitigation**.** Therefore, the proposed Project would potentially generate a cumulatively considerable contribution to air pollutant emissions during construction. Construction emissions associated with the Project would represent a cumulatively considerable contribution to significant cumulative air quality impacts. (**Draft EIR, p. 4.3-54 to 4.3-55**). The SCAQMD has not established separate significance thresh As shown in ***Draft EIR Table 4.3-13*** through ***Draft EIR Table 4.3-17***, the Project's operational emissions (primarily mobile source emissions) would exceed the SCAQMD threshold for despite the implementation of all Standard Conditions, Project Design Features and feasible mitigation. As a result, operational emissions associated with the Project would result in a cumulatively considerable contribution to significant cumulative air quality impacts. (**Draft EIR, p. 4.3-55**). Implementation of **MM AQ-1** through **MM AQ-9** would reduce impacts; however, a significant and unavoidable impact would remain. (**Draft EIR, p. 4.3-56**).

ENERGY

IMPACT 4.6-1: WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

FINDINGS:

1. **CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **IMPACTS ASSOCIATED WITH ENERGY CONSUMPTION WILL CONSTITUTE A SIGNIFICANT AND UNAVOIDABLE IMPACT.**

Facts in Support of Findings: There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities. (**Draft EIR, p. 4.6-19 to 4.6-20**). Once operational, as summarized in ***Draft EIR Table 4.6-3,*** the total gasoline and diesel fuel associated with Phase 1a would be approximately 1,366,601 gallons per year and 8,210,867 gallons per year, respectively. Gasoline and diesel fuel associated with Phase 1b is shown in ***Draft EIR Table 4.6-4*** and would be approximately 1,099,103 gallons per year and 6,148,132 gallons per year, respectively. Phase 2 fuel consumption is summarized in ***Draft EIR Table 4.6-5*** and would be approximately 360,429 gallons of gasoline and 1,974,668 gallons of diesel fuel. Fuel consumption for the commercial parcel is estimated to be approximately 801,438 gallons of gasoline and 106,472 gallons of diesel fuel as shown in ***Draft EIR Table 4.6-6.*** Annual energy use from operations of the combined Phase 1a, Phase 1b, Phase 2, and commercial component of the Project is shown in ***Draft EIR Table 4.6-7: Project Buildout Annual Energy Use During Operations.*** The Project's electricity and natural gas usage would not be inefficient or wasteful; however, as shown in ***Draft EIR Table 4.6-7,*** Project operations could consume 5.84 percent of the diesel fuel annually used in the County of San Bernardino. The operational diesel fuel consumption of the Project is not considered wasteful, inefficient, or unnecessary, as the Project will serve an important role in the movement of goods throughout the County, and the Project incorporates design features, standard conditions, and mitigation measures to minimize energy use to the greatest extent feasible. Nonetheless, the volume of fuel consumed by the Project would result in a significant impact. The Project is anticipated to generate 34,150 net daily trips; vehicle fuel efficiency standards are set by the State and Federal Government and are beyond the scope of the Project. (**Draft EIR, p. 4.6-24**). To minimize fuel consumption, the Project includes Standard Conditions, Project Design Features and mitigation measures

which are described in detail at **Draft EIR pages 4.6-24 to 4.6-26**. Even with implementation of these measures, potential energy impacts from the Project are considered significant and unavoidable due to the projected energy consumption of gasoline and diesel fuel. (**Draft EIR, p. 4.6-26**).

Mitigation Measures

Refer to **MM AQ-3** through **MM AQ-10** and **MM GHG-2** and **MM GHG-3** in Section 5.2 of these findings.

IMPACT 4.6-2: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

FINDINGS:

1. **CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **IMPACTS ASSOCIATED WITH POTENTIAL CONFLICTS WITH ENERGY EFFICIENCY PLANS WILL CONSTITUTE A SIGNIFICANT AND UNAVOIDABLE IMPACT.**

Facts in Support of Findings: The energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the 2019 CALGreen building code. The Project would be required to comply with these existing energy standards and any updates to these standards that come into existence prior to construction. In addition, the Project is consistent with the San Bernardino County Greenhouse Gas Reduction Plan which will also reduce energy use. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the RTP/SCS. (**Draft EIR, p. 4.6-26**). However, due to the size of the Project and potential volume of fuel consumed in the operation of the Project, it cannot be confirmed that energy use involved in Project implementation would remain consistent at all times. Therefore, this impact is conservatively considered significant and unavoidable. (**Draft EIR, p. 4.6-27**).

Mitigation Measures

Refer to **MM AQ-3** through **MM AQ-10** and **MM GHG-2** and **MM GHG-3** in Section 5.2 of these findings.

Cumulative Impacts. The Project's electricity and natural gas consumption would be negligible in terms of the available supply. The planning projections of SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand. it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. (Draft EIR, p. 4.6-27). New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, State, and local requirements for energy efficiency. Project demands for diesel fuel are anticipated to decrease over time as ZE and NZE trucks become more available in the future. The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, State, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. However, due to the high volume of diesel fuel consumption, the Project's diesel fuel consumption would be cumulatively

considerable. As described above, there are no additional feasible mitigation measures that would reduce this impact. Therefore, cumulative impacts would be potentially significant. (**Draft EIR, p. 4.6-28**).

GREENHOUSE GAS EMISSIONS

IMPACT 4.8-1: WILL THE PROJECT GENERATE GREENHOUSE GAS EMISSION, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

FINDINGS:

1. **CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH AVOID OR SUBSTANTIALLY LESSEN THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **IMPACTS ASSOCIATED WITH GHG EMISSIONS WILL CONSTITUTE A SIGNIFICANT AND UNAVOIDABLE IMPACT.**

Facts in Support of Findings: Several PDFs and standard conditions of approval applicable to the Project would help to reduce GHG emissions. In addition, prior to issuance of a building permit, San Bernardino County would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The Project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, and energy efficiency. Construction activities would be required to monitor air quality emissions using applicable regulatory guidance such as the SCAQMD Rules.

GHG emissions associated with the Project are summarized in ***Draft EIR Table 4.8-3: Project Greenhouse Gas Emissions***, which shows that the Project's unmitigated emissions would be approximately 219,696 MTCO2e annually from operations with amortized construction, and 207,327 MTCO2e with mitigation. Project-related GHG emissions would exceed the County's 3,000 MTCO2e per year review standard. It should be noted that the majority of the unmitigated GHG emissions (86 percent) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards. (**Draft EIR p. 4.8-23**). The County uses a review standard of 3,000 MTCO2e per year to identify projects that require the use of the Screening Tables. The County's GHG Development Review Process specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO2e/year is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO2e/year are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. According to the County's 2021 GHG Emissions Reduction Plan Update, any project that adopts at least 100 points of GHG performance standards listed in the proposed 2021 Screening Tables, would be consistent with the County's GHG Emissions Reduction Plan to reduce emissions to 40 percent below 2007 levels. Meeting this reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045, and therefore, would result in a less than significant impact related to GHG emissions. ***Draft EIR Table 4.8-4: San Bernardino County GHG Reduction Measures Screening Table*** shows that each building would potentially earn 104 points on the County's GHG Screening Tables, which would exceed 100 points required to be consistent with the County's GHG Emissions Reduction Plan. (**Draft EIR p. 4.8-24**). However, due to the size of the Project, the Project's emissions could be considered significant. Additionally, 86 percent of the total emissions are from mobile sources. Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. CARB is addressing emissions from heavy duty vehicles through various regulatory programs including lower emission standards, restrictions on idling, the use of post-combustion filter and catalyst equipment, and retrofits for diesel truck fleets. Additionally, the SCAQMD is addressing mobile source emissions through the implementation of the Warehouse Indirect Source Rule (Rule 2305), which would reduce the Project's emissions. Nonetheless, impacts related to GHG emissions are conservatively considered significant and unavoidable despite the implementation of all feasible mitigation.

There are no additional measures available that would further reduce emissions because the majority of the Project's emissions come from mobile sources which are regulated by the State and not the County of San Bernardino. (**Draft EIR p. 4.8-24 to 4.8-33**).

Mitigation Measures

Refer to **MM AQ-1** through **MM AQ-10** and **MM GHG-1 to MM GHG-5** in Section 5.2 of these findings.

Cumulative Impacts. An individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. The Project-related GHG emissions would exceed the County's 3,000 MTCO2e review standard. As such, the Project is required to achieve a minimum 100 points per the County's GHG Emissions Reduction Plan Screening Tables. According to the County's 2021 GHG Emissions Reduction Plan Update, any project that adopts at least 100 points of GHG performance standards listed in the proposed 2021 Screening Tables would be consistent with the County's GHG Emissions Reduction Plan to reduce emissions to 40 percent below 2007 levels. Meeting this reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045, and therefore, would result in a less than significant impact related to GHG emissions. As discussed above, and shown in ***Draft EIR Table 4.8-4,*** each building within the proposed Project would earn 104 points on the County's GHG Screening Tables, which would exceed 100 points. **MM GHG-1** through **MM GHG-5** have been included to ensure application of the GHG reduction measures. As such, the Project would be consistent with the State's long-term goal to achieve statewide carbon neutrality by 2045. However, as discussed above, due to the Project emissions and the fact that 86 percent of the emissions are from mobile sources, the Project's GHG emissions would be cumulatively considerable. As noted above, mobile sources are regulated at the State and Federal level and the Project has no control over these standards. The reduction of mobile source and warehouse emissions are being addressed by various CARB and SCAQMD regulations. Mitigation measures would be required to reduce Project emissions to the maximum extent feasible. However, despite Project Design Features, Standard Conditions, Mitigation Measures and CARB and SCAQMD efforts to reduce mobile source emissions, the Project would result in a potentially significant cumulative GHG impact. (**Draft EIR, p. 4.8-42**).

NOISE

IMPACT 4.13-1: WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

FINDINGS:

1. **CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH AVOID OR SUBSTANTIALLY LESSENS THE SIGNIFICANT ENVIRONMENTAL EFFECT AS IDENTIFIED IN THE EIR.**
2. **IMPACTS ASSOCIATED WITH OFF-SITE TRAFFIC NOISE WILL CONSTITUTE A SIGNIFICANT AND UNAVOIDABLE IMPACT.**

Facts in Support of Findings: The Project's construction-related noise would not exceed the County's Development Code standards. Construction noise levels would not exceed the FTA noise standard of 80 dBA at the nearest sensitive receptors during Project construction, and construction traffic would not result in a noticeable increase in traffic noise levels. In addition, compliance with the best management practices and allowable construction hours in the San Bernardino County Code, as set forth in Standard Condition **SC NOI-1,** would further minimize impacts from construction noise. **SC NOI-1** would ensure that all construction equipment is equipped with properly operating and maintained mufflers and other State required noise attenuation devices, signs are posted near residences with contact information and dates of

construction activities, construction notices are sent to adjacent residences, construction haul routes avoid sensitive uses where possible, and designating a noise disturbance coordinator to minimize and manage construction noise, among others. Therefore, construction-related noise impacts from would be less than significant in this regard. (**Draft EIR, p. 4.13-14 to 4.13-18**).

With regard to on-site operational noise impacts, the Project will not result in significant impacts related to train noise, mechanical equipment, truck delivery and loading dock noise, or noise from parking and parking lot activities. (**Draft EIR, p. 4.13-18 to 21**). Likewise, the noise levels from these combined stationary sources will not exceed the County's applicable noise standards. (**Draft EIR Table 4.13-13**).

With regard to off-site traffic noise, implementation of the Project would generate increased traffic volumes along nearby roadway segments. The proposed Project would result in approximately 43,549 daily trips at full buildout, including approximately 9,865 daily truck trips. Increases in traffic noise levels along Randall Avenue (from Cherry Avenue to Citrus Avenue) would exceed 3.0 dBA and would exceed the County's applicable noise standard of 60 dBA CNEL for residential uses under Phase 1 and Phase 2 conditions. The impacted roadway segments along Randall Avenue comprise approximately three miles and land use along this stretch are primarily residential. Potential mitigation measures to reduce the Project's traffic noise impacts at the impacted residences would include the construction of sound walls, noise abatement design features (e.g., providing upgraded windows), and/or re-paving the impacted roadway segments with rubberized asphalt. **(Draft EIR, 4.13-22)**. However, there are several issues with the aforementioned measures that would make off-site mitigation for traffic noise impacts infeasible:

- The Project applicant (and the future Master Developer/Site Developers) does not have jurisdiction over the local roadways and/or existing residences to directly mitigate traffic noise impacts at the impacted receivers.
- Sound walls are not feasible at the impacted residences due to driveway access issues. The noise barriers would have gaps to allow for driveway access and would be ineffective.
- Sound walls could create safety issues for ingress/egress at the residential driveways.
- The cost of a sound wall and/or rubberized asphalt is not proportional to a barely perceptible increase (+3 dBA) for two roadway segments, while a barely perceptible increase would occur at the remaining segments.
- Individual residences may deny approval of sound walls or upgraded windows.
- Rubberized asphalt surface would not be consistent with the rest of the roadway(s) in the Project area. This could also cause logistical issues for the County Public Works Department and road maintenance contractors.
- Portions of Randall Avenue are not within the County's jurisdiction (i.e., from the mid-block of Elm Avenue and Poplar Avenue east to Citrus Avenue are within the City of Fontana).

For the reasons mentioned above, off-site mitigation to reduce mobile traffic noise impacts from the Project are not feasible for implementation. The amount of traffic generated by the Project would result in a substantial increase in traffic noise in exceedance of the County's noise standards under Opening Year 2024 Plus Phase 1, Opening Year 2027 Plus Phases 1 & 2, and Opening Year 2040 Plus Phases 1 & 2 conditions, and there is no feasible mitigation to reduce these impacts. It should be noted, however, that as electric trucks and passenger vehicles become more commercially available in accordance with California's Advanced Clean Truck (ACT) and zero emission vehicle (ZEV) rules, the truck fleets and passenger vehicles accessing the Project site would generate lower traffic noise levels compared to a business-as-usual scenario. Nonetheless, off-site traffic noise impacts from the Project would be significant and unavoidable. (**Draft EIR, p. 4.13-23 to 4.13-24**).

Mitigation Measures

No feasible mitigation measures are available to avoid or substantially lessen the significant off-site traffic noise impact identified in the EIR.

Cumulative Impacts. As indicated in ***Draft EIR Table 4-1: Cumulative Projects List, Section 4.0: Environmental Impact Analysis,*** there are several cumulative projects within the immediate vicinity of the Project site. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, construction activities at other planned and approved projects near the Project site would be required to comply with applicable County rules related to noise including limiting construction to daytime hours with no construction on Sundays or Federal holidays.

Further, projects requiring County discretionary approvals would be required to evaluate construction noise impacts, comply with the County's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. The Project's construction impacts were determined to be less than significant. Therefore, Project construction would not result in a cumulatively considerable contribution to a significant cumulative impact related to construction noise. (**Draft EIR, p. 4.13-28**).

Operational noise from stationary sources caused by the proposed Project would be less than significant as operational noise would be within the County's standards. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts in the Project vicinity. Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant. Similar to the proposed Project, other planned and approved projects would also be required to mitigate for any potentially significant stationary noise impacts at nearby sensitive receptors, if necessary, and comply with applicable County regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises. (**Draft EIR, p. 4.13-31**).

The Project would result in a cumulatively considerable contribution to a cumulatively significant operational traffic noise impact at several roadway segments in the Project area including: Randall Avenue from Cherry Avenue to Beech Avenue, Randall Avenue from Beech Avenue to Citrus Avenue, Randall Avenue from Citrus Avenue to Sierra Avenue, Cherry Avenue from Foothill Boulevard to Arrow Route, Cherry Avenue from Whittram Avenue to Merrill Avenue, Cherry Avenue from Randall Avenue to San Bernardino Avenue, and Cherry Avenue from San Bernardino Avenue to Valley Boulevard. (**Draft EIR, p. 4.13-29 to 4.13-31**). No additional feasible mitigation measures are available that can reduce cumulative off-site mobile traffic noise impacts to a less than significant level.

5.4 ALTERNATIVES TO THE PROJECT

Section 6.0 of the Draft EIR analyzes the following three (3) alternatives to the Project as proposed, and evaluates these alternatives for their ability to meet the Project's goals and objectives. CEQA requires the EIR to include in its evaluation a No Project Alternative. Additionally, CEQA requires the EIR to describe a reasonable range of alternatives to the Project which would feasibly attain the basic Project objectives but would avoid or substantially lessen any of the identified significant impacts.

Alternatives considered within this analysis include:

- No Project Alternative/No Build Alternative
- Reduced Footprint Alternative
- Commercial Project Alternative

A fourth alternative, the Alternative Site Alternative, was considered but rejected. An alternative site was not considered applicable or feasible, as the Project Applicant does not control other undeveloped property of similar size within the County or in the immediate area. Additionally, there are minimal remaining developable sites in the urban portions of the County that are approximately commensurate in size to the Project. Further, an alternative site in a comparable location would not be likely to substantially reduce any potential impact created by Project implementation. For these reasons, the Alternative Site Alternative was rejected from further consideration and is not discussed further.

The analysis included in the Draft EIR describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. In making the following findings relating to Project alternatives, the County certifies that it has independently reviewed and considered the information included in the Draft EIR.

Significant and Unavoidable Impacts of the Project.

Sections 4.1 through **4.20** of the Draft EIR address the environmental impacts of implementation of the Project. The analyses contained in these sections identified the following significant and unavoidable environmental impacts resulting from the Project:

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to construction and operational emissions; (2) result in a cumulatively considerable net increase in criteria pollutants for which the region is non-attainment, due to construction and operational emissions; and (3) although localized impacts would be less than significant for both Project-related construction and operational emissions, a significant and unavoidable cumulative impact would occur due to regional criteria pollutant emissions.

Energy

The Project would result in a significant unavoidable impact due to the volume of fuel that will be consumed by the Project once operational. While the Project is consistent with applicable State and local plans for renewable energy or energy efficiency, the size of the Project and the potential for the Project to increase San Bernardino County's consumption of diesel fuel by more than five percent is conservatively considered significant and unavoidable. Although Project demands for diesel fuel are anticipated to decrease over time as ZE (zero emission) and NZE (near-zero emission) trucks become more available, the volume of fuel that will be consumed for Project operations in the interim means that energy use involved in Project implementation may not remain consistent with applicable energy-related plans at all times.

Greenhouse Gas Emissions

The Project would result in the following significant and unavoidable greenhouse gas (GHG) emissions impacts, despite the implementation of all feasible mitigation measures: (1) generation of 207,327 $MTCO_2e$ per year (mitigated) of GHG emissions that could have a significant impact on the environment, 86 percent of which are from mobile sources which are subject to State and Federal standards and therefore cannot be reduced by the Project; and (2) the Project would result in a potentially significant cumulative GHG impact.

Noise

Project-level Noise impacts would be less than significant with the exception of off-site traffic noise along Randall Avenue from Cherry Avenue to Citrus Avenue and Randall Avenue from Beech Avenue to Citrus Avenue. Cumulative traffic noise impacts would also occur as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity along the following roadways: Randall Avenue from Cherry Avenue to Beech Avenue, Randall Avenue from Beech Avenue to Citrus Avenue, Randall Avenue from Citrus Avenue to Sierra Avenue, Cherry Avenue from Foothill Boulevard to Arrow Route, Cherry Avenue from Whittram Avenue to Merrill Avenue, Cherry Avenue from Randall Avenue to San Bernardino Avenue, and Cherry Avenue from San Bernardino Avenue to Valley Boulevard. There is no feasible mitigation to reduce Project-level or cumulative off-site traffic noise impacts to less than significant.

Alternative 1. No Project/No Build Alternative.

Findings: The No Project/No Build Alternative allows decision-makers the ability to compare the impacts of approving the Project with impacts of not approving the Project by leaving the Project site in its existing condition with the existing development. No development would occur under this alternative. (**Draft EIR, p. 6-6**). All impact areas which were anticipated to result in a less than significant impact, less than significant with mitigation measures, or a significant and unavoidable impact due to implementation of the Project would be eliminated under the No Project/No Build Alternative. The No Project/No Build Alternative would avoid all potential significant impacts and significant and unavoidable impacts that would occur from Project construction and operation. The lack of significant impacts associated with the No Project/No Build

Alternative would be mostly consistent with the conclusions made for the Project, with the exception of air quality, energy, GHG emissions, and noise, for which significant unavoidable impacts would occur under the Project. This Alternative would fail to improve infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal (Objective 5) or to maximize the efficient movement of goods throughout the region (Objective 1). Further, this Alternative would not maximize the use of one of the few remaining large industrial sites in Southwestern San Bernardino County (Objective 2), nor would it develop and operate a large format high-cube logistics and e-commerce center that positively contribute to the economy (Objective 11), nor would 261,360 SF of ancillary commercial be developed for the nearby businesses/residents. Lastly, this Alternative would not develop and operate employee-intensive facilities to serve the region (Objective 12). (**Draft EIR, p. 6-13**).

Aesthetics. Under the No Project/No Build Alternative, the site would continue to operate with the existing ACS facility that is located on-site. With the No Project/No Build Alternative, no visual changes to the site as seen from off-site viewers including residents to the east and north or motorists around the site would occur due to the new development, as compared to the existing development on the property that currently exists. It is anticipated that the Project would result in an increase in nighttime lighting from security lights and parking lot lighting which is expected to be more than the existing on-site surface parking lots because of the increased need associated with the new high-cube logistics/e-commerce and ancillary commercial uses. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be reduced when compared to the Project. (**Draft EIR, p. 6-7**).

Agriculture and Forestry. The Project would result in no impacts to Agriculture and Forestry Resources. Under the No Project/No Build Alternative, the site would continue to operate with the existing ACS facility. The No Project/No Build Alternative would be environmentally equivalent to the Project regarding Agriculture and Forestry Resources. (**Draft EIR, p. 6-7**).

Air Quality. Short-term air quality impacts from grading and construction activities associated with the Project would not occur with the No Project/No Build Alternative, as no land uses would be disturbed, and the Project's high-cube logistics/e-commerce and ancillary commercial uses and associated streets, parking, and landscaping would not be constructed. The Project's construction-related emissions, which would be significant and unavoidable, would be avoided. Operational emissions from the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), off-road emissions, and transport refrigeration units (TRUs). Operational emissions associated with this Project would be significant and unavoidable. Operational impacts associated with the existing use (continued use of the ACS facilities on site), would remain due to mobile sources (i.e., motor vehicle use). However, operational emissions of the existing use would be less than that of the Project. Therefore, the No Project/No Build Alternative would result in reduced air quality impacts as compared to the Project. (**Draft EIR, p. 6-7**).

Biological Resources. The Project would result in less than significant environmental impacts to special-status species, riparian habitats, and jurisdictional waters with mitigation measures implemented. The Project would have no impact on wetlands or wildlife movement/migration. Under this Alternative, none of the Project's impacts would occur, and no habitat modification or tree removal would occur. The No Project/No Build Alternative would result in no change to existing conditions to biological resources when compared to the Project, as no habitat, or plant or wildlife species would be impacted. (**Draft EIR, p. 6-7**).

Cultural Resources. The Project would result in no impacts to historical resources and less than significant impacts to as-yet undiscovered archaeological resources, with mitigation incorporated. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur. This Alternative would also avoid the Project's potential for disturbing human remains, which would be less than significant through compliance with the established regulatory framework as outlined in **Mitigation Measure (MM) CUL-2.** The No Project/No Build Alternative would result in reduced impacts to cultural resources as no change would occur to existing conditions, as compared to the Project. There would be no potential for impacting resources since no ground disturbing activities would occur. (**Draft EIR, p. 6-8**).

Energy. The energy consumption associated with Project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would not occur with this Alternative, since the Project would not be constructed. Project construction impacts, which would be significant and unavoidable, would not occur. Under this Alternative, energy use associated with operations of the existing uses on-site would continue. However, when compared to the Project, this

Alternative would consume far less energy for operational use. The No Project/No Build Alternative would result in reduced energy impacts as compared to the Project, as no increase in long-term energy consumption associated with the Project would occur. (**Draft EIR, p. 6-8**).

Geology and Soils. The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project would not occur with this Alternative, since the Project would not be constructed. This Alternative would avoid the impacts associated with the Project, which would be less than significant with mitigation incorporated. Continuation of the existing uses at the Project site would intermittently expose users to seismic, geologic, and soils hazards, similar to what would occur under the Project. Since no Project improvements would be constructed under the No Project/No Build Alternative, this Alternative would avoid the Project's potential for unique paleontological or geologic resources to be impacted from ground disturbing activities, which would be less than significant with mitigation incorporated. The No Project/No Build Alternative would result in reduced geological, soils, and paleontological resources impacts, as no change would occur to existing conditions, as compared to the Project. (**Draft EIR, p. 6-8**).

Greenhouse Gas Emissions. Under the No Project/No Build Alternative, GHG emissions would not increase as would occur under the Project. Emissions resulting from short-term construction and long-term operations would not occur under this Alternative. Although operation of the site would continue with the existing facilities on-site and would include automobile trips and other operational activities that would generate GHGs; however, development of the Project would generate a far greater number of daily and peak trips and construction emissions that would make a greater contribution to GHG emissions. The Project's significant and unavoidable GHG emissions impacts would be eliminated under this Alternative because the high-cube logistics/e-commerce and ancillary commercial buildings would not be constructed. Therefore, the No Project/No Build Alternative would result in reduced GHG emissions as compared to the Project since no increase in GHG emissions would occur. (**Draft EIR, p. 6-9**).

Hazards and Hazardous Materials. Under this Alternative, all of these impacts would be avoided since short-term construction and long-term operations associated with the Project would not be implemented. No high-cube logistics/e-commerce or ancillary commercial facilities, landscape improvements, and other associated on-site and off-site improvements would occur, which would eliminate the potential for the Project to result in any release of hazardous materials off-site. However, under this Alternative, operation of the site for the existing ACS facility uses would continue and there is a continued potential for the release of hazardous materials associated with these uses. The No Project/No Build Alternative would result in reduced impacts related to hazards and hazardous materials as compared to the Project, since no ground disturbing activities would occur, and no new buildings or structures would be constructed or operated. (**Draft EIR, p. 6-9**).

Hydrology and Water Quality. The No Project/No Build Alternative would not result in short-term impacts to water quality, since no grading, excavation, or construction activities would occur. The less than significant short-term water quality impacts that would occur with the Project would be avoided with this Alternative. The No Project/No Build Alternative would not substantially change the hydrologic conditions, compared to development of the site with high-cube logistics/e-commerce and ancillary commercial facilities. Project implementation would increase the rate and amount of stormwater runoff, and effects on water quality, by increasing impervious surfaces and land uses. The Project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant, would be avoided with this Alternative. The Project's impacts concerning groundwater supplies would be less than significant, although Project implementation would increase demands on groundwater resources through the addition of proposed land uses. This Alternative would leave the Project area with permeable surfaces which would facilitate more groundwater infiltration. Under the No Project/No Build Alternative, no impact would occur to groundwater supplies, as no land uses would be added, and Project impacts concerning groundwater supplies would be avoided. The No Project/No Build Alternative would result in reduced impacts to hydrology and water quality as compared to the Project, since no increase in stormwater capacity would occur, impervious surfaces would not increase, and land uses would not be added. (**Draft EIR, p. 6-9 to 6-10**).

Land Use and Planning. Under this Alternative, the Project site would remain in its current condition, and as such, no high-cube logistics/e-commerce and ancillary commercial facilities and associated Project components would be developed. In addition, there would be no need for the County to issue the land use approvals requested by the Project. Land use and planning impacts under the Project would be less than significant without the need for mitigation. This Alternative would result in reduced impacts to land use and planning as compared to the Project. (**Draft EIR, p. 6-10**).

Mineral Resources. Under the No Project/No Build Alternative, potential short-term impacts to Mineral Resources would be eliminated since there would be no grading, excavation, or construction activities associated with the Project. The Project site is currently disturbed with existing motorsports, commercial, and entertainment uses, and the site is located within an urbanized commercial, industrial, and residential area. These uses would continue with this Alternative. No aggregate recovery is practiced in the area. Therefore, this Alternative would have no impact and be environmentally equivalent to the Project regarding Mineral Resources. (**Draft EIR, p. 6-10**).

Noise. The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would not occur with the No Project/No Build Alternative, as no high-cube logistics/e-commerce or ancillary commercial facilities would be constructed. Therefore, the construction-related noise and vibration impacts that would occur with the Project would be avoided with this Alternative. Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project include the following: mechanical equipment; truck travel on the Project site; activities at the loading areas; parking areas; and off-site traffic noise. Off-site traffic noise generated by the Project would exceed County standards, and therefore have a significant and unavoidable impact on sensitive receptors. Once operational, the Project would be a source of ground-borne vibration; however, the impact would be less than significant. Noise and vibration impacts associated with the existing use of the ACS facilities would continue, although at a lesser frequency and duration than that of the Project, as the race events do not reoccur on a daily basis. Under the No Project/No Build Alternative, significant and unavoidable increases due to traffic noise levels would be eliminated since no off-site traffic noise associated with the Project would occur. Therefore, the No Project/No Build Alternative would result in reduced noise and vibration impacts. (**Draft EIR, p. 6-10 to 6-11**).

Population and Housing. Under this Alternative, the Project would retain the site in its current condition, and as such, no logistics/e-commerce or ancillary commercial facilities and associated Project components would be developed. The site is currently developed with facilities associated with the ACS and surface parking lots and would continue to be used for commercial, entertainment, and motorsports uses consistent with the County's General Plan and Municipal Code. In addition, if the high-cube logistics/e-commerce or ancillary commercial facilities are not constructed on this site, it is likely they would be constructed on another site to fulfill the demand for such a use. This would result in a similar demand for new workers potentially needing housing within the County. Therefore, this Alternative would be environmentally equivalent to the Project regarding population and housing. (**Draft EIR, p. 6-11**).

Public Services and Recreation. Under the No Project/No Build Alternative, the development of the Project site would not occur. The site is currently developed with ACS supporting facilities and surface parking lots and would continue to be used for commercial, entertainment, and motorsport uses. Although some demand for public services from the existing development would occur, this demand would be less under this Alternative than the Project. There would be a continued demand for public services including fire protection and emergency medical services, law enforcement, and other general governmental services under this Alternative, but to a lesser degree than the Project. Impacts to public services and recreation would be less than significant under the Project, and the Project would pay applicable fees to ensure an adequate level of services. However, this Alternative would result in reduced impacts to public services and recreation as compared to the Project. (**Draft EIR, p. 6-11**).

Transportation. During Project construction, the Project would generate construction-related traffic. Under this Alternative, since no construction would occur, no temporary construction-related increase in traffic would occur. This Alternative would avoid the Project's construction impacts, which would be less than significant. While the Project would remove the existing land uses such as surface parking lots and ACS supporting facilities, it would not reduce traffic or trips. Project implementation is anticipated to result in 47,352 daily passenger car equivalent (PCE) trips on a daily basis, with 2,188 PCE trips during the morning peak hour (1,425 inbound and 763 outbound) and 4,114 PCE trips (2,118 inbound and 1,997 outbound) during the evening peak hour. While the existing use generates vehicular trips associated with race events, this occurs at a lesser frequency and duration than would occur under the Project. Construction of the Project may require off-site circulation improvements to support operations through 2040. Payment of a fair-share contribution toward future improvements may also be required. The No Project/No Build Alternative would not require said roadway improvements or fair share contributions. The No Project/No Build Alternative would result in reduced transportation impacts as compared to the Project, as no increase in construction and operational trips would occur under this Alternative. (**Draft EIR, p. 6-11 to 6-12**).

Tribal Cultural Resources. The Project would result in less than significant potential impacts to undiscovered tribal cultural resources, with mitigation incorporated. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur. The No Project/No Build Alternative would result in reduced impacts to tribal cultural resources as compared to the Project. There would be no potential for impacting tribal cultural resources since no ground disturbing activities would occur. (**Draft EIR, p. 6-12**).

Utilities and Service Systems. The No Project/No Build Alternative would avoid the Project's temporary increase in demand for utilities and service systems during construction. Project operations would create a demand for water, and increase demand for wastewater conveyance and treatment, electricity and natural gas, and solid waste disposal. This Alternative would eliminate the demand for additional water, wastewater, solid waste disposal, and gas and electricity services. The No Project/No Build Alternative would retain the Project site in its current condition. The site is currently served by utilities and requires water, wastewater, electricity and natural gas, and solid waste disposal services. Those utilities would continue to serve the buildings on site. The No Project/No Build Alternative would result in reduced impacts to utilities and service systems as compared to the Project, since there would be no increase in demand for water, wastewater, electricity, natural gas, and solid waste disposal services relative to existing conditions and no new utilities or facilities would be needed. (**Draft EIR, p. 6-12**).

Wildfire. Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire. (**Draft EIR, p. 6-12 to 6-13**).

Attainment of Project Objectives. The No Project/No Build Alternative would not meet any of the Project objectives identified above with the exception of partially meeting Objective 6, which is to Facilitate the continued operation of the existing Speedway uses at the Next Gen motorsports facility. The No Project/No Build Alternative Fails to meet all other Project objectives such as maximizing the efficient movement of goods throughout the region through developing and operating a large format high-cube logistics and e-commerce center, as the site would remain in its current condition and would not undergo any development.

Alternative 2. Reduced Footprint Alternative.

Findings: The Reduced Footprint Alternative focuses on redesigning the Project to reduce the building area by 25 percent. (**Draft EIR, p. 6-6**). The up to approximately 6.6 million square feet of high-cube logistics/e-commerce use that would be constructed under the Project would be reduced by 1,650,000 square feet to 4,950,000 square feet. The 261,360 square feet of ancillary commercial use would be reduced by 65,340 square feet to 196,020 square feet. Parking fields/drop lots would remain at 98 acres, providing parking for the Auto Club Speedway/future Next Gen in California Project. Open space associated with the water basin and existing storm channel would remain the same at 9.4 acres. Public right-of-way requirements would also remain the same at 33.7 acres. Alternative 2 would meet the Project Objectives to a lesser degree than the Project because the Reduced Footprint Alternative would not allow for the same level of development of the larger high-cube logistics and e-commerce facilities and would still require the same level of infrastructure costs; therefore, the Alternative would not fully meet all the project objectives. The Reduced Footprint Alternative would provide a reduced fiscal return to the County as a result of the smaller buildings, reduced County fees (Development Impact Fees, etc.), and result in a reduction in the number of employees. (**Draft EIR, p. 6-21 to 6-22**).

Aesthetics. Aesthetic impacts of the Project were determined to be less than significant. Under this Alternative, the site's visual character/quality would be altered similar to the Project, since the existing uses would be removed and replaced with high-cube logistics/e-commerce, ancillary commercial, and parking facilities. With this Alternative, the degree of visual alteration during construction and operations would be slightly less than with the Project, because this Alternative would involve less construction activities to construct smaller buildings within a reduced Project footprint. This Alternative would reduce the high-cube logistics/e-commerce and ancillary commercial space and parking area by 25 percent; thus, aesthetic impacts from light and glare would be proportionately less under this Alternative compared to the Project.

As with the Project, this Alternative would result in less than significant light and glare impacts. The Reduced Footprint Alternative would result in reduced aesthetics and light/glare impacts as compared to the Project. This Alternative would reduce the Project size by 25 percent; thus, proportionately less light/glare would be generated. **(Draft EIR, p. 6-14)**.

Agriculture and Forestry. The Project would result in no impacts to Agriculture and Forestry Resources. Under this Alternative, the site would be developed with new high-cube logistics/e-commerce and ancillary commercial uses similar to the Project. The Reduced Footprint Alternative would have no impact to agriculture and forestry resources the same as the Project. **(Draft EIR, p. 6-14)**.

Air Quality. This Alternative would reduce the construction and operations air emissions when compared to the Project. Impacts to air quality under the Project for both construction and operation would exceed applicable thresholds for ROG, NOx, CO, and PM10 emissions and even with **MM AQ-1** through **MM AQ-10** applied, impacts would remain significant and unavoidable. Under this Alternative, development would be constructed with a reduced intensity of high-cube logistics/e-commerce and ancillary commercial uses, which would result in reduced emissions during short-term construction and long-term operations. This is because the overall development footprint would be reduced by 25 percent. This Alternative would create lower concentrations of air contaminants, odor, and particulate matter than the Project. However, even if Project construction and operations emissions are reduced by 25 percent, the following pollutants would still exceed SCAQMD thresholds under the Reduced Footprint Alternative with mitigation:

- Phase 1a Construction: NOx, PM_{10}
- Phase 2 Construction: NOx
- Phase 1a Operations: ROG, NOx, PM_{10}
- Phase 1b Operations: ROG, NOx
- Phase 2 Operations: NOx
- Project Buildout: ROG, NOx, CO, PM_{10}, $PM_{2.5}$

Therefore, although the Reduced Footprint Alternative would generate a reduction in air pollutants associated with construction and operation, the impact would remain significant and unavoidable even with implementation of the Project's mitigation measures, the same as the Project. **(Draft EIR, p. 6-14 to 6-15)**.

Biological Resources. Under this Alternative, impacts to special species, riparian habitats, and nesting birds would occur, but to a lesser degree than the Project. Project impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of proposed **MM BIO-1.** Under this Alternative, modification to the existing basin outlet structure to convert the existing detention basin to an infiltration basin to address and treat for storm water quality would still occur. The modifications to the outlet structure would be contained within the footprint of the existing concrete apron and outlet structure and would not impact areas outside the existing concrete footprint area the same as the Project. Therefore, the Reduced Footprint Alternative would result in reduced impacts to biological resources as compared to the Project. **(Draft EIR, p. 6-15)**.

Cultural Resources. This Alternative would reduce the high-cube logistics/e-commerce and ancillary commercial space and parking area by 25 percent; thus, creating lesser impacts to Cultural Resources regarding archeological, historic, and human remains. However, like the Project, **MMs CUL-1** and - **MMs CUL-2** would still be required because under this Alternative there still would be subsurface ground disturbance. Therefore, **MMs CUL-1** and **TCR-4** pertaining to undiscovered archaeological resource and human remains, would still be required to reduce potential impacts to a less than significant level. Overall, the Reduced Footprint Alternative would result in reduced impacts to Cultural Resources as compared to the Project because less area would be disturbed. **(Draft EIR, p. 6-15)**.

Energy. Energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would result in significant and unavoidable impacts under the Project. Under the Reduced Footprint Alternative there would be a reduction in construction; therefore, there would be an overall reduction in impacts. This Alternative would result in less than significant impacts concerning energy usage because the annual operation energy expenditure for diesel use would be reduced 25 percent and therefore would not exceed the five percent of the County's annual energy usage. Additionally, the 25 percent reduction would also reduce the installation of 25 percent less solar and/or renewable sources of energy. The Reduced Footprint Alternative would therefore result

in reduced energy impacts and avoid the significant and unavoidable impact that would occur under the Project, as less energy usage would occur under this Alternative as compared to the Project. **(Draft EIR, p. 6-16)**.

Geology and Soils. This Alternative would reduce the high-cube logistics/e-commerce and ancillary commercial space and parking area by 25 percent; thus, reducing soil erosion or loss of topsoil from grading and excavation operations, compared to the Project. The Project is susceptible to seismic, geologic, and soils related hazards. The Project would create new land uses, increasing the exposure of people and structures to potential adverse effects associated with seismic, geologic, or soil hazards. In terms of exacerbating geologic hazards, construction and operation under this Alternative would reduce the risk of seismic hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the Project. This Alternative would result in a greater area being designated as open space, leading to a reduction in potential impacts to geological and paleontological resources. With regard to soil disturbance and erosion, this Alternative would also be required to implement an approved SWPPP and BMPs, similar to the Project, which would ensure impacts remain less than significant. Ultimately, this Alternative would not change the existing geologic conditions under which the site would be developed. Both the Project and this Alternative would be required to implement mitigation measures, such as **MM GEO-1** through **MM GEO-6,** to reduce impacts to less than significant levels. The Project would result in less than significant potential impacts to paleontological resources, with mitigation incorporated. These potential Project impacts would also occur with the Reduced Footprint Alternative, but to a lesser degree, as site development/redevelopment would result in less ground disturbing activities due to a reduced development footprint. Mitigation measures would still be required under this alternative. Therefore, the Reduced Footprint Alternative would result in reduced geology and soil, and paleontological resource impacts as compared to the Project. **(Draft EIR, p. 6-16)**.

Greenhouse Gas Emissions. Project-related GHG emissions would be significant and unavoidable despite implementation of Project Design Features (PDFs), Standard Conditions (SCs), GHG Reduction Measures, and **MMs GHG-1** through **MM GHG-5.** Since this Alternative would construct smaller high-cube logistics/e-commerce and ancillary commercial facilities, incrementally less GHG emissions would occur during construction of this Alternative. These high-cube logistics/e-commerce and ancillary commercial uses would continue to generate vehicle trips and corresponding GHG emissions, but during operations, this Alternative would generate proportionately less GHG as the development footprint would be reduced. However, the Project's mitigated GHG emissions would exceed the County's 3,000 MTCO2e per year review standard, at 207,327 MTCO2e. Even if the emissions were reduced 25 percent under this Alternative, to 155,495 MTCO2e, it would still far exceed the County's review standard. Therefore, the Reduced Footprint Alternative would be environmentally equivalent to the Project regarding the increase of GHG emissions in both construction and operations phases, although there would be a slight reduction in emissions under this Alternative the impact would remain significant and unavoidable GHG to the same as the Project. **(Draft EIR, p. 6-17)**.

Hazards and Hazardous Materials. The Project's potential construction-related impacts involving increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste, were considered to be less than significant with **MMs HAZ-1** through **MM HAZ-3** incorporated. Under the Reduced Footprint Alternative impacts would be slightly reduced since less construction would occur, due to the 25 percent reduction. This would result in a greater area being left in its current state, leading to a reduction in potential discovery of hazardous materials and decreased generation of hazards and hazardous materials. The Project's potential construction-related impacts involving demolition of buildings or structures with asbestos or lead-based paint were also considered to be less than significant with **MM HAZ-3** incorporated. Under this Alternative the impacts would be the same and **MMs HAZ-1** through **3** would still be required to reduce the impact to less than significant. While the operation of the Project site is not anticipated to generate significant impacts, mitigation proposed for the Project's construction phase would be necessary to reduce potential impacts to less than significant levels. The Project's potential operational impacts from transport, handling, and disposal of hazardous materials and waste would be similar with this Alternative, although slightly less due to a reduced development footprint. The Reduced Footprint Alternative would result in reduced hazards and hazardous materials impacts as compared to the Project, since less construction and operational activities would occur. **(Draft EIR, p. 6-17)**.

Hydrology and Water Quality. The Reduced Footprint Alternative would reduce the total building square footage by 25 percent; however, the area of impervious surfaces would be similar compared to the proposed Project as the area would either be paved or would remain paved as the majority of the site is currently paved and improved. Therefore, this alternative would result in similar runoff and potential for

impacts to drainage, erosion, and water quality. Like the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, a SWPPP, and treatment control BMPs. As with the Project, mitigation measures would not be required to reduce hydrology and water quality impacts to a level of less than significant. Therefore, the Reduced Footprint Alternative would result in lesser impacts to hydrology and water quality. **(Draft EIR, p. 6-17 to 6-18)**.

Land Use and Planning. The Reduced Footprint Alternative assumes similar development as the Project; however, this Alternative would construct smaller high-cube logistics/e-commerce and ancillary commercial facilities. Comparatively, this Alternative proposes approximately 25 percent less overall development. Project impacts were determined to be less than significant. Same as the Project, this Alternative would also require the same land use approvals by the County. This Alternative would similarly be consistent with the Countywide Plan policies and development code standards. The Reduced Footprint Alternative would be environmentally equivalent to the Project regarding land use and planning. The same use would occur on the Project site and be similarly consistent with the Countywide Plan policies. **(Draft EIR, p. 6-18)**.

Mineral Resources. No impacts to mineral resources were determined to occur under the Project. Under the Reduced Footprint Alternative, short-term impacts to Mineral Resources due to construction activities would be reduced since there would be less grading and excavation, associated with this Alternative. The Project site is currently disturbed with existing motorsports, commercial, and entertainment uses, and the site is located within an urbanized commercial, industrial, and residential area. No aggregate recovery is practiced in the area. Therefore, this Alternative would be environmentally equivalent to the Project regarding Mineral Resources. **(Draft EIR, p. 6-18)**.

Noise. This Alternative's construction-related noise impacts would be 25 percent less than the Project, given that this Alternative involves a smaller development. Due to a smaller development, construction noise impacts under this Alternative would be less than significant, similar to the Project. Once operational, the Project would result in a source of ground-borne vibration; however, the impact would be less than significant. This would be the same under the Reduced Footprint Alternative. During operation off-site traffic noise generated by the Project would exceed County standards (60 dBA CNEL for residential uses), and would therefore have a significant and unavoidable impact on sensitive receptors. Opening Year 2024 Plus Phase 1 traffic noise Levels would range between 57.2 dBA CNEL and 73.9 dBA CNEL. Opening Year 2027 Plus Phases 1 & 2 traffic noise levels would range between 57.4 dBA CNEL and 74.3 dBA CNEL. Under Horizon Year 2040 conditions, traffic noise levels would range between 61.8 dBA CNEL and 74.9 dBA CNEL. Under this Alternative there would be a 25 percent reduction in the size of the new facilities. Reducing the maximum noise levels by 25 percent would result in an overall reduction in noise impacts below the County's standard, thereby avoiding the significant unavoidable operational noise impact that would occur under the Project. The Reduced Footprint Alternative would result in reduced noise impacts compared to the Project. **(Draft EIR, p. 6-18 to 6-19)**.

Population and Housing. Under this Alternative, impacts would be less than the Project because this Alternative would include smaller high-cube logistics/e-commerce and ancillary commercial facilities than the Project; therefore, it is anticipated that the demand for employees would be less. It is anticipated that most employees would come from within this unincorporated portion of the County and surrounding areas, and this would result in a similar demand for new workers potentially needing housing within the area. Overall, this Alternative would have slightly reduced impacts to Population and Housing as compared to the Project. **(Draft EIR, p. 6-19)**.

Public Services and Recreation. Project impacts to public services would be less than significant, as the Project is not expected to significantly increase the number of residents in the community or increase demands on public services. The Project would construct up to approximately 6.6 million square feet of high cube logistics/ecommerce uses and approximately 261,360 square feet of ancillary commercial uses with a proportionate increase in population and demands for fire, police, medical, schools, and library services, as well as parks and recreational facilities. The Reduced Footprint Alternative would result in a 25 percent smaller development footprint, resulting in proportionately less demand for these public services and recreational facilities than the Project. The Reduced Footprint Alternative would result in reduced impacts to public services and recreational facilities as compared to the Project, as smaller high-cube logistics/e-commerce and ancillary commercial facilities and associated supporting structures would be constructed, resulting in less demand for public services and recreational facilities. **(Draft EIR, p. 6-19)**.

Transportation. During Project construction, the Project would generate construction-related traffic resulting in a less than significant impact. Under this Alternative, there would be a reduced amount of construction-related traffic generated because there would be a 25 percent reduction in the size of the Project. Under this Alternative, operational traffic impacts including VMT and trip generation would be less than the Project due to the smaller Project size and corresponding reduction in vehicle trips. This Alternative would not introduce any new curves or dangerous roadway segments and all intersections would be appropriately signalized and/or controlled to ensure safe vehicle movements, the same as the Project. Lastly, this Alternative would conform to all design requirements ensuring safe access for emergency responses, fire lanes, and needed radius for turning large vehicles, similar to the Project. Therefore, this Alternative would result in reduced construction and operational transportation impacts, which would be less than significant under the Project with appropriate planning and design. In sum, the Reduced Footprint Alternative would result in reduced transportation impacts as compared to the Project. **(Draft EIR, p. 6-19 to 6-20)**.

Tribal Cultural Resources. The Project would result in less than significant impacts to as-yet undiscovered tribal cultural resources, with MMs TCR-1 thru MM TCR-3 incorporated. Under this Alternative, potential impacts to tribal cultural resources would be reduced when compared to the Project due to the smaller development footprint. However, the same mitigation measures would be required to ensure impacts to any undiscovered TCRs would be less than significant. **(Draft EIR, p. 6-20)**.

Utilities and Service Systems. Project impacts to utilities and service systems would be less than significant in consideration of compliance with existing laws, ordinances, regulations, and standards. Both this Alternative and the Project would result in an increased demand for utilities. Demand for services including natural gas, electricity, water, wastewater treatment, and solid waste disposal would be less than that of the Project. Existing utilities would be extended and upgraded as needed during construction of the Project or this Alternative to serve the anticipated demands and to accommodate operation of each. While the Project and this Alternative would increase the overall demand for services, adequate capacity to serve this Alternative and the Project is anticipated. This Alternative would tie into existing utility lines within the existing roadways and within the existing already disturbed rights-of-way adjacent to the site, similar to the Project. No additional impacts to listed resources, including electricity, natural gas, sewer, water, and telecommunications infrastructure, would occur. Impacts under this Alternative would be reduced as compared to the Project, but would remain less than significant under both this Alternative and the Project. **(Draft EIR, p. 6-20)**.

Wildfire. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire and no impacts would occur. **(Draft EIR, p. 6-20 to 6-21)**.

Attainment of Project Objectives. The Reduced Footprint Alternative would generally meet the Project objectives, including: (Objective 1) Maximize the efficient movement of good through the region; (Objective 3) Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources; (Objective 4) Develop a high-cube logistics and e-commerce center that is close to Interstate I-10; (Objective 5) Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal; (Objective 6) Facilitate the continued operation of the existing Speedway uses at the Next Gen motorsports facility; (Objective 7) Develop and operate an attractive large format high-cube logistics and e-commerce center in Southwestern San Bernardino County; (Objective 8) Develop a location for siting clean industry; (Objective 9) Facilitate the establishment of design guidelines and development standards; (Objective 10) Develop and operate a large format logistics center that limit truck traffic disruption to residential areas; and (Objective 13) Establish guidelines for energy efficiency that promote the conservation of energy resources. However, the Reduced Footprint Alternative would not allow for the level of development of the larger high-cube logistics and e-commerce center and still require the same level of infrastructure costs, and therefore would not meet project objectives. Specifically, this Alternative with smaller buildout of high-cube logistics and e-commerce center would not meet Project objectives including: (Objective 2) Develop and operate a large format high-cube logistics and e-commerce center that maximizes the use of one of the few remaining large industrial sites; and would only partially meet (Objective 11) Develop and operate a large format high-cube logistics and e-commerce center that positively contribute to the economy; and (Objective 12) Develop and operate employee-intensive facilities as this Alternative would have a smaller footprint and revenue-generating capacity.

Alternative 3. Commercial Project Alternative.

Findings: The Commercial Project Alternative replaces the high-cube logistics/e-commerce uses with commercial uses. (**Draft EIR, p. 6-6**). The Project site is located in the General Plan Commercial (C) Land Use Category and in the Special Development - Commercial (SD-COM) Zoning Designation. Commercial development under this Alternative would be developed consistent with this land use category and zoning designation. Under this Alternative, the Project site would develop a commercial and light office warehouse/industrial development that would allow general retail and other uses permitted under this zoning. It is anticipated that the commercial buildings would provide more square footage than the Project with a larger lot coverage, but would have lower building elevations, more store front glazing with parking that would be dispersed to accommodate shoppers and visitors. (**Draft EIR, p. 6-23**). The commercial buildings proposed under Alternative 3 would cover a greater square footage than Project, as commercial and warehouse retail traditionally cover more lot coverage and are spread out to accommodate commercial storefronts with parking to accommodate shoppers and visitors. The increased Project size would likely create greater air quality, GHG, energy and transportation impacts due to increased building footprint and corresponding vehicle trips and emissions. However, the Alternative's noise impacts are anticipated to be equivalent to those of the Project. (**Draft EIR, p. 6-30**).

Aesthetics. Under the Commercial Project Alternative and similar to the Project, the site would be developed with multiple buildings. With this Alternative, visual changes to the site as seen from off-site viewers including residents to the east and north or drivers around the site, would be less intensive than the Project, due to the reduced size of the building height for the Alternative. Commercial buildings typically have lower elevations and are smaller in size, but this Alternative would include more buildings. Total site coverage would be more than the overall site coverage of the project. Light and glare impacts would be increased as there would be more glazing for windows, wall lighting, and wall elevations, as commercial/retail uses generally have more windows than high-cube logistics/e-commerce and industrial buildings. It is anticipated that with this Alternative there would be an increase in nighttime lighting from security lights and parking lot lighting which is expected to be greater than the Project because commercial uses would typically have a higher level of evening activity than industrial uses. Impacts associated with visual changes to the site with regard to building height and architectural/visual elevations would be less than the Project, but site coverage and potential light and glare would be potentially greater than the Project requiring mitigation to reduce impacts associated with light and glare. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be environmentally equivalent to the Project. (**Draft EIR, p. 6-23**).

Agriculture and Forestry. The Project site is within SD-COM zoned land and there are no agricultural, forest land, or timberland zoning designated resources in this unincorporated portion of the County. Consistent with the Project no mitigation would be required. This Alternative would be environmentally equivalent to the Project regarding Agriculture and Forestry Resources. (**Draft EIR, p. 6-24**).

Air Quality. Under this Alternative, both short-term construction-related air quality emissions and long-term operational air emissions are anticipated to be greater than the Project due to the increased project square footage and traffic associated with patrons and delivery trucks. The Commercial Project Alternative would be environmentally equivalent to the Project regarding air quality impacts, due to an anticipated increase in both short-term and long-term emissions and similar significant and unavoidable impact. Consistent with the Project, impacts related to both construction and operation would exceed applicable thresholds for ROG, NOx, CO, and PM10 emissions and even with mitigation impacts would remain significant and unavoidable. (**Draft EIR, p. 6-24**).

Biological Resources. Under this Alternative, the Project site would introduce similar impacts to special bird species, nesting birds, and riparian habitats as the Project. Consistent with the Project, implementation of this Alternative would be required to utilize mitigation measures to reduce all potential impacts to less than significant levels. Therefore, this Alternative would result in the same potential impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the Project, direct and indirect impacts on biological resources would be mitigated to less than significant under this Alternative. The Commercial Project Alternative would be environmentally equivalent to the Project regarding biological resources. (**Draft EIR, p. 6-24**).

Cultural Resources. Under this Alternative, impacts to archeological and historic resources and the potential to disturb human remains would be similar to those of the Project. Similar to the Project, mitigation measures would continue to be required for development under this Alternative. Mitigation measures MMs CUL-1 and MM TCR-4 pertaining to undiscovered archaeological resource and human remains, would still be required to reduce potential impacts to a less than significant level. Therefore, the Commercial Project Alternative would be environmentally equivalent to the Project regarding archeological and historic resources, and human remains. (**Draft EIR, p. 6-24**).

Energy. Due to the projected operational energy consumption, potential energy impacts from the Project are considered significant and unavoidable. Under this Alternative, energy use associated with operations of the 7.8 million square feet of commercial space would likely be greater than the Project, due to the larger project size compared to the Project's up to approximately 6.6 million square feet of high-cube logistics/ e-commerce use and 261,360 square feet of ancillary commercial use. Therefore, this Alternative result in greater energy impacts than the Project. (**Draft EIR, p. 6-25**).

Geology and Soils. The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project would also occur with this Alternative, since the entire site would be fully improved with either buildings, site paving, walkways, or landscaping. This Alternative would utilize the same mitigation as that associated with the Project and would similarly result in a less than significant impact. The Project site is susceptible to loss of topsoil, impacts from strong seismic activity, and impacts on paleontological resources. This Alternative would likely introduce more people to the area that could be impacted by hazardous geologic conditions. As such, this Alternative would be required to implement enhanced mitigation measures to reduce significant impacts, similar to the Project. In terms of exacerbating geologic hazards, construction and operation of this Alternative would not increase the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the Project. This Alternative would not exacerbate any of the listed existing geologic conditions. With regard to soil disturbance and erosion, although this Alternative would result in a greater area of soil disturbance, this Alternative also would implement an approved SWPPP and BMPs which would ensure these impacts remain less than significant. Ultimately, this Alternative would not change the existing geologic conditions under which the site would be developed. Therefore, the Commercial Development Alternative would result in slightly increased impacts regarding seismicity, geology, and soils as compared to the Project. (**Draft EIR, p. 6-25**).

Greenhouse Gas Emissions. Project-related GHG emissions would be significant and unavoidable despite implementation of Project Design Features (PDFs), Standard Conditions (SCs), GHG Reduction Measures, and MMs GHG-1 through MMs GHG-5**.** Under this Alternative, GHG emissions are anticipated to be greater than the Project during long-term operations due to the increased project square footage and traffic associated with patrons of the commercial development. This Alternative is anticipated to promote increased production of GHG emissions, and increased vehicular emissions from an increase of employees and patrons when compared to the Project. Like the Project, the Commercial Development Alternative's GHG emissions would remain significant and unavoidable despite the implementation of all feasible mitigation. (**Draft EIR, p. 6-25**).

Hazards and Hazardous Materials. The Project's potential construction-related impacts involving increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste, were considered to be less than significant with **MM HAZ-1** through **MM HAZ-3** incorporated. It is anticipated that this Alternative would produce similar hazards and hazardous material impacts as the Project, because the proposed buildings constructed within the SD-COM zoning designation are not anticipated to utilize, produce, or emit unusual quantities of hazardous materials during short-term construction or long-term operations. All findings of the Summary Assessment of Environmental Conditions and Land Use Restrictions prepared for the Project would be applicable to the Alternative. Commercial uses are anticipated to use some volume of materials such as cleaners, pesticides and fertilizers for landscaping, and other materials for machinery and equipment under this Alternative and the Project. These impacts also would be similar, and substantial differences in the potential risk of upset would not occur. Impacts compared to the Project would be equivalent. Therefore, the Commercial Development Alternative would be environmentally equivalent to the Project. (**Draft EIR, p. 6-26**).

Hydrology and Water Quality. The Commercial Development Alternative would be subject to the same hydrology and water quality regulations as the Project. This alternative would result in similar short-term

impacts to water quality, since grading, excavation, and construction activities would occur. Similar to the Project, Impacts to hydrology and water quality would be less than significant and no mitigation measures would be required. Both the Alternative and the Project would change the hydrologic conditions of the site through development of the Project site. The development of the Alternative would result in a decrease of the rate and amount of stormwater runoff and change its quality, by adding pervious surfaces and land uses in the form of 86.6 acres of landscaped areas. The Project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant, would be the same with this Alternative. Any development under this Alternative would be subject to a water quality management plan and SWPPP with BMPs to minimize impacts from erosion and run-off water. Therefore, the Commercial Development Alternative would be environmentally equivalent to the Project regarding hydrology and water quality impacts. (**Draft EIR, p. 6-26**).

Land Use and Planning. Although the Development Code currently encourages Zoning districts with a suffix with a "COM" to include a focus on commercial Planned Development, development of the site under this Alternative would be incompatible with the surrounding industrial and heavy industrial uses to the west and south of the Project site and the existing ACS and Next Gen motorsport facility. Furthermore, based on the site's size, orientation (association to Cherry Avenue and lack of street frontage) and proximity to other shopping facilities, the viability of supporting 7.8 million square feet of commercial space with General Retail, restaurant uses, etc. may not be feasible. Similar to the Project, this Alternative would not divide an established community. Although Alternative 3 would be in compliance with all applicable development standards, this Alternative would be in conflict with adjacent uses. Therefore, this Alternative would result in greater impacts than the Project regarding land use and planning. (**Draft EIR, p. 6-27**).

Mineral Resources. The Project would result in no impacts regarding Mineral Resources as the Project site is not currently identified for future mining recovery by the County. Under this Alternative, impacts to Mineral Resources would be similar to the Project since the site has already been evaluated for the Project. The Project is within an area designated as MRZ-3. Despite the Project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. The Project site is currently disturbed with existing motorsports facility uses and the site is located within an urbanized commercial, industrial, and residential area. No aggregate recovery is practiced in the area. Therefore, this Alternative would be environmentally equivalent to the Project regarding Mineral Resources. (**Draft EIR, p. 6-27**).

Noise. The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would similarly occur with the Commercial Development Alternative, albeit to a greater extent, as construction of the commercial buildings with an increased total square footage compared to that of the Project would occur. The major noise sources associated with the Project include the following: mechanical equipment (i.e., trash compactors, air conditioners, etc.); slow-moving trucks on the Project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise. Noise associated with slow-moving trucks and activities at loading areas would be decreased under this Alternative, while noise associated with parking areas and off-site traffic are assumed to be increased. Therefore, the Alternative is anticipated to result in similar operational noise impacts when compared to the Project, similarly resulting in a significant unavoidable impact. Therefore, this Alternative would be environmentally equivalent to the Project. (**Draft EIR, p. 6-27**).

Population and Housing. Under this Alternative, the Project impacts would be similar to the Project. The Project site is located in the Policy Plan Commercial (C) Land Use Category and in the Special Development - Commercial (SD-COM) Zoning Designation. Because this Alternative would include several commercial buildings with an increased total square footage compared to the Project, it is anticipated that the demand for employees for the Alternative would be greater than the Project. It is anticipated that most employees would come from within the County and surrounding areas, and this would result in a similar demand for new workers potentially needing housing within the County and surrounding areas. Therefore, this Alternative would potentially result in greater impacts than the Project regarding population and housing. (**Draft EIR, p. 6-28**).

Public Services and Recreation. Project impacts to public services would be less than significant, as the Project is not expected to significantly increase the number of residents in the community or increase

demands on public services. Under the Commercial Development Alternative, the development of the Project site would occur similar to the Project. Demand for public services including fire protection and emergency medical services, law enforcement, and other general governmental services under this Alternative, would be similar to the Project. Under this Alternative and the Project, the Applicant would pay applicable fees to ensure an adequate level of services. Therefore, this Alternative would be environmentally equivalent to the Project regarding public services and recreation. (**Draft EIR, p. 6-28**).

Transportation. During Project construction, the Project would generate construction-related traffic. Under this Alternative, an increased amount of construction-related traffic would be generated. This Alternative's impact would be greater than the Project's construction impacts. Under this Alternative, operational traffic impacts including VMT and trip generation would be greater than the Project due to the increased traffic volume associated with patrons of the commercial businesses. This Alternative would be required to be evaluated by the County to ensure that it would not introduce any new curves or dangerous roadway segments and all intersections would be appropriately signalized and/or controlled to ensure safe vehicle movements, similar to the Project. Lastly, this Alternative would conform to all design requirements ensuring safe access for emergency responses, fire lanes, and needed radius for turning large vehicles. Therefore, this Alternative would result in similar impacts associated with transportation, and with appropriate planning and design it is anticipated that impacts would remain less than significant. Under this Alternative, the rate of passenger vehicle trips would be higher, but truck trips would be lower than the Project. Therefore, the Commercial Development Alternative would result in increased impacts to transportation as compared to the Project. (**Draft EIR, p. 6-28**).

Tribal Cultural Resources. The Project would result in less than significant impacts to undiscovered tribal cultural resources, with MMs TCR-1 to MM TCR-4 incorporated. Under this Alternative, similar to the Project, development would be subject to the same mitigation as this Alternative would have similar impacts to tribal cultural resources. This Alternative would be environmentally equivalent to the Project regarding tribal cultural resources and would require the same mitigation measures. (**Draft EIR, p. 6-29**).

Utilities and Service Systems. Both this Alternative and the Project would result in an increased demand for utilities. This Alternative's demands for services including natural gas, electricity, water, wastewater treatment, and solid waste disposal are anticipated to be greater than that of the Project. Existing utilities would be extended and upgraded as needed during construction of the Project and this Alternative to serve the anticipated demands and to accommodate operation of each. While the Project and this Alternative would increase the overall demand for services, adequate capacity to serve this Alternative and the Project is anticipated. Project impacts to utilities and service systems would be less than significant in compliance with existing laws, ordinances, regulations, and standards. No additional unmitigated impacts to utilities and service systems including, electricity, natural gas, sewer, water, and telecommunications infrastructure, are anticipated to occur. It is anticipated that the Alternative would tie into existing utility lines within close proximity to the Project site. Therefore, this Alternative would result in increased impacts to utilities and service systems as compared to the Project. (**Draft EIR, p. 6-29**).

Wildfire. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire. (**Draft EIR, p. 6-29 to 6-30**).

Attainment of Project Objectives. The Commercial Project Alternative is not anticipated to meet all Project objectives to the same degree as the Project. Specifically, the this Alternative would generally meet the following Project objectives, including: (Objective 3) Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources; (Objective 5) Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal; (Objective 6) Facilitate the continued operation of the existing Speedway uses at the Next Gen motorsports facility; (Objective 9) Facilitate the establishment of design guidelines and development standards; and (Objective 13) Establish guidelines for energy efficiency that promote the conservation of energy resources.

However, the Commercial Project Alternative would not meet Project objectives including: (1) Maximize the efficient movement of good through the region; (Objective 2) Develop and operate a large format high-cube logistics and e-commerce center that maximizes the use of one of the few remaining large industrial sites; and would partially meet; (Objective 4) Develop a high-cube logistics and e-commerce center that is close to Interstate I-10; (Objective 7) Develop and operate an attractive large format high-cube logistics and e-

commerce center in Southwestern San Bernardino County; (Objective 8) Develop a location for siting clean industry; (Objective 10) Develop and operate a large format logistics center that limit truck traffic disruption to residential areas; (Objective 11) Develop and operate a large format high-cube logistics and e-commerce center that positively contribute to the economy; and (Objective 12) Develop and operate employee-intensive facilities as this Alternative would have a smaller footprint and revenue-generating capacity.

Environmentally Superior Alternative.

Based on the summary of information presented in ***Draft EIR Table 6-1, Comparison of Project Alternatives Environmental Impacts with the Project***, the environmentally superior Alternative is Alternative 1: No Project/No Build Alternative. Because Alternative 1 would leave the Project site essentially unchanged and would not have the construction or operational impacts that would be associated with the Project, this Alternative would avoid all impacts than the Project or any of the other alternatives. State CEQA Guidelines § 15126.6(e)(2) states that if the No Project/No Build Alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives." Aside from the No Project/No Build Alternative, Alternative 2: Reduced Footprint Alternative would have the least environmental impacts because it would develop less of the Project area, resulting in a reduction in construction and operation-related impacts and would incrementally reduce impacts to resource areas, such as aesthetics, biological resources, energy, and noise. However, while the No Project/No Build Alternative is the Environmentally Superior Alternative, it is not capable of meeting the basic objectives of the Project. (**Draft EIR, p. 6-31 to 6-32**).

6.0 STATEMENT OF OVERRIDING CONSIDERATIONS

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide in part the following:

(a) CEQA requires that the decision maker balance the benefits of a Project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
(b) Where the decision of the public agency allows the occurrence of significant effect that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the findings under Section 15091(a)(2) or (a)(3) of the CEQA Guidelines.
(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the CEQA Guidelines).

The County of San Bernardino, having reviewed and considered the information contained in the Final EIR for the Project, Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

6.2 OVERRIDING CONSIDERATIONS

To the extent that the significant effects of the Project are not avoided or substantially lessened to below a level of significance, the County of San Bernardino, having reviewed and considered the information contained in the EIR and the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. The County finds that any one of these project benefits standing alone would be sufficient to sustain the Statement of Overriding Considerations:

1. All feasible mitigation measures have been imposed to lessen project impacts to less than significant levels; and furthermore, that alternatives to the Project are infeasible because while they have similar or less environmental impacts, they do not provide the benefits of the Project,

or are otherwise socially or economically infeasible when compared to the Project, as described in the Statement of Facts and Findings.

2. The Project will provide electric passenger car charging infrastructure, including charging infrastructure for a future autonomous truck charging area.
3. The Master Developer will provide grant funding for the purchase of seven (7) Class 8 heavy duty electric trucks; six (6) grants for the purchase of Class 4 through Class 7 medium duty trucks; six (6) grants for Project tenants to purchase light-duty delivery vehicles (generally referred to Class 1, 2, and 3 trucks) for use for deliveries in western San Bernardino County and the immediately proximate area; and a $75,000 community clean vehicle grant program that will provide up to 75, $1,000 electric vehicle car grants to San Bernardino County residents and/or fund other programs to advance zero emission transportation. In total, Master Developer has committed to provide $1,005,000 in electric truck and car grant funding in connection with the Project.
4. All buildings in the Project will be designed to Leadership in Energy and Environmental Design (LEED™) building standards which promote healthy, highly efficient, and sustainable green buildings.
5. The Project will provide all necessary infrastructure to enable solar photovoltaic systems on the roofs of the buildings built at the Project. Within two years after the commencement of operations in each such building, the occupant will be required to either install a photovoltaic or other renewable energy system which is sufficient to provide 50% of the power needs of such building.
6. The Project will provide important open space and recreational amenities in the form of a multi-use trail connection that will provide a 10-foot-wide connection along Street "A" and provide the opportunity for non-motorized transportation, potentially removing some automobiles from area roadways as people opt to bike/walk instead of taking personal automobiles. The Project will also provide a "wellness walk" which includes a designated walking path for employees with five exercise stations along the multi-use trail, along with informal seating areas and nodes of enhanced landscaping at major intersections in the Project.
7. The Project shall provide an art and signage program, consisting of a NASCAR-themed art walk along the portion of the Property that abuts the Next Gen Motorsports Facility.
8. The Project is consistent with, and will contribute to achieving the goals and objectives established by the General Plan. Implementing the County's General Plan as a policy is a legal and social prerogative of the County.
9. Approval of the Project will create maximum local and regional employment-generating opportunities for citizens of the County and surrounding communities. Specifically, approval of the Project will create approximately 3,732 new jobs, in addition to temporary construction jobs.
10. Construction spending will create a one-time stimulus to the local and regional economies.
11. The Project will employ local members of Laborers International Union of North America to ensure the presence of a well-trained, high-quality construction workforce at the Project.
12. The Master Developer will partner with the Chaffey College INTECH Center ("INTECH") and contribute $250,000 to INTECH for job training.
13. Approval of the Project will contribute towards maximizing employment opportunities within the County to improve the jobs-housing balance and to reduce systemic unemployment within the County. The Project will attract businesses that can expedite the delivery of essential goods to consumers and businesses in the County and region.
14. Approval of the Project will enhance the fiscal performance of the County and help stabilize the County's fiscal health, including by way of the payment of a Community Benefit Fee in the amount of $1.00 per leasable square foot of buildings built at the Project.
15. Approval of the Project will result in improved infrastructure to keep pace with development, and will enhance the quality of life for the County's residents by linking land use, transportation and infrastructure development.

16. The Project is strategically located in close proximity to freeways, roads, nearby airports and the ports of Los Angeles and Long Beach, thereby ensuring efficient movement of goods and a reduction in vehicle miles traveled.
17. The Project will provide a network of fully improved streets for the mobility of all users, including future electric trucks.
18. The Project will pay fair share contributions towards future regional circulation improvements.

19. The structures developed for the Project would reduce light and glare effects associated with the bright lighting that would be put in place for the proposed NextGen short track races and events, by forming a physical barrier around three sides of the short track.

20. The Master Developer will contribute $150,000 to Redwood Elementary School for the repair of its sidewalks.

Although significant impacts will remain, the County will mitigate any significant adverse impacts to air quality, energy, greenhouse gas emissions, and off-site traffic noise to the maximum extent practicable. In its decision to approve the Project, the County has considered the Project benefits to outweigh the environmental impacts.

7.0 CERTIFICATION OF THE FINAL EIR

7.1 FINDINGS

The County certifies that the Revised Final EIR was prepared in compliance with CEQA and the CEQA Guidelines and that the County has complied with CEQA's procedural and substantive requirements.

The County further certifies that it has reviewed and considered the EIR in evaluation the Project and that the EIR reflects the independent judgment and analysis of the County. The County further finds that no new significant information as defined by CEQA Guidelines Section 15088.5, has been received by the County after the circulation of the Draft EIR that would require further recirculation.

Accordingly, the County certifies the Final EIR for the Speedway Commerce Center II Specific Plan Project.

As the decision-making body for approval, the County has reviewed and considered the information contained in the Findings and supporting documentation. The County determines that the Findings contain a complete and accurate reporting of the unavoidable impacts and benefits of the Project as detailed in the Statement of Overriding Considerations.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project will have significant adverse impacts even following adoption of all feasible mitigation measures which are required by the County. The following significant environmental impacts have been identified in the Final EIR and will require mitigation but cannot be mitigated to a level of insignificance:

Air Quality

The Project would result in the following significant and unavoidable air quality impacts, despite the implementation of all feasible mitigation measures: (1) conflict with or obstruct implementation of the applicable air quality plan, due to construction and operational emissions; (2) result in a cumulatively considerable net increase in criteria pollutants for which the region is non-attainment, due to construction and operational emissions; and (3) although localized impacts would be less than significant for both Project-related construction and operational emissions, a significant and unavoidable cumulative impact would result due to regional criteria pollutant emissions.

Energy

The Project would result in a significant unavoidable impact due to the volume of fuel that will be consumed by the Project once operational. While the Project is consistent with applicable State and local plans for renewable energy or energy efficiency, the size of the Project and the potential for the Project to increase San Bernardino County's consumption of diesel fuel by more than five percent is conservatively considered significant and unavoidable. Although Project demands for diesel fuel are anticipated to decrease over time as ZE (zero emission) and NZE (near-zero emission) trucks become more available, the volume of fuel that will be consumed for Project operations in the interim means that energy use involved in Project implementation may not remain consistent with applicable energy-related plans at all times.

Greenhouse Gas Emissions

The Project would result in the following significant and unavoidable greenhouse gas (GHG) emissions impacts, despite the implementation of all feasible mitigation measures: (1) generation of 207,327 $MTCO_2e$ per year (mitigated) of GHG emissions that could have a significant impact on the environment, 86 percent of which are from mobile sources which are subject to State and Federal standards and therefore cannot be reduced by the Project; and (2) the Project would result in a potentially significant cumulative GHG impact.

Noise

Project-level Noise impacts would be less than significant with the exception of off-site traffic noise along Randall Avenue from Cherry Avenue to Citrus Avenue and Randall Avenue from Beech Avenue to Citrus Avenue. Cumulative traffic noise impacts would also occur as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity along the following roadways: Randall Avenue from Cherry Avenue to Beech Avenue, Randall Avenue from Beech Avenue to Citrus Avenue, Randall Avenue from Citrus Avenue to Sierra Avenue, Cherry Avenue from Foothill Boulevard to Arrow Route, Cherry Avenue from Whittram Avenue to Merrill Avenue, Cherry Avenue from Randall Avenue to San Bernardino Avenue, and Cherry Avenue from San Bernardino Avenue to Valley Boulevard. There is no feasible mitigation to reduce Project-level or cumulative off-site traffic noise impacts to less than significant.

Details of these significant unavoidable adverse impacts were discussed in the Final EIR and are summarized, or were otherwise provided in Section 5.3, *Environmental Effects Which Remain Significant and Unavoidable After Mitigation and Findings*, in the Statement of Facts and Findings.

The County has eliminated or substantially reduced environmental impacts where feasible as described in the Findings, and the County determines that the remaining unavoidable significant adverse impacts are acceptable due to the reasons set forth in the Statement of Overriding Considerations (See Section 6.0).

CONCLUSIONS

1. Except as to those impacts stated above relating to air quality, energy, greenhouse gases and noise, all other significant environmental impacts from the implementation of the Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance.
2. Alternatives to the Project, which could potentially achieve the basic objectives of the Project, have been considered and rejected in favor of the Project.
3. Environmental, economic, social, and other considerations and benefits derived from the development of the Project override and make infeasible any alternatives to the Project or further mitigation measures beyond those incorporated into the Project.

8.0 ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to *Public Resources Code* Section 21081.6, the County hereby adopts, as Conditions of Approval of the Project, the Mitigation Monitoring and Reporting Plan (MMRP) provided as Resolution Exhibit D. In the event of any inconsistencies between the mitigation measures set forth herein and the attached MMRP,

the MMRP shall control, except to the extent that a mitigation measure contained herein is inadvertently omitted from the MMRP, in which case such mitigation measure shall be deemed as if it were included in the MMRP.

SPEEDWAY COMMERCE CENTER II
SPECIFIC PLAN

October 2022

Speedway Commerce Center II Specific Plan

October 2022

Prepared For:

County of San Bernardino

Applicant:

Hillwood Development Company, LLC

Prepared by:

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In Association with:

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Fennemore

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1 Introduction

Speedway Commerce Center II Specific Plan

The Introduction section describes the location of the Project, identifies Project objectives, and outlines the organization of this Specific Plan.

1.1 Executive Summary

The Speedway Commerce Center II Specific Plan (hereafter, "Specific Plan" or "Project") consists of the redevelopment of portions of the existing Auto Club Speedway (ACS) property comprising approximately 433 acres of the approximately 522-acre ACS Site. Future redevelopment under this Specific Plan will include the following:

- Five planning areas with up to 6.6 million square feet of high-cube logistics/e-commerce uses, approximately 261,360 square feet of ancillary commercial uses, and an additional planning area to accommodate vehicle parking fields/drop lots areas around the future Next Gen motorsport facility. See **Table 3-1,** *Land Use* for planning area breakdown by use, size (acres), and building area;
- Approximately 98 acres of vehicle parking fields/drop lots to accommodate ongoing Next Gen motorsport facility events on designated days as well as parking for permitted land uses;
- Open Space area for gathering, parkway landscaping, and stormwater;
- New public roadways and infrastructure to support the proposed uses as well as existing ongoing ACS events;
- Opportunities for pedestrian walkway connections between the parking fields/drop lots, enhanced landscaping, signage and public art; and
- Access to exercise stations, multi-use path and trail connections, and community art walk.

Approximately 90 acres of the ACS site will be retained by California Speedway, LLC for development and operation of the NASCAR "Next Gen In California" motorsports facility (Next Gen motorsports facility) approved by San Bernardino County on June 7, 2021 (the 90-acre motorsports facility is "not a part" of this Specific Plan).

1.2 Location

The Specific Plan area is generally located north of Interstate 10 (I-10) and east of Interstate 15 (I-15) in the southwestern portion of the unincorporated San Bernardino County. The Specific Plan area is more specifically located north of San Bernardino Avenue and west of Cherry Avenue. The Specific Plan site is located within the Sphere of Influence (SOI) of the City of Fontana. **Figure 1-1**, *Location Map* depicts the location of the proposed Project within the region and unincorporated San Bernardino County.

1.3 Specific Plan Area

The Specific Plan area is comprised of approximately 433 acres of the approximately 522-acre site of land presently occupied by the ACS and associated uses. The Project site is currently composed of ten tax parcels, Assessor Parcel Numbers (APNs) 0231-011-09, 0231-011-10, 0231-011-11, 0231-011-12, 0231-111-06, 0231-111-10, 0231-111-17, 0231-111-18, 0231-111-19, and 0231-111-20. The property is presently owned by California Speedway, LLC.

Figure 1-2*, Specific Plan Area* illustrates the property that comprises the Specific Plan area.

1.4 Specific Plan Purpose

Specific plans are a mechanism to ensure that projects develop in an organized and cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, and infrastructure, including dry utilities, drainage, sewer, and water facilities, and urban design and landscape plans.

A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area and to ensure

that excellence in design is achieved during Project development. This Specific Plan establishes the procedures and requirements to approve and implement new development within the Specific Plan area.

FIGURE 1-1: LOCATION MAP

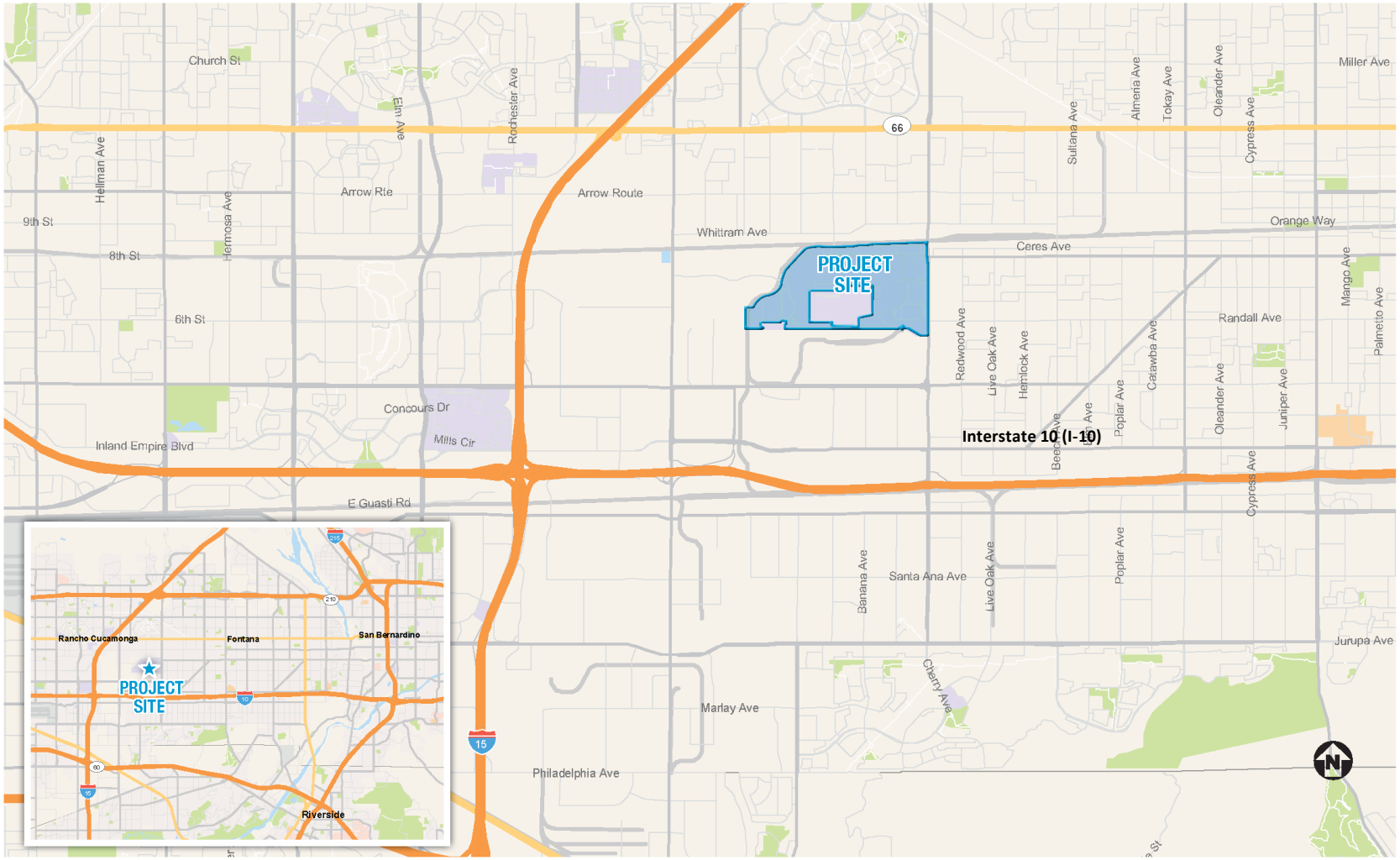

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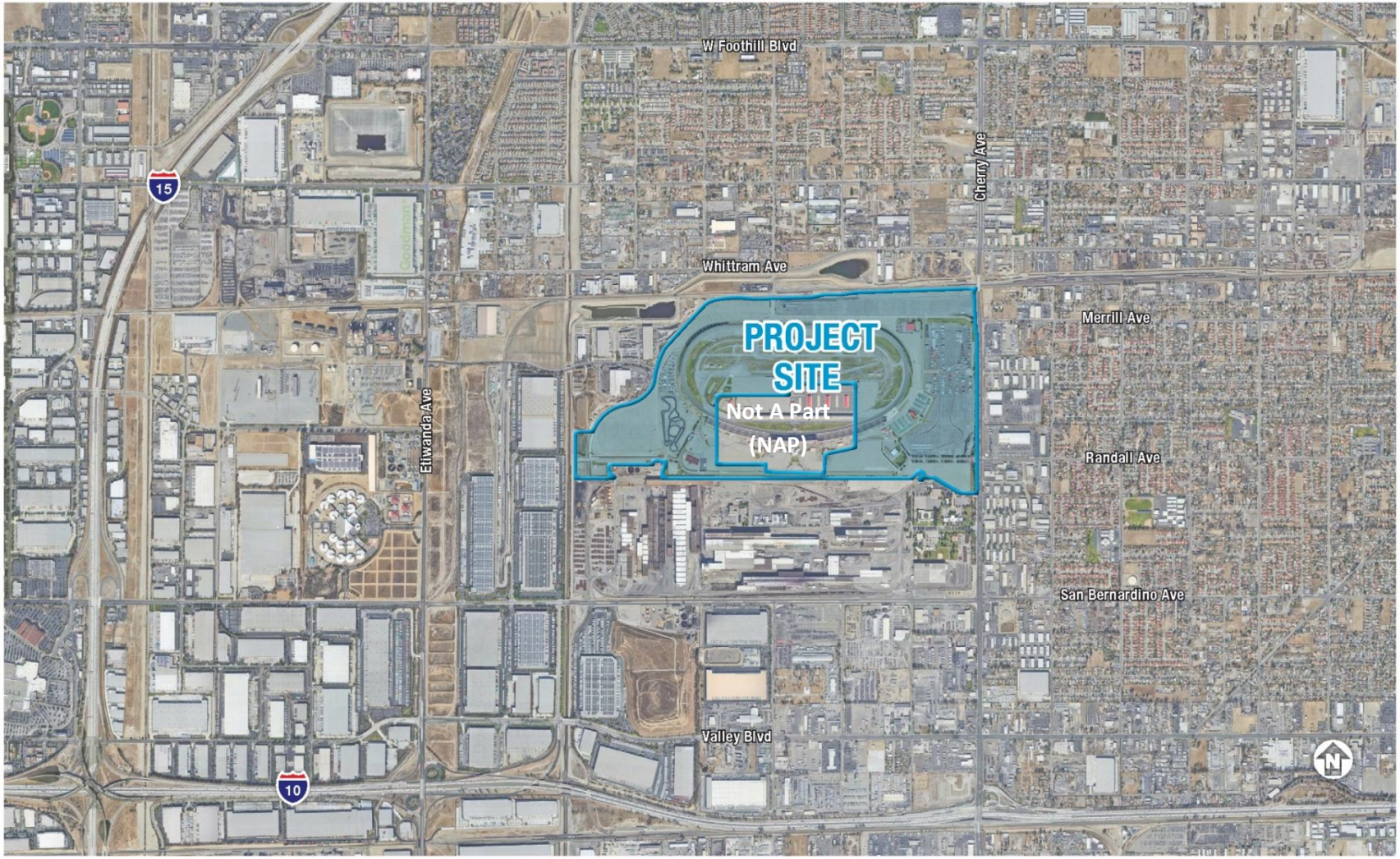
FIGURE 1-2: SPECIFIC PLAN AREA



NOTE: The future Next Gen motorsports facility internal to the Project Site is not a part (N.A.P.) of the Specific Plan Area or Project. **See Figure 3-2,** *Conceptual Illustrative Site Plan* for defined N.A.P. area.

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1.5 Authority and Legal Context

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between general plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with the adopted general plan.

This Specific Plan implements the goals and policies of San Bernardino County's Countywide Plan, inclusive of the Policy Plan as servicing as the County's general plan, and can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision laid out in the Project objectives by providing development standards and design guidelines to govern future development within the Specific Plan area.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

"A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- *The distribution, location, and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential faculties proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*
- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan."*

1.6 Project Objectives

The Specific Plan is designed to implement a series of project-specific objectives crafted to ensure the Project develops with a high-quality logistics (including high-cube logistics and e-commerce) development. The objectives for the project as described in this Specific Plan are as follows:

Objective 1: Maximize the efficient movement of goods throughout the region by locating a large format high-cube logistics and e-commerce center in close proximity to the Ports of Los Angeles and Long Beach, enabling trucks servicing the site to achieve a minimum of two round trips per day.

Objective 2: Develop and operate a large format high-cube logistics and e-commerce center that maximizes the use of one of the few remaining large industrial sites in southwestern San Bernardino County, to realize substantial unmet demand in southwestern San Bernardino County and the region, and to allow southwestern San Bernardino County to compete on a domestic and international scale through the efficient and cost-effective movement of goods.

Objective 3: Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.

Objective 4: Develop a high-cube logistics and e-commerce center that is in close proximity to Interstate 10 and other major transportation arterials

to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.

Objective 5: Provide a system of infrastructure that includes public and private transportation, sewer, water, drainage, solid waste disposal, and other essential facilities to serve the needs of the Project.

Objective 6: Facilitate the continued operation of the existing Speedway uses at the Next Gen motorsports facility through provision of ongoing parking fields and drop-lot areas for designated event days.

Objective 7: Develop and operate an attractive large format high-cube logistics and e-commerce center in southwestern San Bernardino County that meets industry standards for operational design criteria that will attract quality tenants and that will be competitive with other similar facilities in the region.

Objective 8: Develop a location for siting clean industry involving large-scale buildings and impervious parking areas on a heavy industrial site that was once a steel mill.

Objective 9: Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project. Enhance Project identity through architecture, landscaping, walls, fencing, signage and entry treatments.

Objective 10: Develop and operate a large format high-cube logistics and e-commerce center that limits truck traffic disruption to residential areas within southwestern San Bernardino County and neighboring jurisdictions.

Objective 11: Develop and operate a high-cube logistics and e-commerce center that positively contribute to the economy of the southwestern San Bernardino County through new capital investment, and creation of new employment opportunities, including opportunities for highly-trained workers and expansion of a stable and diverse economic fiscal opportunity to increase the tax base.

Objective 12: Develop and operate employee-intensive facilities that can take advantage of the potential further expansion of transit facilities for efficient employee transportation.

Objective 13: Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed high-cube large format logistics and e-commerce uses.

1.7 Discretionary Actions and Approvals

The following discretionary actions will be required in conjunction with this Specific Plan:

California Environmental Quality Act. This Specific Plan is considered a "project" under the California Environmental Quality Act (CEQA). CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their proposed discretionary actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts of the project, an Environmental Impact Report (EIR) will be prepared for this Specific Plan and must be certified by the San Bernardino County Board of Supervisors (Board) prior to adoption of this Specific Plan or any other discretionary Project entitlements. Subsequent development within the Specific Plan boundaries deemed consistent with Specific Plan standards and within the scope of the EIR's analysis will not require further environmental review. San Bernardino County is the lead agency responsible for certification of the Project's EIR and approval of the Project.

Specific Plan. The Specific Plan area is presently zoned Special Development – Commercial (SD-COM). A text and map amendment will be made to both the General Plan and Development Code/Zoning Map which

identifies the Specific Plan zone as SCSP-COM. Because SCSP-COM is substantively the same as SD-COM, SCSP-COM will continue to accommodate the development of high-cube logistics/e-commerce uses, ancillary commercial uses, and parking fields/drop lots and open space. Adoption of this Specific Plan is a discretionary action subject to Board approval. Zoning will be governed by this Specific Plan (SCSP-COM) which is consistent with the SD-COM designation of the County's Development Code at the time of adoption of this Specific Plan. Adopted by ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes.

Tentative Parcel Map (TPM). Currently, the Specific Plan area is divided into six planning areas comprised of 28 parcels delineated on Parcel Map No. 14723, but is not split into legal parcels consistent with the proposed development plan. The proposed Project will include a TPM No. 20478 to create legal development parcels, dedicate rights-of-way for public streets, and identify required utility easements. The TPM will also create a new legal parcel for the Next Gen motorsports facility. A Water Quality Management Plan (WQMP) will be reviewed along with the TPM.

Major Revision to Approved Action (Planned Development Permit). The ACS is governed by the California Speedway Planned Development Permit, originally adopted in 1995 and revised in subsequent years by the County. On June 7, 2021, the County approved a Revision to an Approved Action modifying the Planned Development Permit to allow replacement of the existing 2.0-mile oval racetrack with an approximately 0.67-mile short track and associated new development. A further revision to the Planned Development Permit is required to remove from its coverage approximately 433 acres of the ACS site that will be governed by this Specific Plan. The remaining approximately 90 acres for the short track and support facilities (i.e., modified entrance gates, paddock, garages, restrooms, concession stands, etc.) along with parking, entrance, and landscaping improvements would continue to operate under the Planned Development Permit, as revised. The revisions to the Planned Development Permit would not change the operational characteristics permitted under the plan, except to the extent certain facilities (such as the existing dragstrip) are on land that will not be retained for the motorsports facility.

Development Agreement (DA). A statutory Development Agreement, authorized pursuant to California Government Code Section 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The Development Agreement will include, among other items, methods for financing acquisition and construction of infrastructure, and phasing, including future phasing. Such Development Agreement shall be fully approved before the issuance of the first building permit for this Project.

A number of additional implementing permits and agreements will also be required during final engineering for the Project. **Table 1-1,** *Requested Major Approvals* lists the major approvals only.

TABLE 1-1: REQUESTED MAJOR APPROVALS

Permit/Approval	Approving Agency
Final EIR Certification	Board of Supervisors
Specific Plan Adoption	Board of Supervisors
Development Agreement	Board of Supervisors
Revision to Approved Action	Board of Supervisors
Tentative Parcel Map Approval	Board of Supervisors
Water Supply Assessment	Fontana Water District
NPDES	Regional Water Quality Control Board
WQMP	Director
Water/Sewer Agreements	IEUA
Rail Modifications or Crossings (if any)	PUC

1.8 Countywide Plan Consistency

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450-65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Project has been prepared in conformance with the goals and policies of the general plan, in facilitating a commercial/industrial use on an underutilized property, creating new employment opportunities, and providing regulations that support the success of an employment area of the County. The policy analysis listed in **Appendix B** describes the manner in which this Specific Plan complies with the general plan policies applicable to the Project.

1.8.1 Environmental Justice Components

The Specific Plan area is identified in the general plan as an Environmental Justice (EJ) Focus Area. Specifically, the area is identified within the Valley Unincorporated Islands: Western Fontana Environmental Justice Focus Area. As such, this Specific Plan must comply with specific policies in the general plan's hazard and transportation policy documents (Policies HZ-3.1, HZ-3.12, HZ-3.14, HZ-3.16, HZ-3.18, and Policy HZ-3.19 and TM-4.2, TM-4.7, TM-4.8, and TM-5.6). The discussion of Specific Plan consistency in **Appendix B** of this document includes a discussion of Environmental Justice policies.

This Specific Plan has been prepared to include amenities or facilities that enhance or address the goals of the general plan or provide unique resources to the community. These features are identified throughout the document through a system of symbols based on the EJ Indicator in which the respective text corresponds. The following shall identify the text and indicator topic areas:

Environmental Justice

Prioritize improvements to Public Facilities (public improvements, public service, and community amenities)

Provide Food Access (restaurants, diverse food options, farmers markets)

Provide Accessible and Quality Open Space

Promote Safe and Sanitary Housing (this topic is not applicable to the project)

Promote Physical Activity

Promote Civic Engagement

Reduce Pollution Exposure and improve air quality

Outreach

As the Specific Plan area is within an unincorporated EJ focus area, public outreach and community engagement was performed in conformance with the goals and policies of the general plan. A minimum of two public meetings were held to engage nearby residents, businesses, and property owners throughout the Specific Plan process and review of EIR. Notification was provided to the required radius boundary and all who requested notification in the predominant language(s) spoken. Additionally, all materials were made available to the community and public in multiple formats (digital and hard copy) including providing notices, flyers, presentations, and documents in both English and Spanish and at multiple locations as required by the County. Community flyers were handed out at community events including the local farmers markets and at the community centers.

A Project webpage was created and all Project material were posted in both English and Spanish on the webpage. A virtual presentation of the in person public workshop was posted on the webpage and all presentation materials, after action summaries, flyers, and notices were posted on the Project webpage. Links to the County webpage were also provided on the Project webpage.

1.9 Specific Plan Components

Section 1 – Introduction. This section explains the purpose of this Specific Plan; local and regional context and setting; background; authority to prepare; relationship to existing plans and policies; and organization of this Specific Plan.

Section 2 – Existing Conditions. This section outlines existing and surrounding land uses as well as the existing infrastructure.

Section 3 – Development Plan. This section explains the general land use plan that will be implemented by the development plan and identifies the specific land use designations that are envisioned by the general plan and Development Code. The circulation, drainage, water and sewer, grading, dry utilities, and public services plans are also described.

Section 4 – Development Regulations. This section explains the development standards for the land uses identified in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage.

Section 5 –Design Guidelines. This section explains design concepts and establishes design guidelines for development in this Specific Plan area and illustrates the landscape elements of the Project.

Section 6 – Implementation and Administration. This section discusses the development review procedures by San Bernardino County and other relevant permitting agencies applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this section. Additionally, financing sources and maintenance responsibilities are identified.

The illustrative examples included in this Specific Plan, including graphic illustrations, renderings, and photos, are illustrative, including with respect to number of buildings, building location and orientation, and alignment of streets or drive aisles.

Unless otherwise specified, all graphic illustrations and photos shall be interpreted as one possible design and shall not be considered definitive.

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2 Existing Conditions

Speedway Commerce Center II Specific Plan

This section of the Specific Plan outlines existing and surrounding land uses as well as existing infrastructure.

2.1 Location

The Specific Plan area is comprised of approximately 433 acres of an approximate 522-acre site, located in unincorporated southwestern San Bernardino County. The Specific Plan area is within the City of Fontana SOI.

The Specific Plan area is located north of the San Bernardino Freeway (I-10) and San Bernardino Avenue and is bounded by Cherry Avenue to the east, an active freight and passenger rail line to the north, the West Valley Materials Recycling Facility to the west, and ACS and California Steel Industries to the south.

The Project site is approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and 30 miles northeast of central Orange County.

2.2 Site History

The Project site is located within the former boundaries of the Kaiser Steel Mill, which was originally located on approximately 1,200 acres in the County. The Kaiser Steel Mill was owned and operated by the Kaiser Steel Corporation from approximately 1942 to 1983. The steel mill was an integrated steel production plant producing steel plates for the Pacific Coast shipbuilding industry during World War II. After World War II, Kaiser initiated a series of expansions to supply a wider range of products, including everything from steel plates and pipe to structural shapes, as well as tin plates for cans. By the late 1970s, the steel mill was the biggest integrated steel mill on the West Coast. By 1983, the facility closed, portions of the property were sold or transferred, and Kaiser Steel entered bankruptcy, remerging in 1988 as Kaiser Steel Resources, Inc.

Historically, the Kaiser Steel Mill and related industries in the west Fontana area were considered an industrial preserve of San Bernardino County. As such, those properties were not allowed to be included in the SOI of the surrounding cities (Fontana, Ontario, and Rancho Cucamonga) and were not allowed to participate in the annexation programs of those cities. Additionally, the lands north of I-10 in the west Fontana area have historically been used for industrial purposes and industrial use of those lands is expected to continue into the future.

At that time, the need for public facilities and services in the area was recognized. When Kaiser Steel was operating, its facilities were self-served, as Kaiser provided its own sewer, fire protection, water, security, and trash collection. Due to the change in historical conditions and in order to facilitate service planning, the Local Agency Formation Commission (LAFCO) eventually included the areas south and west of Fontana in the SOI of the City of Fontana. LAFCO Resolution No. 2059, approving the SOI expansion for the City of Fontana, specifically stated that, *"The remainder of the sphere area north of the freeway will remain in heavy industrial uses for the foreseeable future." Resolution No. 2059 also provided that, "Upon landowner request and appropriate financing, the City of Fontana could extend the full range of its services into the study area."*

2.3 Existing Uses and Entitlement

The Specific Plan area is presently developed within the ACS, formerly known as the California Speedway.

The majority of the site is developed with ACS improvements. The current improvements include a 2-mile, D-shaped, oval track, with three pit garages, viewing suites, access ways, and associated facilities in the center. A grandstand

with approximately 65,383 seats is located south of the oval. A midway with restaurants, entertainment, and display facilities are located south of the grandstand. The facility also has a motorcycle track, drag strip, and exterior go-kart track. In addition to grandstand seating, there are 6,000 permanent seats and 1,500 temporary bleacher seats in the infield road course and 1,500 temporary bleacher seats by the drag strip. Other ancillary buildings associated with the event center are also located on-site including a race control tower, administration buildings, maintenance building, helipads, fueling islands, and utility infrastructure. Surface parking lots for 36,866 vehicles are located at the infield of the track and around the periphery of the site. Primary existing access is via Cherry Avenue, San Bernardino Avenue, and Napa Street.

In 2020, California Speedway, LLC, the owner of the ACS, applied for a Major Revision to an Approved Action to replace the existing 2-mile track with a 0.5-mile short track and reduce seating capacity to a maximum capacity of 50,000 persons with approximately 35,000 grandstands seats (the "Next Gen" motorsports facility).

As approved by the County on December 7, 2020, the Next Gen motorsports facility included the development of a 0.5-mile track and support facilities (i.e., modified entrance gates, paddock, garages, restrooms, concession stands, etc.) on approximately 90 acres of the approximately 522-acre site along with parking, entrance, and landscaping improvements. The Next Gen in California Project would retain a portion of the existing grandstands and certain support facilities, including food service/concession areas, offices, suites, and entrance gates. The Next Gen Motorsports facility was intended to facilitate more competitive "short track" racing favored by race fans and broadcast partners and to provide a more intimate venue with upgraded amenities and an enhanced fan experience.

In May 2021, California Speedway, LLC applied for a subsequent Revision to an Approved Action, requesting to replace the existing 2-mile oval track with a new 0.67-mile track, in lieu of the previously approved 0.5-mile short track. This change was based on track design requirements for racing following extensive simulator testing of the previous short track design by drivers following approval of the Next Gen motorsports facility. This change to the configuration of the new short track required additional changes to the construction and demolition plans previously approved for the Next Gen in California motorsports facility, although its operational characteristics were unchanged. The County approved the revised Next Gen in California Project on June 7, 2021, and filed the Notice of Determination on June 9, 2021.

The approximately 90 acres retained for the Next Gen motorsports facility is designated as "Not a Part" of the Specific Plan and is governed by the California Speedway Planned Development Permit discussed in **Section 1,** *Introduction* of this Specific Plan.

2.4 Surrounding Land Uses

The City of Fontana is located to the north, east, and south of the site. The City of Rancho Cucamonga is located to the west and northwest and the City of Ontario is located to the southwest. Surrounding land uses include the following:

Location	Existing Land Use
North	An active freight and passenger rail line Truck/Trailer Storage Warehousing, Manufacturing, Offices Single Family Residential Units

Location	Existing Land Use
South	Service Garage Light Industrial Office
East	Warehousing Truck Leasing and Dealer Single Family Residential Units
West	Warehousing, Distribution, and Logistics San Sevaine Channel

The City of Fontana encompasses approximately 42 square miles of incorporated area, with an additional fifteen square miles in the City's SOI. The majority of the SOI is located in the unincorporated area west of the City limits. The Project site is located in the City's SOI along San Bernardino Avenue and Cherry Avenue. Utilities, such as water, waste management, sewer, electric power, and gas/dry utilities, are managed by various companies.

2.5 Countywide Policy Plan and Zoning

The Policy Plan land use category is Commercial (C). The zoning for the Specific Plan area in the County is Special Development Commercial (SD-COM).

Surrounding General Plan land uses and zoning include the following:

North: LI (Limited Industrial)/IC (Community Industrial); GI (General Industrial)/IR (Regional Industrial)

South: GI (General Industrial)/IR (Regional Industrial)

East: LDR (Low Density Residential)/RS (Single Residential); C (Commercial)/SD-COM (Special Development-Commercial)

West: KC/SP (Kaiser Center Specific Plan); IR (Regional Industrial)/GI (General Industrial)

In addition, the site is also located in the City of Fontana's General Industrial (I-G) General Plan Land Use District and in the General Industrial (M-2) Zoning District. As stated above, this is within the City of Fontana's SOI. Neighboring general plan designations include open space, single-family residential, light industrial, and Public Utilities Corridor (P-UC) due to the site's close proximity to the Etiwanda Catch Basin and Water Channel.

2.6 Topography and Geology

The Specific Plan area is relatively flat with an approximate surface elevation ranging from 1,090 feet above mean sea level (amsl) at the southwest corner of the site to 1,170 feet amsl at the northeast corner of the site. The majority of the Project site consists of urban/developed uses, which include human disturbance associate with the existing speedway use. The Project area includes driveways, landscaping, buildings, and structures, pavement, and concrete.

The site is located in the upper portion of the alluvial-filled Santa Ana river valley on younger alluvium deposited by the Deer, Day, East Etiwanda, and Cajon creeks. The alluvium is estimated to be approximately 900 feet thick.

2.7 Existing Circulation and Access

The Specific Plan area currently has access from Merrill Avenue, Rancho Vista Drive, and Randall Avenue off of Cherry Avenue on the site's eastern edge; and Napa Street and VIP Access Road on the site's western edge. The access at Merrill Avenue and Randall Avenue is signalized.

Internal circulation currently includes Perimeter Road, Calabash Avenue, Back Strait Road, VIP Access Road, Entry Road, and Rancho Vista Drive.

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3 Development Plan

Speedway Commerce Center II Specific Plan

Introduction

This section of the Specific Plan describes the conceptual land use plan for the Specific Plan area and defines the land use designations unique to the Specific Plan. This section also describes conceptual circulation, drainage, water, sewer, general maintenance responsibilities, and grading. Lastly, public services, such as emergency response, are identified.

Development of the plan would occur in phases, including recordation of final subdivision map(s) and design review, and depending on market conditions. Development responsibilities within the Specific Plan would be as follows:

Master Developer – The Master Developer is responsible for grading and design features related to infrastructure serving more than one parcel, Mitigation Measures affecting more than one parcel, and Conditions of Approval affecting more than one parcel. Examples may include Project-wide grading, Project perimeter walls, fencing and gates, streets and backbone utility facilities serving more than one parcel, and way-finding signage.

Site Developer – The Site Developer is responsible for grading on each parcel being developed by Site Developer, design features related to improvements (including infrastructure improvements) located on each parcel being developed by Site Developer, Mitigation Measures affecting each parcel being developed by Site Developer, and Conditions of Approval affecting each parcel being developed by Site Developer. Examples would be grading on each such parcel, walls, fences and gates located on each such parcel, utility facilities located on each such parcel or located off-site of the parcel being developed but with a determined nexus to the Project, and signage located on each such parcel.

3.1 Land Use Plan

The Specific Plan consists of the development of six separate planning areas with up to 6.6 million square feet of high-cube logistics and e-commerce uses, approximately 261,360 square feet of ancillary commercial uses, approximately 98 acres of parking fields/drop lots, and associated open space and internal public roadways. Each planning area contains sub-planning areas (subareas) to accommodate the parking fields/drop lots and open space uses as illustrated in **Figure 3-1,** *Conceptual Land Use Plan* and **Table 3-1**, *Land Use*.

Development will consist of structures to accommodate the proposed uses in addition to loading docks, truck trailer and automobile parking, and associated infrastructure improvements.

The existing ACS is governed by a Planned Development Permit, which was revised in 2021 to facilitate development of the Next Gen motorsports facility, as discussed in **Section 2**, *Existing Conditions* above. The Next Gen motorsports facility area is designated as "Not a Part" of this Specific Plan area and is governed by its Planned Development Permit. The Next Gen motorsports facility will host events throughout the year in accordance with its approvals and consistent with existing events at the ACS (although at a reduced scale); the Specific Plan makes certain provisions for access and parking to accommodate this ongoing use.

The Specific Plan area contains approximately 98 acres of dedicated parking fields which provide vehicular parking for the adjacent Next Gen motorsports facility use during designated event times, expected to be approximately 20 days per year. During the remainder of the year, the lots serve as drop lots for trailers or other large vehicles supporting Specific Plan uses.

A detailed list of uses permitted within the Specific Plan area is described in **Section 4**, *Development Regulations*, including high-cube logistics/e-commerce, ancillary commercial, flexible vehicular parking fields/drop lots, temporary events and structures, and open space. The permitted uses are consistent with the existing Development Code and general plan.

Figure 3-1, *Conceptual Land Use Plan,* and **Figure 3-2**, *Conceptual Site Plan*, provide the overall vision for the Project and guide the development of the anticipated high-cube logistics/e-commerce, ancillary commercial uses, parking fields/drop lots, and open space.

Individual planning area square footages and layout are conceptual and may vary as part of Precise Development Plan review, discussed in **Section 6.2.4**, *Precise Development Plan Review Process*, so long as the overall Project Floor Area Ratio (FAR) does not exceed the maximum allowable FAR indicated in **Table 3-1,** *Land Use.*

Although the conceptual illustrative site plan identifies seven potential buildings within four high-cube logistics/e-commerce planning areas (out of a total of six planning areas), if a single user is identified who wishes to develop two or more planning areas, buildings may be constructed across planning area boundaries so long as the maximum FAR across the entire area does not exceed the maximum FAR for the Project as a whole. The more restrictive planning area development standards will apply to the property.

If an alternative building layout that combines planning areas or alters the conceptual site plan (shown in **Figure 3-2**) is proposed, then final engineering layouts for water, sewer, dry utilities, and on-site drainage will be modified to accommodate this scenario during the Precise Development Plan level review and entitlement, if required (refer to **Section 6**, *Implementation*).

3.2.1 High-Cube Logistics/E-Commerce Uses

The majority of the Specific Plan area is comprised of high-cube logistics/e-commerce uses consistent with the zoning of the site, which may include light industrial buildings, warehousing and distribution, fulfillment, cold storage, and showroom space. Planning Areas 1 through 4 are proposed to primarily accommodate the high-cube logistics/ e-commerce uses which comprise approximately 280 acres of the total approximately 433-acre Specific Plan area. High-cube logistics/ e-commerce planning areas are shown on **Figure 3-1,** *Conceptual Land Use Plan* and listed in **Table 3-1**, *Land Use*.

Figures 3-3 through **3-6,** *Planning Area Focus Areas* illustrate the intended layout of Planning Areas 1 through 4 at a schematic/conceptual level of detail.

Note that total development for the four high-cube logistics/e-commerce planning areas cannot exceed a total of 6.6 million square feet of development at an overall FAR of 0.55 (building footprint). Final square footage may differ so long as the total cap is not exceeded.

3.2.2 Ancillary Commercial

Portions of Planning Area 5 are proposed to accommodate ancillary commercial uses which support the high-cube logistics/e-commerce uses on-site, as well as parking fields/drop lots and open space. These uses are listed in full detail in **Table 4-1**, *Permitted Uses*.

This planning area comprises approximately 27.1 acres of the site. Portions of Planning Areas 1 and 2 may also accommodate ancillary commercial uses. Uses assumed for these Planning Areas include approximately 261,360 square feet of general commercial uses or other permitted uses as described in this plan, with an assumption of a

mixture of general retail and food uses, and parking fields/drop lots.

Figure 3-7, *Planning Area Focus Areas* illustrates the intended layout of Planning Area 5 at a schematic level of detail.

3.2.3 Parking Field/Drop Lot

Each of the planning areas includes parking. A portion of this parking is set aside for parking/overflow parking to support the Next Gen motorsports facility during race events; these areas are called out on **Figure 3-1**, *Conceptual Land Use Plan*.

During non-race days/events, the parking areas would be used to support the high-cube logistics/e-commerce uses on site and/or would accommodate truck trailer parking stalls as a drop lot. The parking areas may also be used for events like farmers markets and flea markets to encourage public facility uses, civic engagement, and food access. Such events are to be considered temporary and would likely require the use of temporary structures like canopies. Uses shall not conflict with the operations of other uses on site or other special events at the Next Gen motorsports facility. Parking fields/drop lots are shown on **Figure 3-1** and listed in **Table 3-1**. These areas would permit the development of approximately 98 acres of standard parking or truck trailer parking for the drop lot use.

3.2.4 Open Space

Open space within the Specific Plan area totals 9.4 acres and consists of approximately 3.3 acres of stormwater basin in Planning Subarea 4b and buffer landscaping on the southern edge of the Specific Plan area adjacent to the existing open stormwater channel (shown as Planning Subarea 5c). In addition to this open space, landscaping in the form of building, parking lot, and parkway streetscape will enhance the pedestrian-level experience within the site. Further, the adequate provision of and equitable access to public facilities is seen as a critical component to improving the overall quality of life in and of a community. Under state law (Senate Bill 1000), "public facilities" is an umbrella term that encompasses "public improvements, public services, and community amenities." Open space amenities and services strive to improve the health, safety, and well-being of a community by enhancing community life and providing services accessible to all residents. Landscape elements are detailed in **Section 5**, *Design Guidelines*.

TABLE 3-1: LAND USE

Planning Area (Subareas)	Land Use	Size (Ac)	Building Area (Sq. Ft.)	FAR
High-cube Logistics/E-Commerce				
PA 1a	High-cube Logistics/E-Commerce	77	Up to 6,600,000[1]	0.55
PA 2a	High-cube Logistics/E-Commerce	93.6		
PA 3a	High-cube Logistics/E-Commerce	40.4		
PA 4a	High-cube Logistics/E-Commerce	69.3		
Industrial Subtotal	--	**280.3**	**Up to 6,600,000**	**0.55**
Ancillary Commercial (with Drop Lot)				
PA 1c	Ancillary Commercial	10.9	261,360	0.5
PA 2c	Ancillary Commercial	4.1		0.5
PA 5a	Ancillary Commercial	12.1		0.5
Ancillary Commercial Subtotal	--	**27.1[2]**	**261,360**	--
Parking Fields/Drop Lots				
PA 1b	Parking Field/Drop Lot	5.6	--	--
PA 2b	Parking Field/Drop Lot	21.6	--	--
PA 3b	Parking Field/Drop Lot	8.5	--	--
PA 4c	Parking Field/Drop Lot	3.6	--	--
PA 5b	Parking Field/Drop Lot	7.4	--	--
PA 6a	Parking Field/Drop Lot	26.6	--	--
PA 6b	Parking Field/Drop Lot	3.3	--	--
PA 6c	Parking Field/Drop Lot	5.9	--	--
Parking Field/Drop Lot Subtotal	--	**82.5**	--	--
Open Space				
PA 4b	Open Space/Basin	3.3	--	--
PA 5c	Existing Storm Channel	6.1	--	--
Open Space Subtotal	--	**9.4**	--	--
Public Right-of-Way	--	**33.7**	--	--
Total	--	**433**	**Up to 6,600,000 sf High-Cube Logistics/ E-Commerce 261,360 sf Ancillary Commercial**	**0.55 (max)**

1. Maximum buildable square footage is calculated for the site as a whole and may be divided up amongst planning areas, not to exceed the identified amount.
2. Includes approximately 23.5 acres of parking fields/drop lot. Total potential parking fields/drop lot area is approximately 98 acres.
3. The maximum Industrial FAR shall not exceed a total of 0.55 of the permitted Industrial and Parking Fields/Drop Lots total acreage within the permitted Planning Areas (approximately 378.3 acres). Maximum FAR may exceed 0.55 FAR within one parcel or PA if parking and other requirements are met or can be accommodated within an adjacent Parking Field/Drop Lot and with a reciprocal parking agreement/shared parking agreement and as long as the total FAR doesn't exceed 0.55 for the SCCIISP or up to 6.6 million s.f.

FIGURE 3-1: CONCEPTUAL LAND USE PLAN

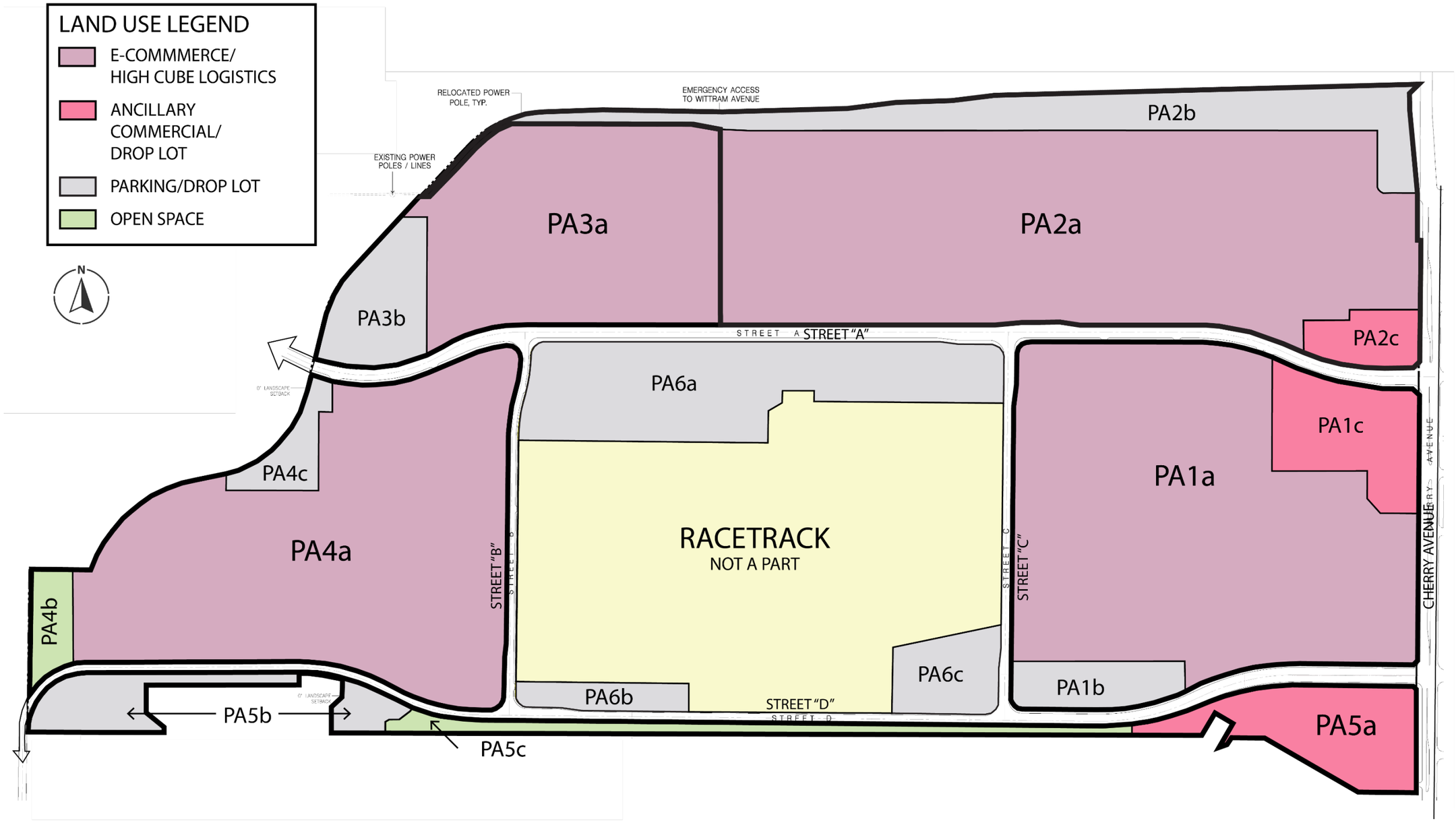

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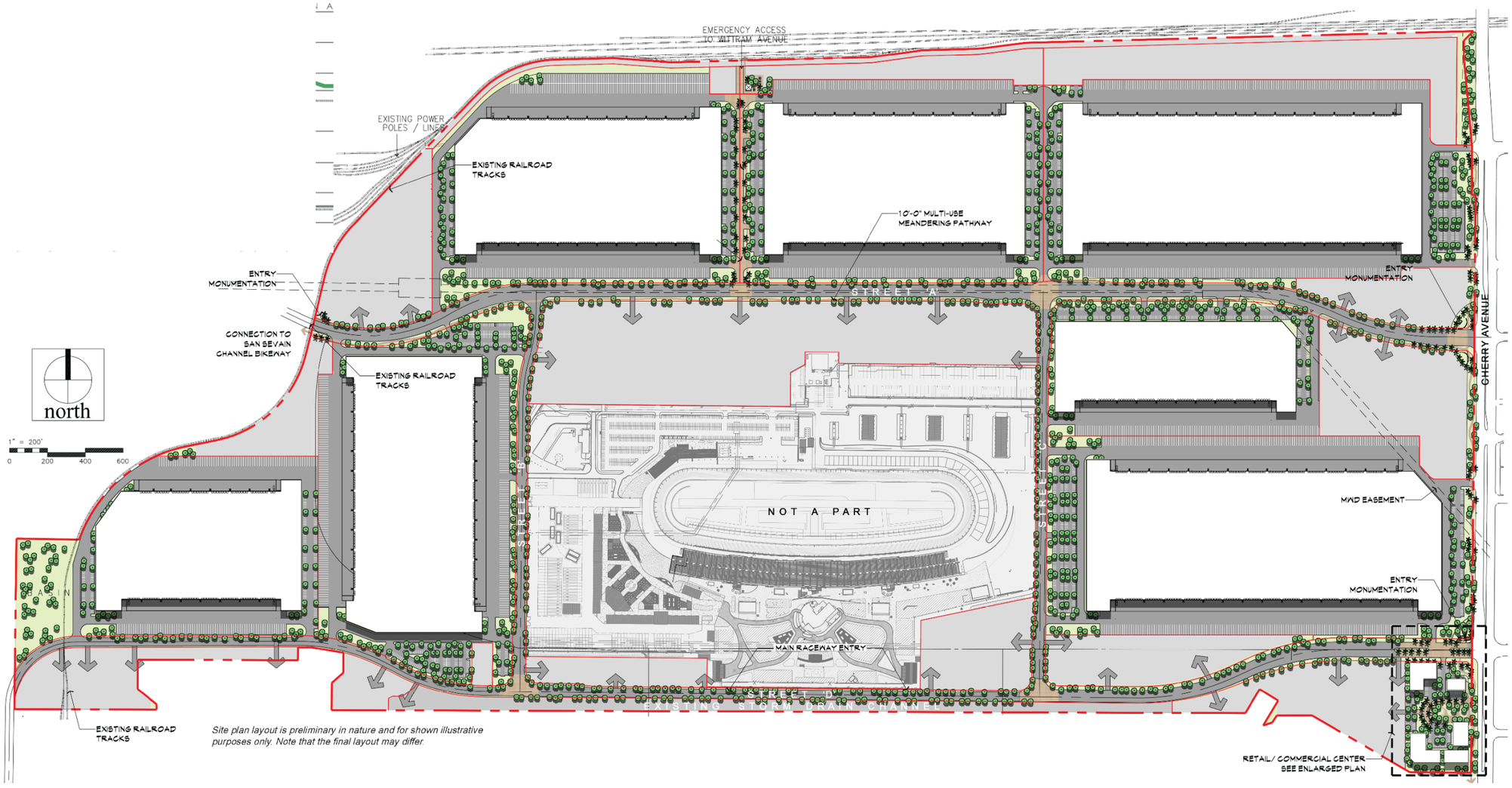
FIGURE 3-2: CONCEPTUAL ILLUSTRATIVE SITE PLAN



Note: This conceptual site plan is for illustrative purposes only. The final site plan presented for entitlement approval may differ based on final design with building square footages not to exceed those maximums established in ***Table 3-1****.*

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3.2.5 Planning Area 1 Focus Area

Descriptive Summary

Planning Area 1 is broken into three subareas (Planning Subareas 1a, 1b, and 1c). Planning Subarea 1a permits a mixture of high cube logistics and/or e-commerce uses on approximately 77 acres. Uses assumed for Planning Subarea 1a include approximately 1,827,000 square feet of high-cube logistics/ e-commerce uses, as well as typical support uses such as break rooms, snack bars, etc. The design and layout of this Planning Area is intended to occur in the first phase of development of the Specific Plan area.

Planning Subarea 1b is comprised of parking fields/drop lots on approximately 5.6 acres. Planning Subarea 1c is comprised of potential ancillary commercial and parking fields/drop lots on approximately 10.9 acres. The ancillary commercial land use would be located along the Cherry Avenue frontage and would provide a potential commercial frontage or "face" of the Project area at Project buildout.

Permitted Land Uses

See **Section 4.3**, *Permitted Uses,* for the permitted use table for the Planning Subareas 1a, 1b, and 1c, which include uses permitted by right and those permitted with a Conditional Use Permit.

The primary high-cube logistics/e-commerce uses would include typical ancillary uses as outlined in **Section 4**, *Development Regulations*, including office and employee support areas such as meeting rooms and break rooms.

Development Standards

The development standards outlined in **Section 4.7** shall apply to this Planning Area. See also the general provisions in **Section 4.2**.

Access

Access to Planning Area 1 is from four public collectors (Cherry Avenue, and Streets "A," "C," and "D"). Streets "A" and "D" are east/west roadways that intersect Cherry Avenue, and Street "C" is a north/south road connecting Streets "A" and "D." These roads are conceptually shown in **Figure 3-3**, *Planning Area 1 - Focus Area*. Private access driveways will be located along these public collectors as shown on **Figure 3-3**. These access driveway locations are conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

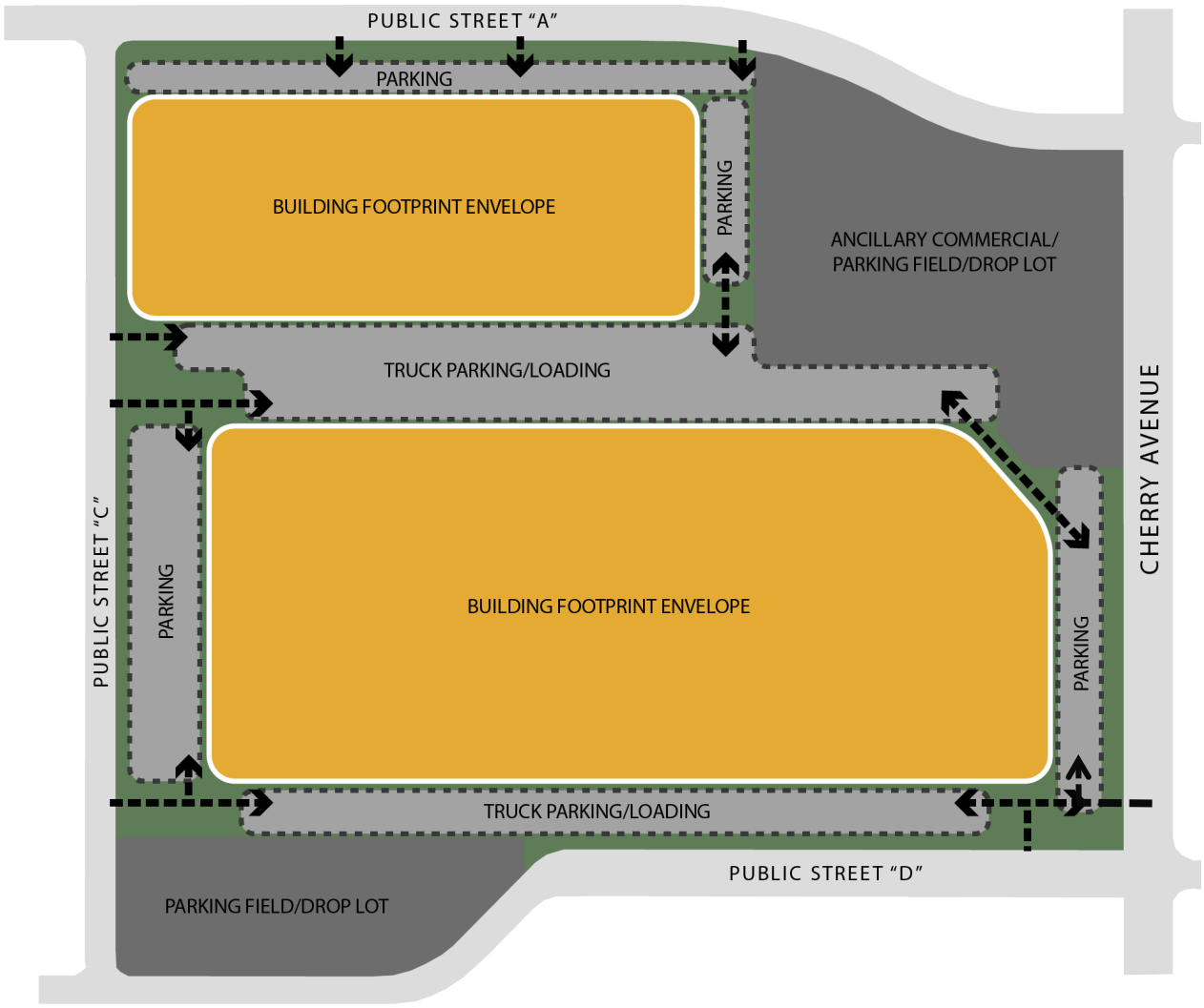
Frontage

This Planning Area fronts onto Cherry Avenue and Street "A," Street "C," and Street "D." Widening of Cherry Avenue along the Project frontage would also be done to improve traffic movements at the intersections of Street "A"/Cherry Avenue and Street "D"/Cherry Avenue.. Frontage along Streets "A," "C," and "D" are planned as shown in the figures following **Section 3.3.2**. Private access driveways will be located along public streets and driveway locations are conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

A 24-foot parkway on the south side of the Street "A" (northern border of Planning Area 1) includes a 10-foot-wide multi-use path. A monument sign or minor entry monumentation could occur at each driveway and would be maintained by each Site

Developer. Signs shall be reviewed with the PDP for each building or as part of a Comprehensive Sign Program.

FIGURE 3-3: PLANNING AREA 1 – FOCUS AREA



Note: This graphic is a schematic/conceptual representation of the potential layout of this Focus Area. Final configuration may change as part of PDP review.

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3.2.6 Planning Area 2 Focus Area

Descriptive Summary

Planning Area 2 is broken into three subareas (Planning Subareas 2a, 2b, and 2c). Planning Subarea 2a permits a mixture of high-cube logistics and/or e-commerce uses on approximately 93.6 acres. Uses assumed for Planning Subarea 2a include approximately 2,277,300 square feet of high cube logistics/e-commerce uses, as well as typical support uses such as break rooms, snack bars, etc. The design and layout of this Planning Area is intended to occur in the first phase of development of the Specific Plan area.

Planning Subarea 2b is comprised of parking fields/drop lots on approximately 21.6 acres. Planning Subarea 2c is comprised of potential ancillary commercial and drop lots on approximately 4.1 acres. The ancillary commercial land use would be located along the Cherry Avenue frontage and would provide a potential commercial frontage or "face" of the Project area at Project buildout.

Permitted Land Uses

See **Section 4.3** for the permitted use table for Planning Subareas 2a, 2b, and 2c, which includes uses permitted by right and those permitted with a Conditional Use Permit.

The primary high-cube logistics/e-commerce use would include typical ancillary uses as outlined in **Section 4**, *Development Regulations*, including office and employee support areas such as meeting rooms and break rooms.

Development Standards

The development standards outlined in **Section 4.7** shall apply to this Planning Area. See also the general provisions in **Section 4.2**.

Access

Access to Planning Area 2 is from Cherry Avenue and a public collector (Street "A"). Street "A" is a proposed east-west trending street which would be designed as a collector roadway. It would connect Cherry Avenue on the east with existing Napa Street on the west. These roads are conceptually shown in **Figure 3-4**, *Planning Area 2--Focus Area*. Private access driveways will be located along these public streets as shown on **Figure 3-4**. These access driveway locations are conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

Frontage

This Planning Area fronts onto Cherry Avenue and Street "A". Frontage along Street "A" is planned as shown in the figures following **Section 3.3.2**. . A 24-foot wide parkway on the south side of Street "A" (northern border of Planning Area 4) includes a 10-foot-wide multi-use path. A monument sign or minor entry monumentation could occur at each driveway and would be maintained by each Site Developer. Signs shall be reviewed with the PDP for each building or as part of a Comprehensive Sign Program.

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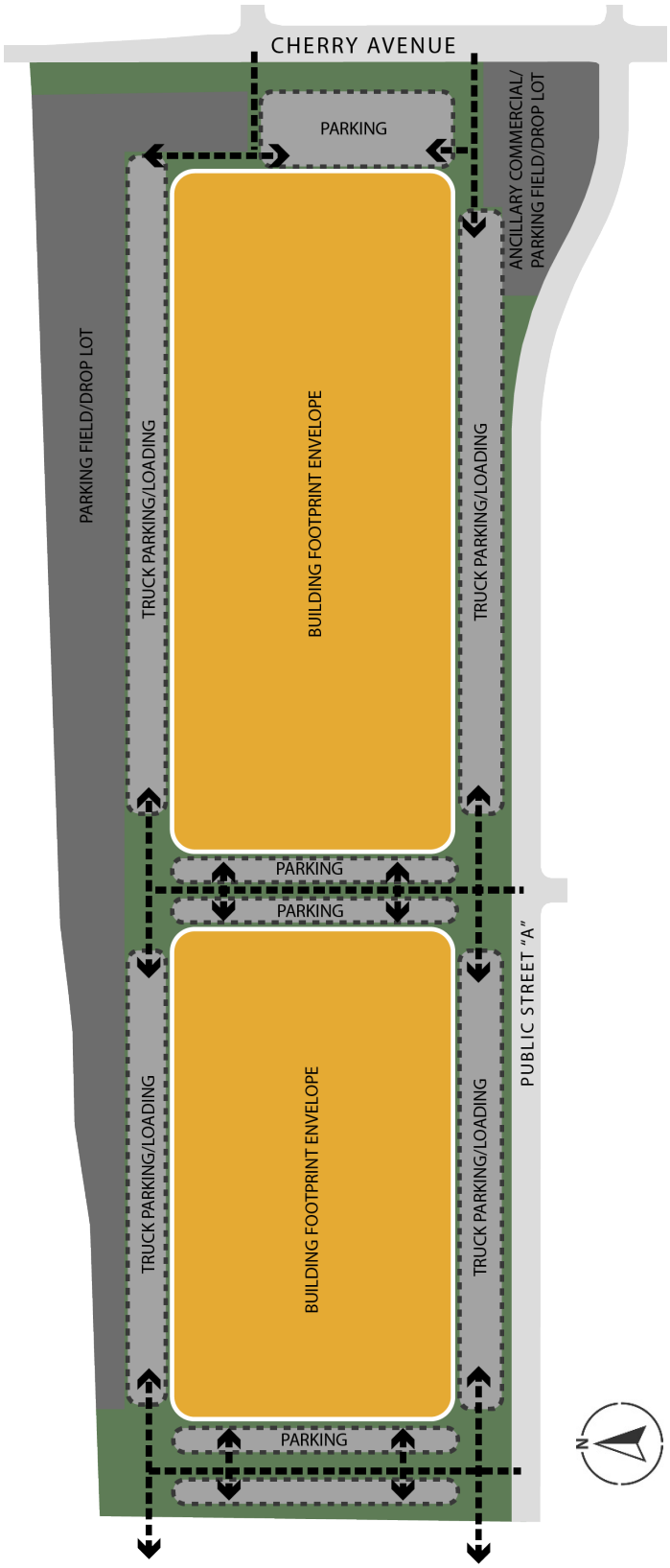
FIGURE 3-4: PLANNING AREA 2 – FOCUS AREA



Note: This graphic is a schematic/conceptual representation of the potential layout of this Focus Area. Final configuration may change as part of PDP review.

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3.2.7 Planning Area 3 Focus Area

Descriptive Summary

Planning Area 3 is broken into two subareas (Planning Subareas 3a and 3b). Planning Subarea 3a permits a mixture of high-cube logistics and/or e-commerce uses on approximately 40.4 acres. Uses assumed for Planning Subarea 3a include up to 939,800 square feet of high-cube logistics/e-commerce uses, as well as typical support uses such as break rooms, snack bars, etc. The design and layout of this Planning Area is intended to occur in the first phase of development of the Specific Plan area.

Planning Subarea 3b is comprised of parking fields/drop lots of approximately 8.5 acres.

Permitted Land Uses

See **Section 4.3** for the permitted use table for the Planning Subareas 3a and 3b, which includes uses permitted by right and those permitted with a Conditional Use Permit.

The primary high-cube logistics/e-commerce use would include typical ancillary uses as outlined in **Section 4**, *Development Regulations*, including office and employee support areas such as meeting rooms and break rooms.

Development Standards

The development standards outlined in **Section 4.7** shall apply to this Planning Area. See also the general provisions in **Section 4.2**.

Access

Access to Planning Area 3 is from a public collector (Street "A"). Street "A" is an east/west roadway that intersects Cherry Avenue and continues to the west where it connects with Napa Avenue. These roads are conceptually shown in **Figure 3-5**, *Planning Area 3 - Focus Area*. Private access driveways will be located along these public streets as shown on **Figure 3-5**. These access driveway locations are conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

Frontage

This Planning Area fronts onto Street "A" along its southern edge. Frontage along Street "A" is planned as shown in the figures following **Section 3.3.2**. A monument sign or minor entry monumentation could occur at each driveway and would be maintained by each Site Developer. Signs shall be reviewed with the PDP for each building or as part of a Comprehensive Sign Program.

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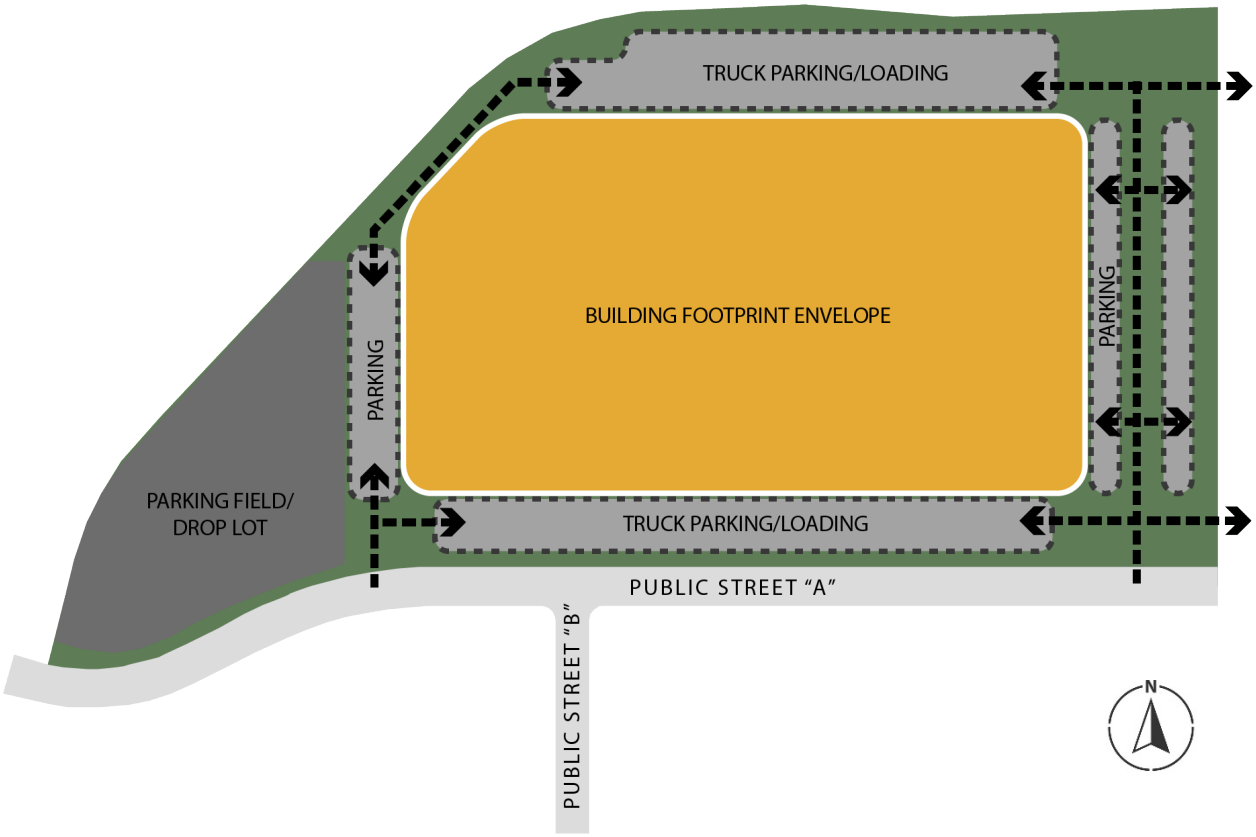
FIGURE 3-5: PLANNING AREA 3 – FOCUS AREA



Note: This graphic is a schematic/conceptual representation of the potential layout of this Focus Area. Final configuration may change as part of PDP review.

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3.2.8 Planning Area 4 Focus Area

Descriptive Summary

Planning Area 4 is broken into three subareas (Planning Subareas 4a, 4b, and 4c). Planning Subarea 4a permits a mixture of high-cube logistics and/or e-commerce uses on approximately 69.3 acres. Uses assumed for Planning Subarea 4a include approximately 1,555,800 square feet of high-cube logistics/e-commerce uses, as well as typical support uses such as break rooms, snack bars, etc. The design and layout of this Planning Area is intended to occur in the second phase of development of the Specific Plan area.

Planning Subarea 4b consists of an approximately 3.3-acre drainage basin for water quality and detention purposes.

Planning Subarea 4c is comprised of parking fields/drop lots of approximately 3.6 acres.

Permitted Land Uses

See **Section 4.3** for the permitted use table for the Planning Subareas 4a, 4b, and 4c, which includes uses permitted by right and those permitted with a Conditional Use Permit (**Table 4-2, Permitted Uses**).

The primary high-cube logistics/e-commerce use would include typical ancillary uses as outlined in the Project's Development Regulations, including office and employee support areas such as meeting rooms and break rooms.

Development Standards

The development standards outlined in **Section 4.7** shall apply to this Planning Area. See also the general provisions in **Section 4.2**.

Access

Access to Planning Area 4 is from three public collectors (Streets "A," "B," and "D") and from VIP Access Road which connects to Street "D." Streets "A" and "D" are east/west roadways that intersect Cherry Avenue. Street "B" is a north/south road that connects to Streets "A" and "D." These roads are conceptually shown in **Figure 3-6**, *Planning Area 4 - Focus Area*. Private access driveways will be located along these public streets as shown on **Figure 3-6**. These access driveway locations are conceptual in nature. Access driveway design shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

Frontage

This Planning Area fronts onto Streets "A," "B," and "D" along its north, east, and southern edge, respectively. Frontage along Streets "A," "B," and "D" are planned as shown in the figures following **Section 3.3.2**. A 24-foot wide parkway on the south side of Street "A" (northern border of Planning Area 4) includes a 10-foot-wide multi-use path. A monument sign or minor entry monumentation could occur at each driveway and would be maintained by each Site Developer. Signs shall be reviewed with the PDP for each building or as part of a Comprehensive Sign Program.

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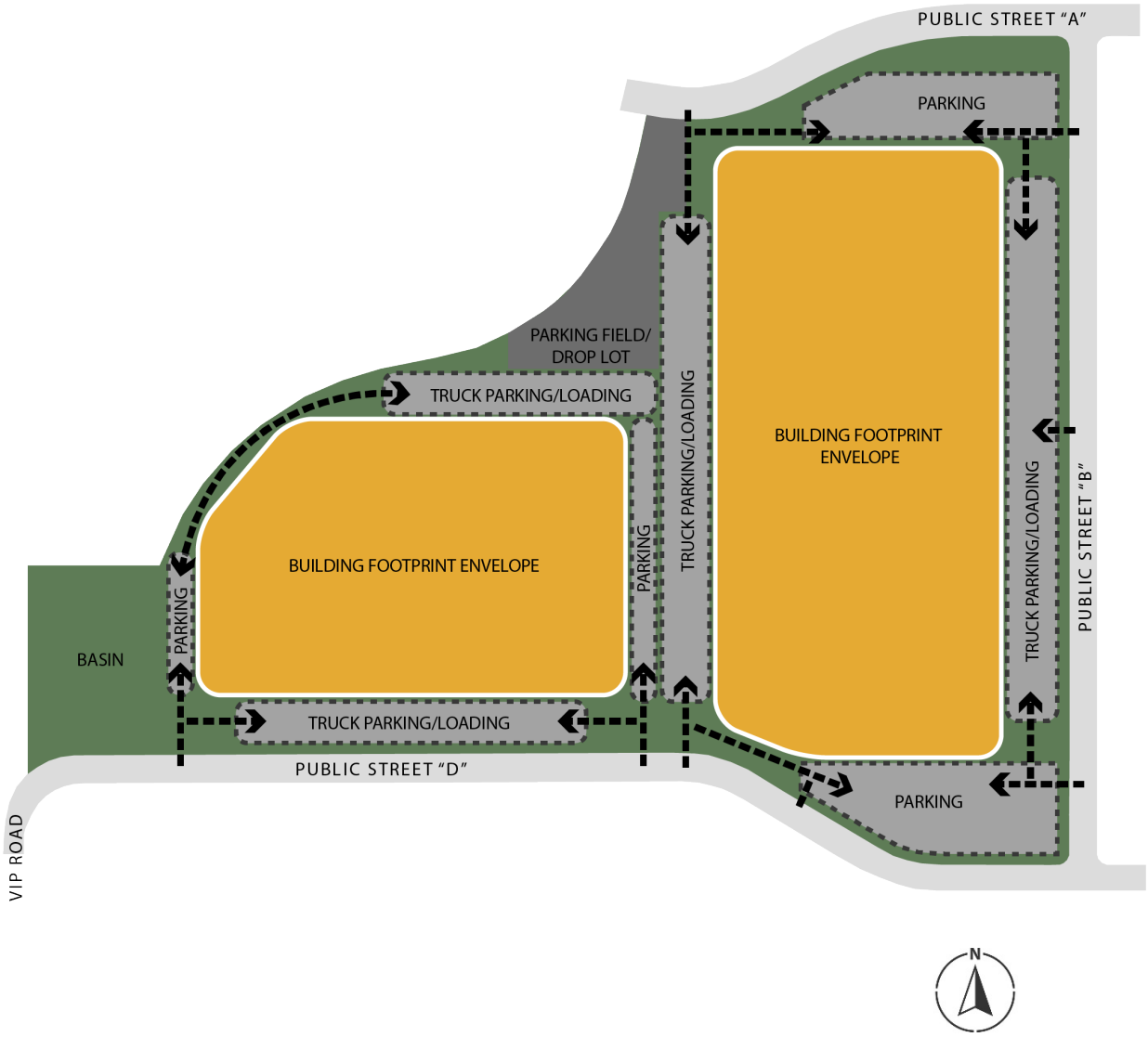
FIGURE 3-6: PLANNING AREA 4 – FOCUS AREA



Note: This graphic is a schematic/conceptual representation of the potential layout of this Focus Area. Final configuration may change as part of PDP review.

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3.2.9 Planning Area 5 Focus Area

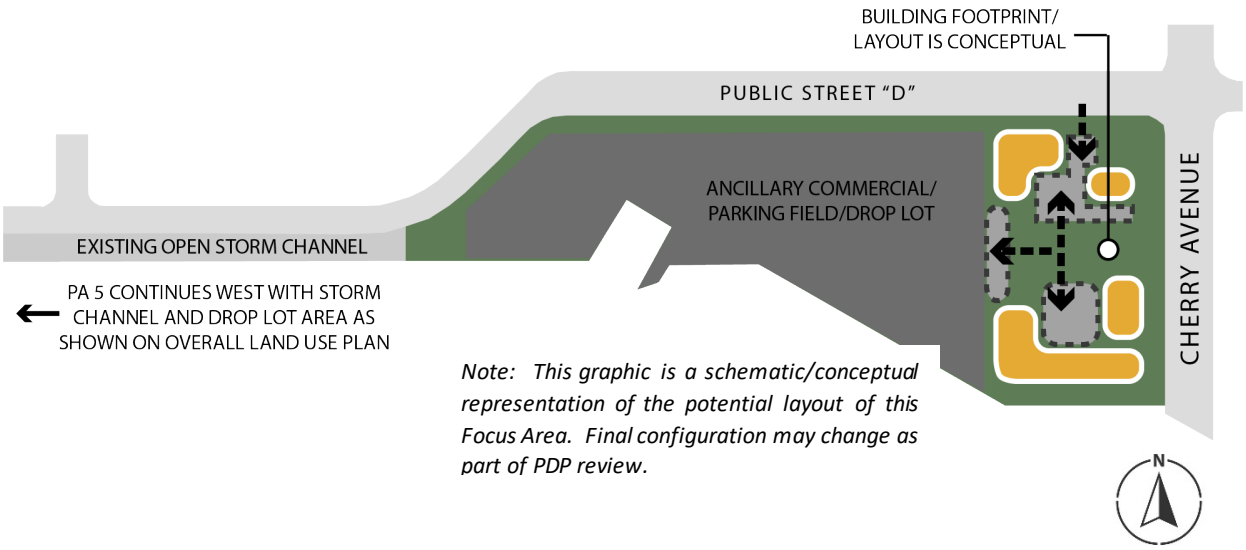
Planning Area 5 is divided into three subareas (Planning Subareas 5a, 5b and 5c). Planning Subarea 5a is comprised of potential ancillary commercial and drop lots which support the high-cube logistics and e-commerce uses on approximately 12.1 acres. Uses assumed for this subarea include approximately 261,360 square feet of ancillary commercial uses or similar permitted use, with an assumed mix of general retail and food services uses. The ancillary commercial land use primary location would be within Planning Area 5a, is generally located along the Cherry Avenue frontage and could provide the "face" of the Project area at buildout. One potential layout for Planning Subarea 5a is illustrated below in **Figure 3-7**. Planning Area 5 also contains Planning Subarea 5b (approximately 7.4 acres of parking fields and drop lot uses) and Planning Subarea 5c (approximately 6.1 acres of open space).

As commercial users are identified, this Planning Area may be further subdivided to provide individual pads for each eventual use. Commercial uses within the Specific Plan area would be flexible depending on market conditions and may contain a variety of commercial uses, including an assumption of general retail and food service uses.

Frontage

This Planning Area fronts onto Cherry Avenue and Street "D." Widening of Cherry Avenue along the Project frontage would also be done to improve traffic movements at the intersections of Street "A"/Cherry Avenue and Street "D"/Cherry Avenue.. A monument sign or minor entry monumentation could occur at each driveway and would be maintained by each Site Developer. Signs shall be reviewed with the PDP for each building or as part of a Comprehensive Sign Program.

FIGURE 3-7: PLANNING AREA 5 – FOCUS AREA (ANCILLARY COMMERCIAL)



Note: This graphic is a schematic/conceptual representation of the potential layout of this Focus Area. Final configuration may change as part of PDP review.

3.2.10 Drop Lots (Planning Area 6)

Planning Areas 6 is divided into three subareas (Planning Subareas 6a, 6b and 6c). Planning Area 6 permits parking field/drop lot uses surrounding the future Next Gen motorsport facility, which is not a part of the Specific Plan. Collectively these parcels total approximately 35.8 acres. These areas are shown on **Figure 3-1,** *Conceptual Land Use Plan*.

Parking areas and drop lots may be used for temporary uses and short term uses including farmers markets, food truck events, and other similar uses with a use permit as approved by the Planning Department. Uses shall not conflict with the operations of the other uses on-site or other special events at the Next Gen motorsports facility.

3.2 Circulation Plan

The Specific Plan area currently has access from Merrill Avenue, Rancho Vista Drive, and Randall Avenue off of Cherry Avenue on the site's eastern edge; and Napa Street and VIP Access Road on the site's western edge. The access at Merrill Avenue and Randall Avenue is signalized.

Internal circulation currently includes Perimeter Road, Calabash Avenue, Back Straight Road, VIP Access Road, Entry Road, and Rancho Vista Drive. These internal roads may be eliminated, modified, or enhanced to accommodate vehicle trips anticipated with the Project.

Private drive aisles are proposed to connect individual buildings within the Project area. Drive aisles would be located and sized at the time of review, based on County Code and fire lane requirements.

Internal access and circulation may necessitate a shared access easement shown on a final parcel map or an agreement or covenant recorded prior to Certificate of Occupancy (CO).

3.3.1 Vehicular Circulation

The site has regional access via I-10 to the south (the San Bernardino Freeway) which provides an east-west link to the Ontario International Airport and the Los Angeles metropolitan area, and I-15 to the west. The site is also close to State Route 60, the Pomona Freeway.

Three new public roads and the realignment of the existing Entry Road (Street "D"), which is connected to San Bernardino Avenue (off-site) to the south, and improvements to the existing private VIP Access Road (on-site and off-site), would be constructed to provide access to the Specific Plan's land uses and the Next Gen motorsports facility. Public roads would be designed as collectors and have a variable right-of-way width between 50 feet and 122 feet, per the standards as set forth in the Specific Plan and per the County Development Code roadway specifications as identified.

On-site traffic signage and striping would be more specifically defined during the Precise Development Plan process and would be implemented in conjunction with construction documents for the Project.

Cherry Avenue

Cherry Avenue is an existing roadway that abuts the Project site's eastern boundary. Cherry Avenue is a Major Divided Highway as indicated on the County's Circulation Element map. Major Divided Highways consist of a minimum of 120 feet of right-of-way and a 13-foot parkway with minimum 4-foot sidewalks.

Widening of Cherry Avenue entries along the Project frontage would also be done to improve traffic movements at the intersections of Street "A"/Cherry Avenue and Street "D"/ Cherry Avenue. Cherry Avenue will also have direct access to three parking areas/drop lots in PA1 and PA2. Additional improvements are proposed as described in the Conceptual

Circulation Plan and in Section 5 Design Guidelines.

Street "A" (aka Jimmie Johnson Drive)

Street "A" (aka Jimmie Johnson Drive) is a proposed east-west trending public street which would be designed as a collector roadway. Street "A" connects Cherry Avenue on the Specific Plan area's eastern edge with existing Napa Street on the west. It forms an intersection with Rancho Vista Drive to the east of Cherry Avenue.

Street "A" improvements consist of a 96-foot right-of-way with four travel lanes, a 14-foot-wide painted median, and pedestrian walkways and parkway plantings. A 10-foot-wide multi-use path within a 24-foot parkway is proposed on the southern edge of the street (See **Figure 3-9**, *Street Section* and **Figure 3-8**, *Conceptual Circulation Plan*). On the northern edge of the street a 6-foot sidewalk will be provided within an 8-foot parkway, and a 5-foot landscape setback will be provided on private property outside of the right-of-way.

Street "D" (aka Jeff Gordon Drive)

Street "D" (aka Jeff Gordon Drive) is an existing private street that would be converted to an east-west trending public street which would be designed as a collector roadway. It borders an existing open stormwater channel to the south. Street "D" connects Cherry Avenue on the Specific Plan area's eastern edge and existing VIP Access Road on its western edge.

The cross section for Street "D" is variable, with several different conditions and rights-of-way as outlined below (See **Figure 3-11** through **3-14**, *Street Section* and **Figure 3-8**, *Conceptual Circulation Plan*).

- Condition 1 (Section A-A as shown on **Figure 3-8**, *Conceptual Circulation Plan*) includes two travel lanes, a 12-foot painted median, and 6 to 8-foot sidewalks.
- Condition 2 (Section B-B as shown on **Figure 3-8**, *Conceptual Circulation Plan*) includes two travel lanes, a 12-foot painted median, and an 8-foot sidewalk on the northern edge only.
- Condition 3 (Section C-C as shown on **Figure 3-8**, *Conceptual Circulation Plan*) includes six travel lanes, an 8-foot raised landscaped median, and 21-foot parkways with 9-foot sidewalks.
- Condition 4 (Section D-D as shown on **Figure 3-8**, *Conceptual Circulation Plan*) includes six travel lanes, an 8-foot raised median, existing mature landscaping, and 6-foot sidewalks.

VIP Access Road

VIP Access Road is an existing private roadway which connects Street "D" (the existing Entry Road) to San Bernardino Avenue to the south.

VIP Access Road would be converted to a public roadway upon Project approval. Improvements include a 50-foot right-of-way with two travel lanes and an 11-foot-wide painted median. (See **Figure 3-15**, *Street Section* and **Figure 3-8**, *Conceptual Circulation Plan*)

Streets "B" (aka Sunset Drive) and "C" (aka Dreamland Drive)

Streets "B" and "C" are proposed north-south trending public streets designed as collectors. They serve as internal circulation routes and connect Streets "A" and "D." These streets may also serve as a direct pedestrian connection between the Next Gen motorsports facility and the parking fields/drop lots.

Improvements for Streets "B" and "C" include a 60-foot right-of-way with two travel lanes, a 12-foot painted median, and 6-foot curb adjacent sidewalks within an eight-foot parkway. Five-foot landscape setbacks are provided

outside of the right-of-way adjacent to parking (See **Figure 3-10**, *Street Section* and **Figure 3-8**, *Conceptual Circulation Plan*).

3.3.2 Site Access and Internal Circulation

Access to buildings for visitors, employees, and trucks is via private driveways and drive aisles. Two-way drive aisles are required to have a minimum width of 24 to 26 feet depending upon their location relative to buildings, subject to approval of a fire access plan by the County's Fire Department as part of Precise Development Plan review. Access aisles for multiple axle trucks and areas with loading docks must be a minimum of 40 feet in width (Development Code Section 83.11.070).

As outlined in the County's Development Code, sight lines at intersections must be kept clear of obstructions as shown in **Figure 5-16** and in **Section 5**, *Design Guidelines*.

FIGURE 3-8: CONCEPTUAL CIRCULATION PLAN

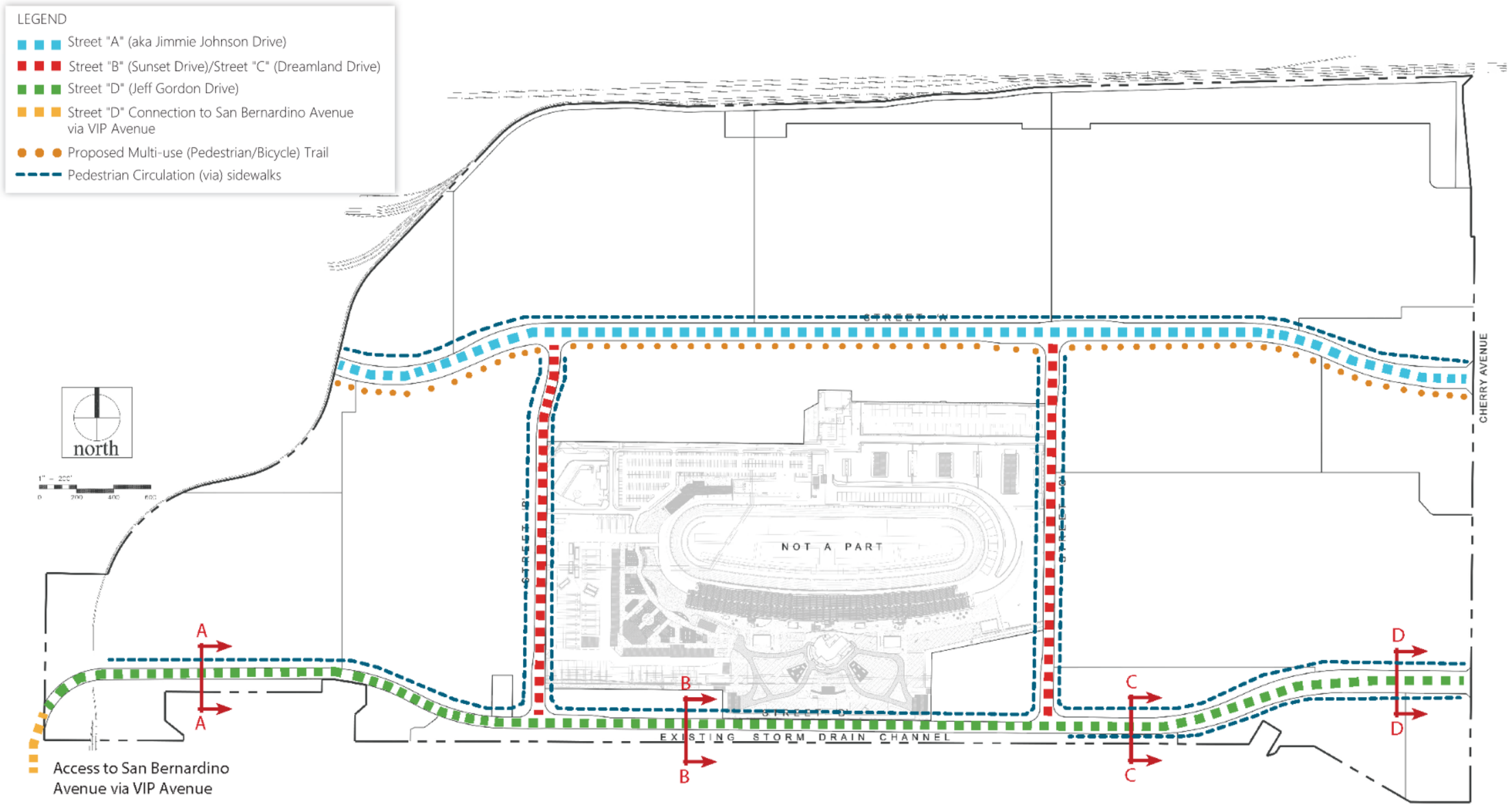


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FIGURE 3-9: STREET SECTIONS (STREET "A" – VIEW EAST)

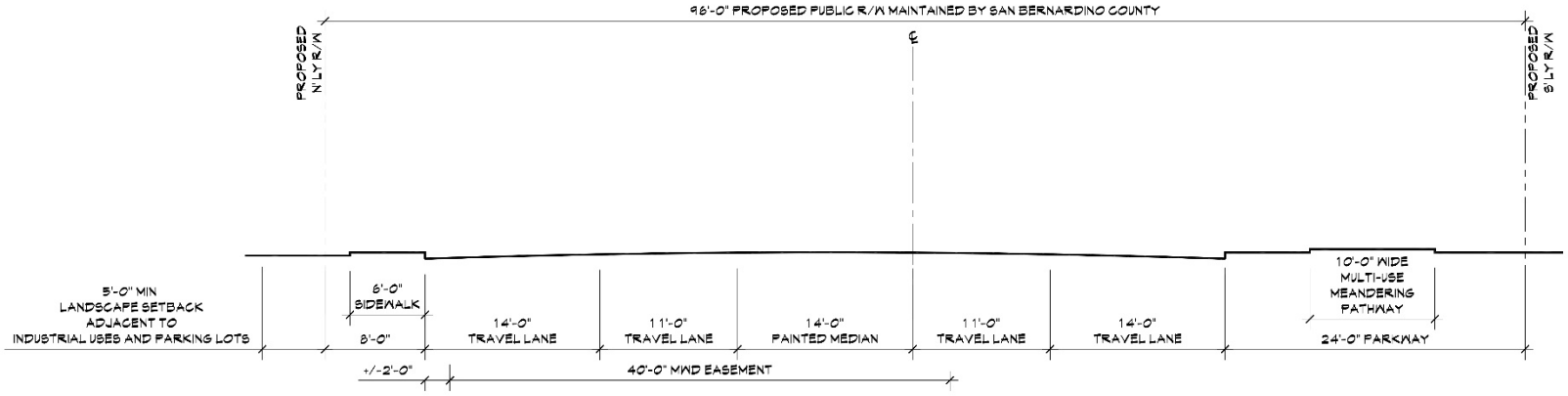

FIGURE 3-10: STREET SECTIONS (STREETS "B" AND "C" – VIEW NORTH)

NOTE: 8'-0" SIDEWALK WITH NO LANDSCAPING ADJACENT TO RACE TRACK

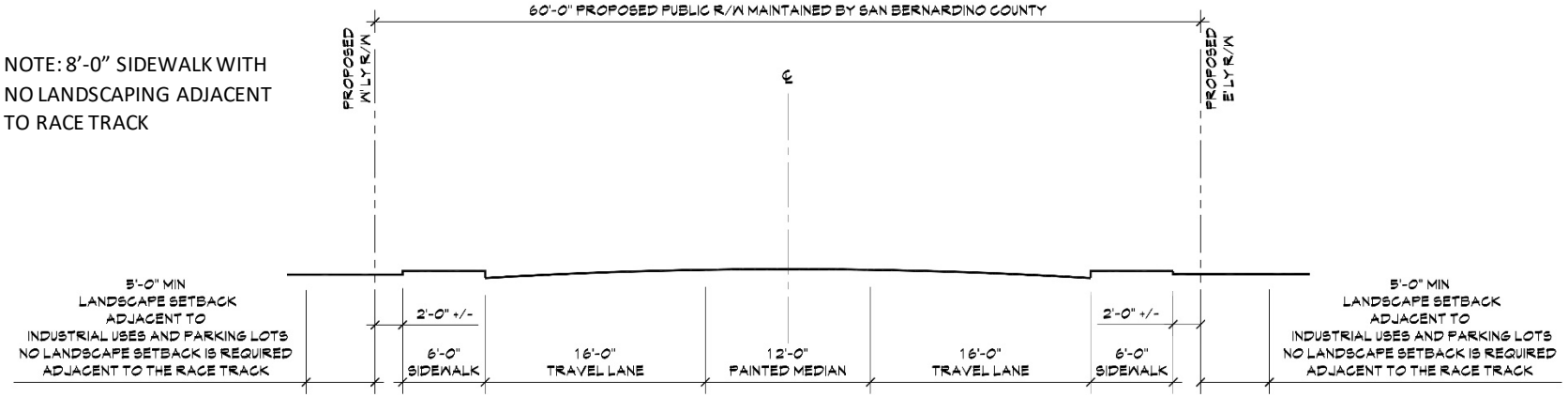

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FIGURE 3-11: STREET SECTIONS - STREET "D" (SECTION A-A)

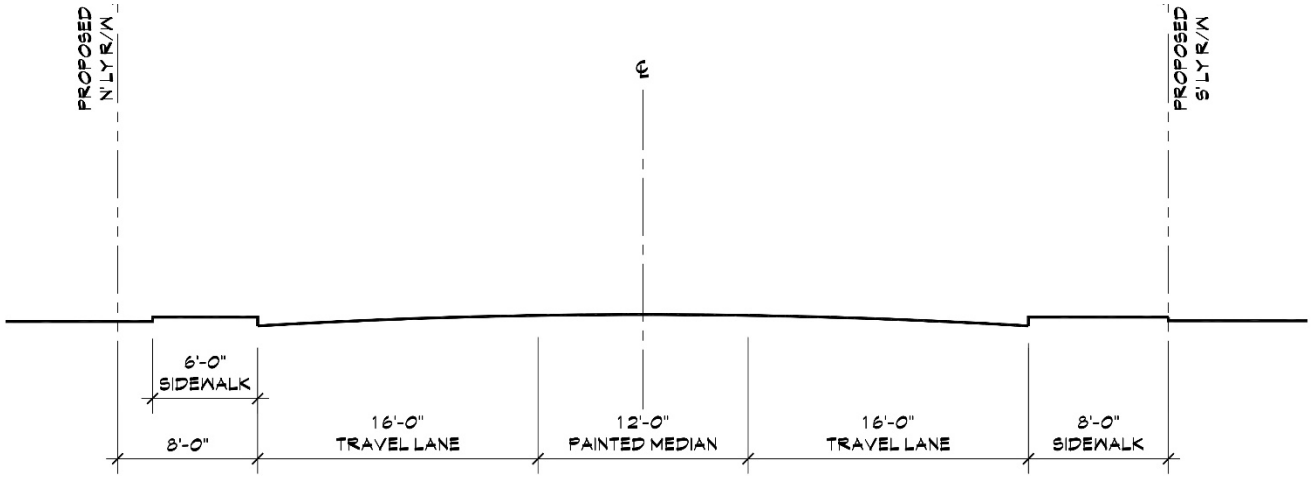

FIGURE 3-12: STREET SECTIONS - STREET "D" (SECTION B-B)

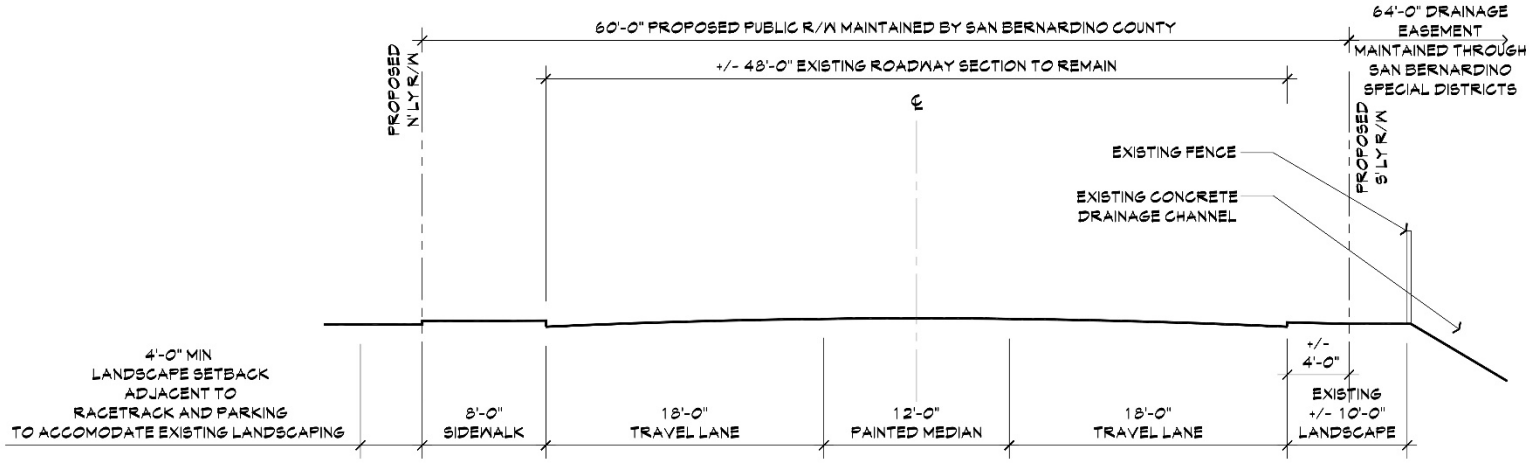

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FIGURE 3-13: STREET SECTIONS - STREET "D" (SECTION C-C)

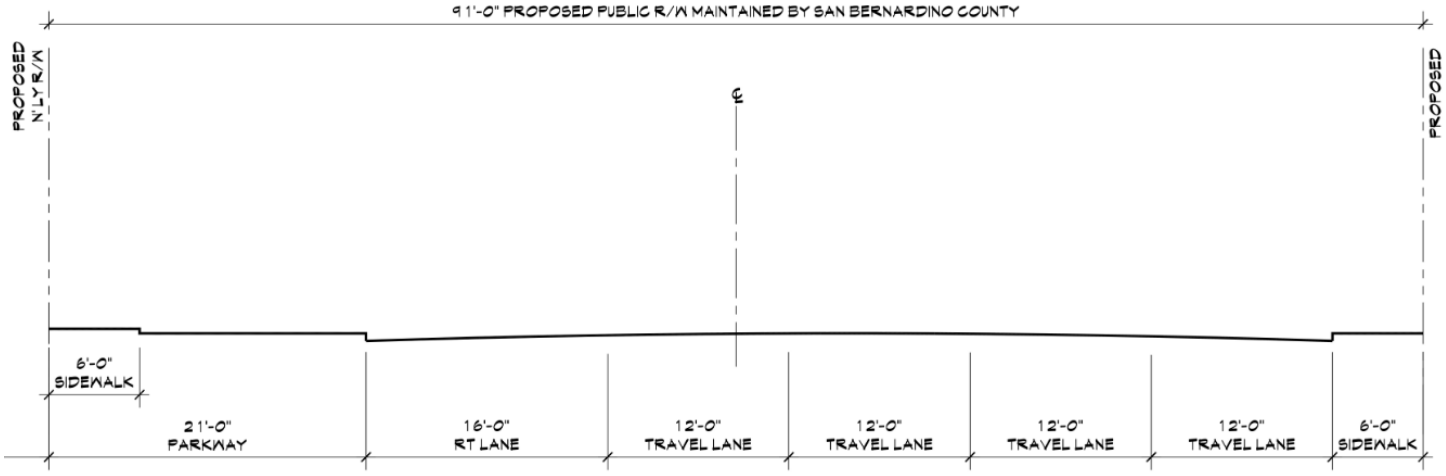

FIGURE 3-14: STREET SECTIONS - STREET "D" (SECTION D-D)

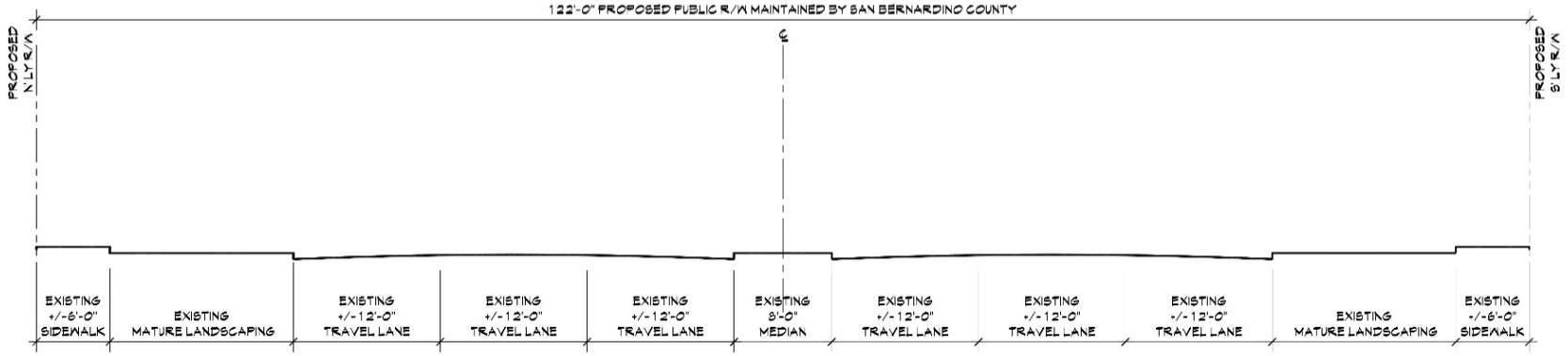

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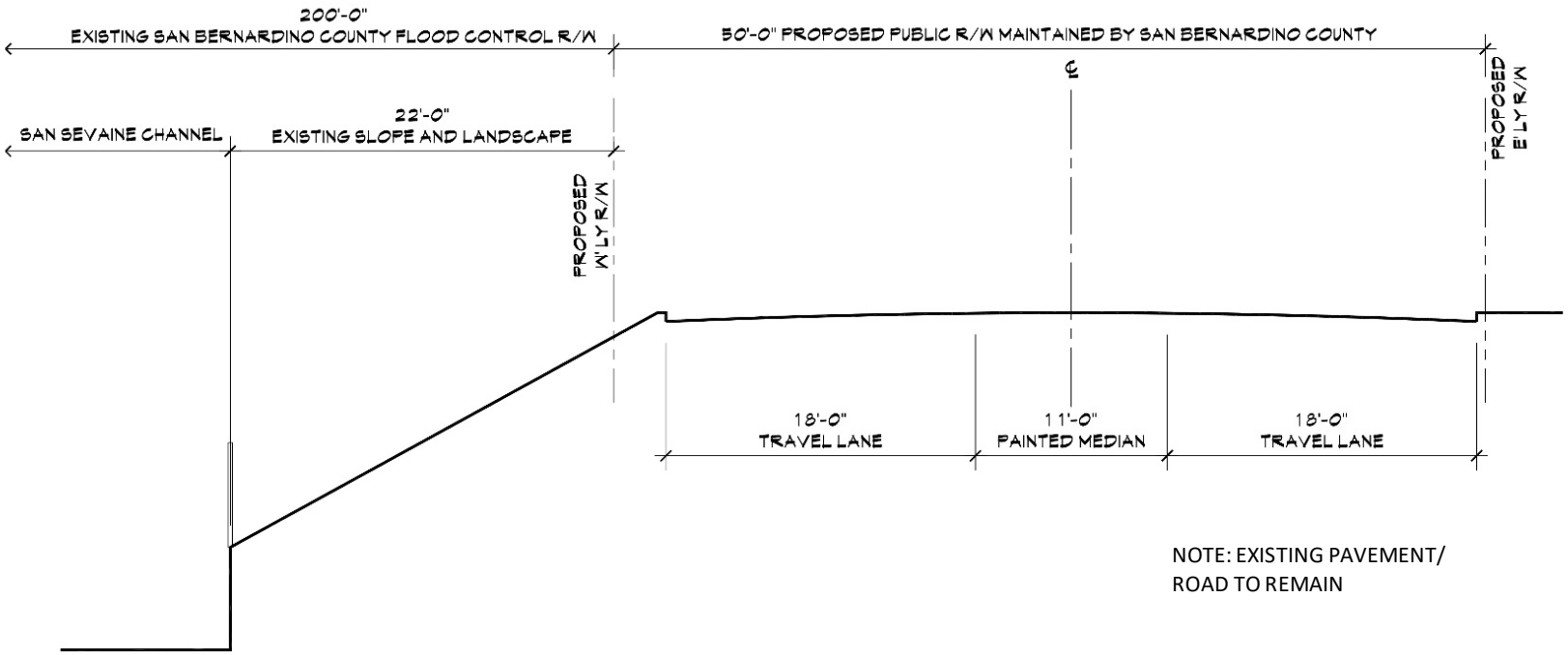
FIGURE 3-15: STREET SECTIONS (VIP ACCESS ROAD)



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3.3.3 Transit

Omnitrans is a public transit agency in the County providing bus service throughout the San Bernardino Valley. There are no existing Omnitrans public transit routes or stops providing regular service adjacent to the Project site. The closest Omnitrans Transit System routes are Route 66 along W. Foothill Boulevard and Route 61 along San Bernardino Avenue. As the Project develops, the Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area in the future. Coordination with Omnitrans has begun and will be ongoing as the Project builds out to determine the need for future bus service to the Project site.

The Project also includes improvements to two existing private at-grade rail crossing where Street "A" (off-site) and Street "D" (on-site) would cross the existing spur line located along the Project's western boundary and improvements to one existing off-site at-grade rail crossing at San Bernardino Avenue.

3.3.4 Pedestrian Circulation

Sidewalks are provided on all street sections within the Specific Plan area as shown on **Figures 3-9** to **3-15**, *Street Sections* and described in each road type discussion above.

Further, the Project includes opportunities for enhanced pedestrian walkway connections between the parking lots/drop lots and the Next Gen motorsports facility, with enhanced landscaping, signage or art installation, and pedestrian walkways.

The Project also includes an opportunity for a wellness walk which includes walking paths that connects amenity areas throughout the development.

3.3.5 Bicycle Circulation

As shown in **Figure 3-9**, *Street Section*, for Street "A," a 10-foot multi-use path is provided for internal connectivity. This multi-use path provides a Class I bicycle lane with a landscaped parkway area providing separation between cyclists and on-street vehicles. The multi-use path runs the full east/west length of the Specific Plan area from Cherry Avenue to the connection point at Napa Street. The multi-use path also connects with both Public Street "B" and Public Street "C" to allow riders greater accessibility throughout the Specific Plan area. Furthermore, exercise stations and other public amenities including enhanced landscaping, benches and public art may be provided along this street section to encourage activity.

Safety and directional signage for bicycle circulation shall be provided as required by the California Manual on Uniform Traffic Control Devices, Caltrans, and AASHTO Standards. Future projects should also reference the San Bernardino County Non-Motorized Transportation Plan.

Example Bicycle Circulation

3.3 Infrastructure Plan

The Specific Plan area is serviced by a number of providers and agencies.

TABLE 3-2: SERVICE PROVIDERS/AGENCIES

SERVICE	PROVIDER
Water/Recycled Water/Wastewater	Fontana Water Company/Inland Empire Utilities Agency (IEUA)
Wastewater Treatment	IEUA
Electric Service	Southern California Edison
Gas Service	Southern California Gas Company
Police Protection	County of San Bernardino Sheriff's Department – Fontana Station
Fire Protection	San Bernardino County Fire Protection District/City of Fontana Fire
Solid Waste Disposal/Recycling	Burrtec

3.4.1 Water Master Plan

Water

The Specific Plan area is served by Fontana Water Company and IEUA. To meet water supply demand, the portions of the County that are operated by the Fontana Water Company receive water supply from Lytle Creek surface flow and from wells in the Lytle Basin, Chino Basin, and Rialto-Colton Basin. Additionally, as a part of the California State Water Project, water is purchased from the IEUA and San Bernardino Valley Municipal Water District. Fontana Water Company's water sources provide potable water and recycled water services. A portion of the water supply can be purchased from the Cucamonga Valley Water District during water shortages or under emergency situations.

There is an existing 18-inch waterline that runs through the Specific Plan area, connecting existing water facilities in Napa Street to Cherry Avenue. A portion of this existing waterline will need to be removed with the development of the Specific Plan area. New water facilities will be installed in the backbone streets (Streets "A," "B," "C," and "D"), shown in **Figure 3-16**, *Conceptual Water Plan*. The proposed new water facilities will connect to existing Fontana Water Company waterlines located in Cherry Avenue and Napa Street to provide water for the Specific Plan Area.

A 12-foot 8-inch diameter Metropolitan Water District water supply line is located on-site and would be located under Street "A" (extension of Napa Street) that would connect through the site from the westerly property boundary and jogs south just south of Rancho Vista Drive.

Because of the size of the Project (over 500,000 square feet), a Water Supply Assessment (WSA) is required to confirm water availability. A WSA has been prepared by Fontana Water Company and is included in the Specific Plan EIR. The WSA confirmed there is adequate water supply to meet the needs of the Project.

Recycled Water

There is an existing recycled waterline located in Napa Street, west of the Specific Plan area. The recycled waterline was installed by IEUA with service provided by Fontana Water Company. Recycled water supply is delivered at a lower cost than potable water, and is not interrupted during drought restriction periods, making it ideal for irrigation uses. As an option to using potable water for irrigation uses, new recycled water facilities may be installed in the backbone streets (Streets "A," "B," "C," and "D"), shown in **Figure 3-17**, *Conceptual Recycled Water Plan* to provide irrigation water for the Specific Plan area. Recycled water for irrigation may also be used along Cherry Avenue, VIP Access Road and San Bernardino Avenue.

3.4.2 Sewer Master Plan

Existing sewer service for the Specific Plan area is provided through on-site, private, sanitary sewer facilities that collect on-site wastewater flows, and convey them south through the existing California Steel Industries (CSI) property (APN: 023112105) to an existing 18-inch sewer line in San Bernardino Avenue operated by IEUA. Collection and treatment of wastewater from the Specific Plan area is provided through an agreement with IEUA, Fontana Water Company, ACS, and the City of Fontana.

Proposed sewer service for the Project site would be handled through the installation of new backbone sewer facilities to be installed in the backbone streets (Streets "A," "B," "C," and "D") and easement areas, which would flow to the southwest corner of the Specific plan area, shown in **Figure 3-18**, *Conceptual Sewer Plan*. Additional sewer infrastructure may be installed within the streets or as necessary to serve the site and would be reviewed and approved by the County and reviewing agencies, as appropriate. A new sewer main would be installed in the existing VIP Access Road, south to San Bernardino Avenue, then going east to connect to the existing 18-inch sewer line in San Bernardino Avenue, the same sewer line serving the existing ACS site and surrounding area connects to.

Sewer capacity is analyzed in the EIR for the Project. The analysis shows the capacity to treat the anticipated flow from the Specific Plan area.

The infrastructure plans are conceptual in nature and not intended to show exact locations and alignments of facilities. Infrastructure may be relocated and realigned to follow the final roadway system, plotting, and design. Final design and location will be determined through the final design and permit processes.

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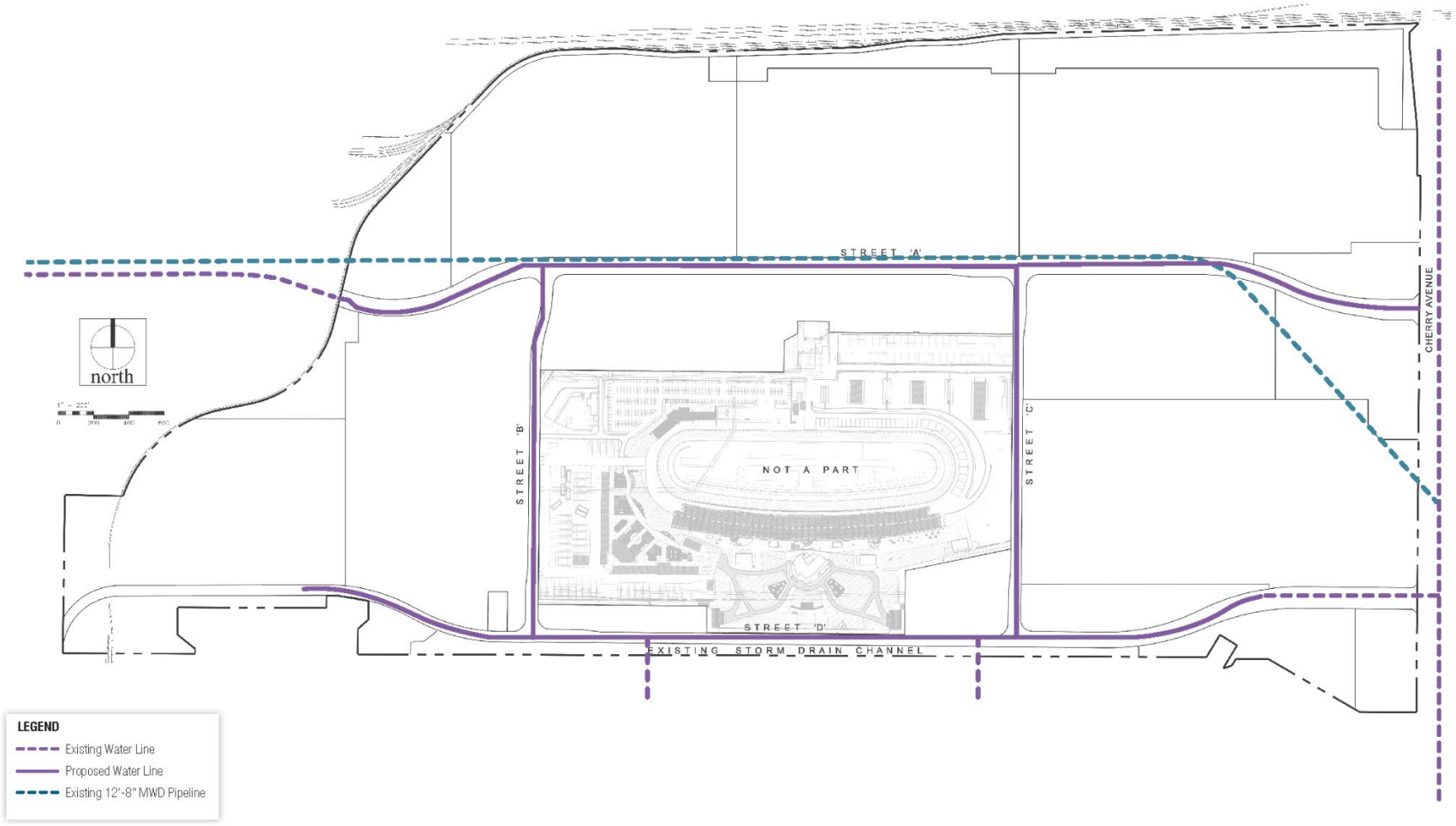
FIGURE 3-16: CONCEPTUAL WATER PLAN



Source: Webb Engineering

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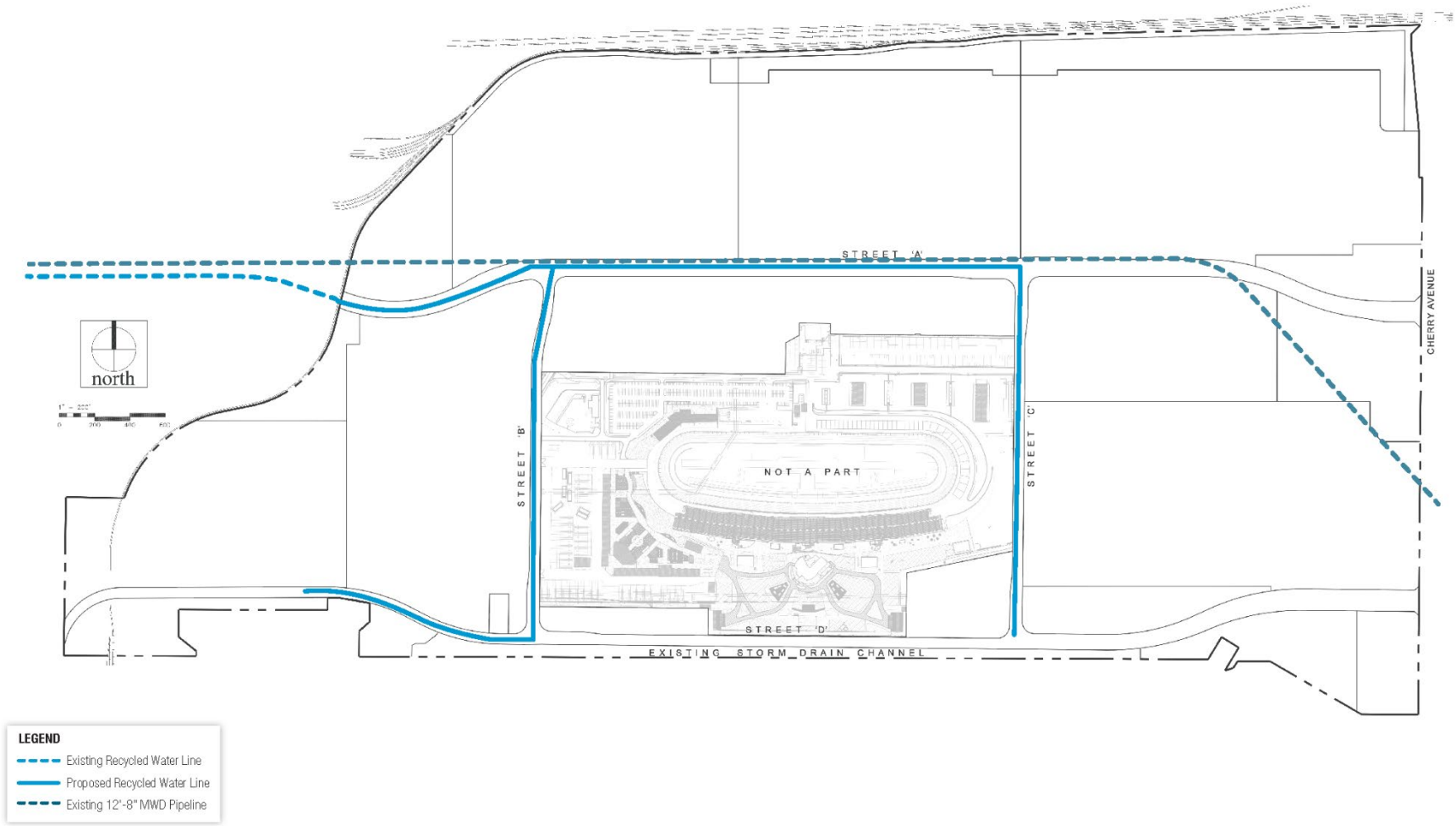
FIGURE 3-17: CONCEPTUAL RECYCLED WATER PLAN



Source: Webb Engineering

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FIGURE 3-18: CONCEPTUAL SEWER PLAN

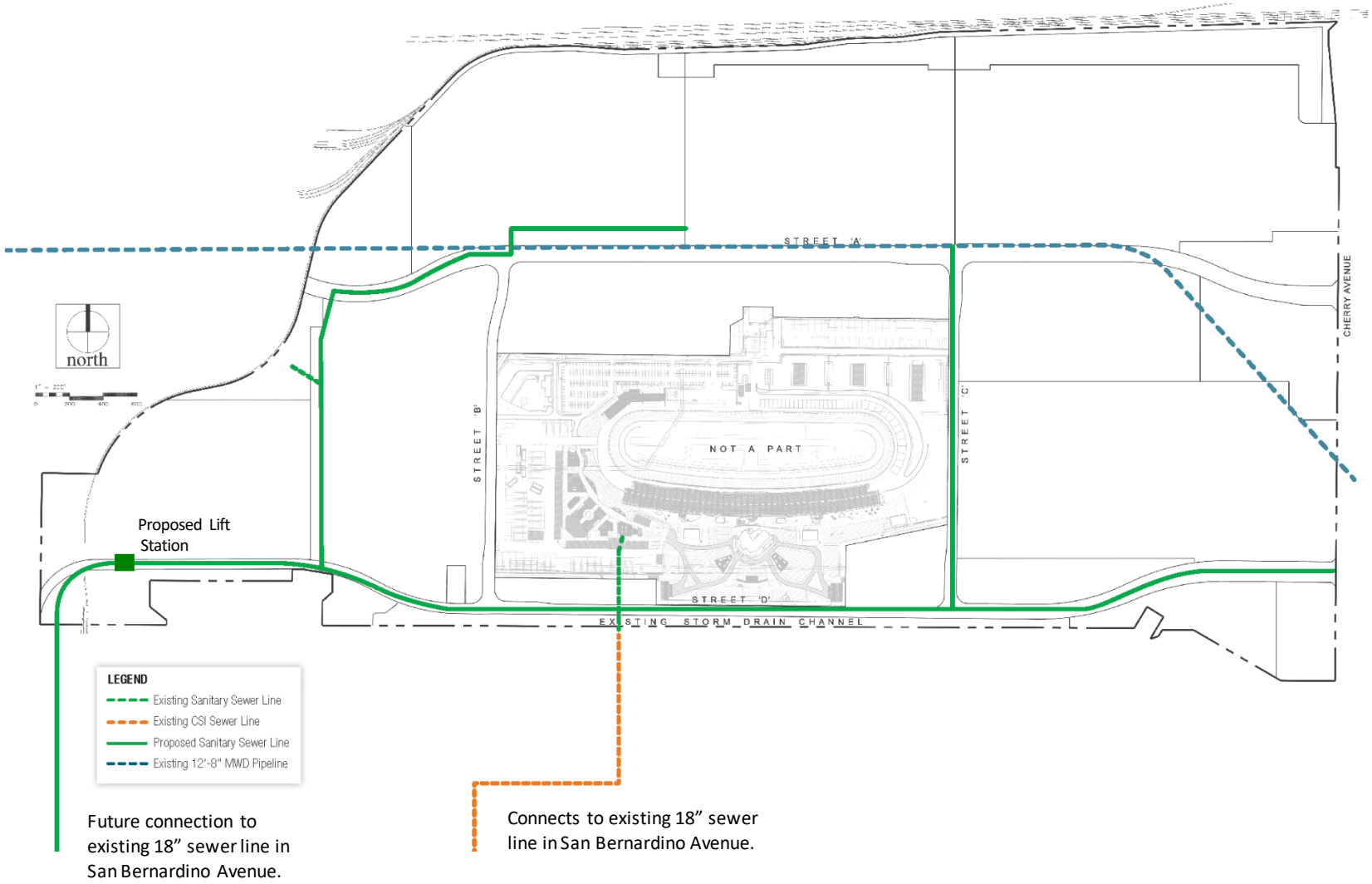

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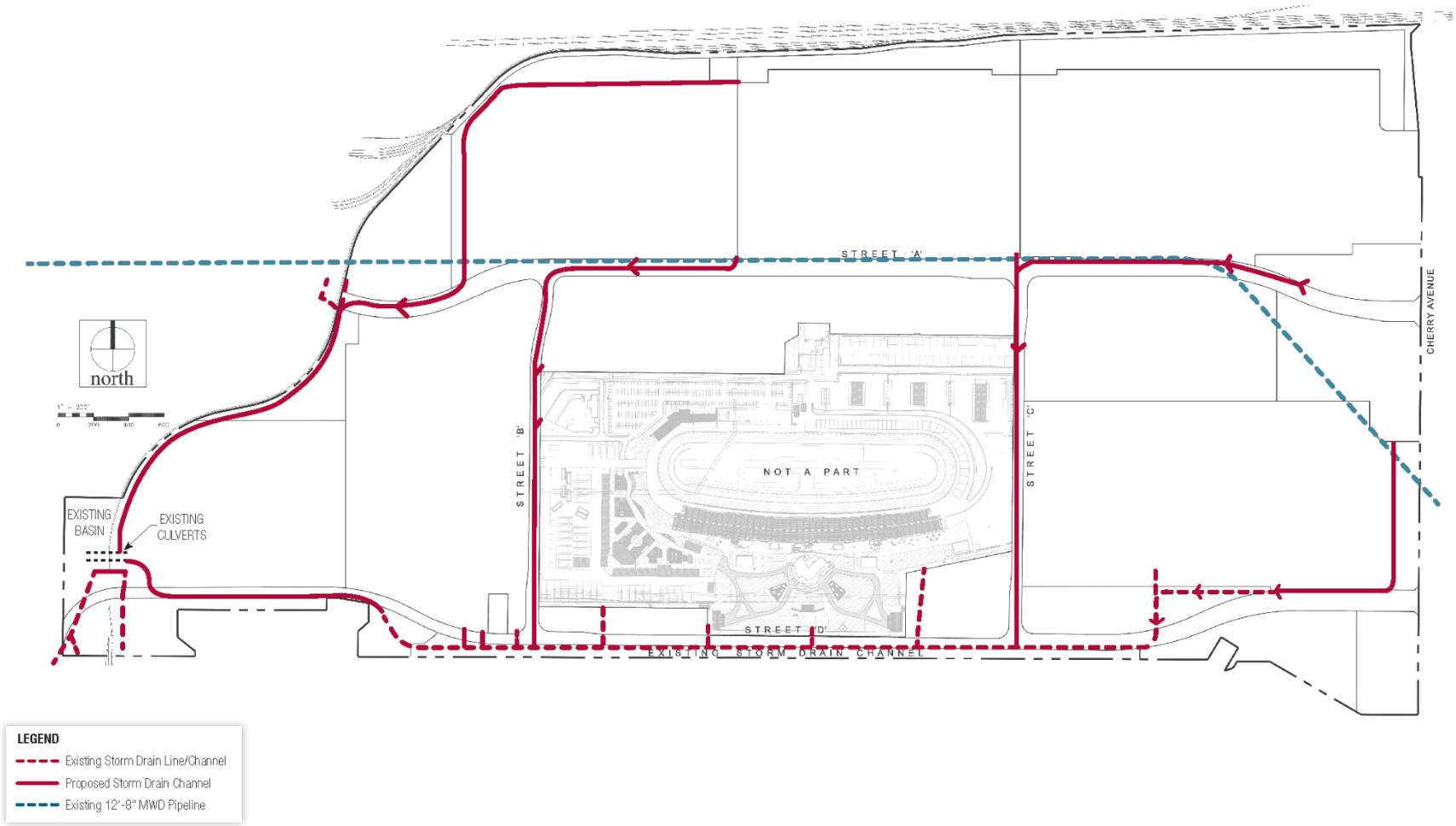
FIGURE 3-19: CONCEPTUAL STORM DRAINAGE PLAN



Source: Webb Engineering

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3.4.3 Grading and Drainage Master Plan

Grading

The topography of the site is generally gently sloping to the southwest. Additional information on existing grading is provided in **Section 2.6,** *Topography and Geography* of the Specific Plan. Grading of the site will be done in a manner to accommodate new development and new public roadways in accordance with California Building Code requirements and County grading standards.

- Earthwork for the site is anticipated to balance; however, there is the potential for import of soils.
- Retaining walls may be needed in areas of elevation differential between parcels and/or along the site boundary.
- Soil stockpiles may be used throughout the construction of the Project and be based on the sequencing and phasing of construction. Any such stockpiling that will be necessary, will be identified on the grading plans prepared for grading permits.

Drainage

The existing drainage pattern for the site and the general area is characterized by sheet flow. Under existing conditions, the site naturally drains from the northeast to the southwest. An open stormwater channel exists on the south side of the site. This channel intercepts all runoff within the site, and outlets into the existing drainage basin located at the southwest corner of the site. All off-site flows are intercepted by Cherry Avenue to the east and the existing San Sevaine Channel to the west of the site. Flows originate at the northeast corner of the site and traverse through the site via a storm drain network, picking up flows from remaining on-site areas, and are ultimately conveyed to the existing on-site basin and San Sevaine channel located southwesterly of the site. Drainage of the Specific Plan area will be handled through an underground system of storm drains as shown in **Figure 3-19**, *Conceptual Storm Drainage Plan*.

Example Modular Wetlands

Water Quality

Improvement of water quality is a critical issue for all development. Local, State and Federal laws include requirements for the treatment of stormwater runoff to reduce pollutants entering the environment.

As an urbanized area, opportunities for large-scale water quality improvements (such as new stormwater basins) within the Specific Plan area are limited. Best Management Practices (BMPs) are structural or engineered devices and systems used to treat stormwater runoff before it is discharged into a drainage system (storm drain

or channel). BMPs for urbanized settings may potentially include a number of methods:

- Underground Infiltration: Underground infiltration systems consist of a network of perforated pipes, vaults, or chambers and are constructed in naturally pervious soils, as confirmed by infiltration testing.
- Biofiltration: Bioretention stormwater treatment facilities are landscaped shallow depressions that capture and filter stormwater runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. Vegetated swales, filter strips, and planter boxes (such as proprietary modular wetlands) fall within this category.

The Water Quality Management Plan (WQMP) for the proposed Specific Plan will comply with the policies presented in the County's Development Code. The WQMP also includes best practices intended to reduce potential impacts to the County's stormwater conveyance system due to the proposed Project's stormwater discharge. The statutes and best practices presented in the WQMP would apply in the construction phase of the proposed Project and throughout the duration of its operation.

The Specific Plan area includes a water quality basin on its southwestern corner, which provides water quality treatment for the ACS and will also accept water from the Specific Plan area.

Water quality treatment for each building site will be addressed with underground infiltration perforated pipes, vaults, or chambers designed along with the grading and drainage improvement plans for implementing projects. Proprietary water quality mechanisms such as modular wetlands may also be used, especially in the proposed ancillary commercial area of Planning Area 5.

3.4.4 Dry Utilities

Natural Gas Services

Natural gas service to the Specific Plan area is provided by Southern California Gas Company. The existing facilities show the capacity to accommodate the needs of the proposed development within the Specific Plan as analyzed in the EIR.

Electrical Service

Electrical service to the Specific Plan area is provided by Southern California Edison. The existing facilities show the capacity to accommodate the needs of the proposed development within the Specific Plan as analyzed in the EIR.

According to the EIR and the design features therein, operations within the Specific Plan area would employ progressive energy efficiency and zero emission standards. Provisions for minimizing pollution exposure related to enterprising electricity standards are detailed in **Section 5**, *Design Guidelines*.

3.4.5 Public Facilities & Services

Police

Police protection services are provided by the County of San Bernardino Sheriff's Department out of the Fontana Station located at 17780 Arrow Boulevard in the City of Fontana, approximately five miles from the Specific Plan area. Sheriff's Department Deputies at the Fontana Station work closely with the surrounding agencies of Fontana Police, Rialto Police, Rancho Cucamonga Police, and Riverside Sheriff to service the area.

Fire

Fire Protection services are provided by the San Bernardino County Fire Protection District or responsible agency as conditioned by the County through mutual agreement. The Specific Plan

area is located within Division 1 (West Valley), with two stations in close proximity. Those stations are Station 73 located at 8143 Banana Avenue in Fontana (approximately one mile from the Specific Plan area) and Station 72 located at 15380 San Bernardino Avenue in Fontana (approximately two miles from the Specific Plan area).

Solid Waste Disposal

Burrtec provides waste and recycling services to the west Fontana (San Bernardino County) area. In addition to regular waste and recycling services, Burrtec provides organics recycling services, curbside bulky item pick-up, electronic waste collection, organizes community clean-up events, and provides service to special events and construction sites.

Non-compostable materials will be transferred to County of San Bernardino landfills. The closest San Bernardino landfill facility is the Mid-Valley Landfill located at 2390 Alder Avenue in Rialto.

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4 Development Regulations

Speedway Commerce Center II Specific Plan

4.1 Introduction

The purpose of this section is to provide land use development regulations that apply to each of the land use designations of this Specific Plan. These include standards regarding Countywide Plan, inclusive of the Policy Plan as servicing as the County's general plan, Development Code permitted uses, building height limits, parking requirements, and setbacks, as well as general provisions applicable to all uses.

These development standards should be used in conjunction with **Section 5,** *Design Guidelines*, which describes and illustrates building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area.

4.2 General Provisions

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to public agencies to use specific plans for purposes of implementing the goals and policies of a jurisdiction's general plan.

Application of these regulations is specifically intended to provide the most appropriate use of the land consistent with the general plan and Development Code, create a harmonious relationship among land uses, and protect the health, safety, and welfare of the community.

The following General Provisions apply to all development in the Specific Plan area.

4.2.1 Interpretation

The development standards and regulations contained in this Specific Plan replace the standards and regulations contained in the County's Development Code, except where otherwise noted in this Specific Plan. Permitted uses within the Specific Plan area will be governed by the general plan and Development Code. Where the Development Code is silent as to permitted uses, this Specific Plan shall prevail.

Any ambiguity concerning the content or application of this Specific Plan shall be resolved by the County's Land Use Services Department, its Director or their designee. Such interpretations shall take into account the stated goals and intent of this Specific Plan. If timely appealed by the developer or if referred by the Director, the Planning Commission may review any administrative interpretation, subject to further appeal to the Board pursuant to Chapter 86.08 (Appeals) of the County Development Code.

Modifications to Development Standards

Development standards may be modified by up to 20 percent in connection with the Precise Development Plan review (site plan review) as approved by the County's Land Use Services Department, its Director, or their designee (see **Section 6,** *Implementation*).

4.2.2 Definitions

The meaning and construction of words, phrases, titles, and terms shall be the same as defined in the Development Code. The definitions provided below are for terms not defined in the Development Code. If a word is not defined in this section or the Development Code, the Director shall determine the correct definition, subject to further review by the Planning Commission or Board of Supervisors as set forth in **Section 4.2.1** above.

- **Biotreatment Facilities.** Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants, or proprietary systems such as modular wetlands.
- **Cold Storage Facility.** The storage of any temperature-controlled substance.

- **Parking Fields/Drop Lot.** Drop Lots refers to any parcel of land unimproved with revenue producing buildings (e.g., other than small miscellaneous structures such as maintenance sheds, security, stacks, etc.) which is accessible from public or private roads and is paved or otherwise prepared to accept the temporary storage of tractor trailers, containers, or other freight equipment. Drop lots, unlike parking areas for standard automobiles, are not improved with internal parking lot trees, lighting, or landscaping due to the size and variability of vehicles accommodated.
- **E-Commerce.** E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is typically higher than a high-cube logistics/distribution center. In all cases, normal ancillary uses including bike storage, cafeteria, fitness rooms/shower facilities, guardhouses, lunchrooms, meeting rooms, mother's rooms, and offices for employees are permitted.
- **High-Cube Logistics/Distribution Center.** High-cube logistics or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate minor assembly as an ancillary use. These facilities are generally very large buildings characterized by less intense employment count due to a high level of automation/mechanization. In all cases, normal ancillary uses including bike storage, cafeteria, fitness rooms/shower facilities, guardhouses, lunchrooms, meeting rooms, mother's rooms, and offices for employees are permitted.
- **Logistics Support.** Facilities that provide support services including but not limited to fueling facilities and limited commercial uses oriented to truck operators. Fueling facilities may include motor fuel sales.
- **Mezzanine.** A mezzanine is an elevated, occupied floor above the ground floor of a larger warehouse space used for office or other enclosed workspace uses. For purposes of this Specific Plan, "mechanical mezzanine" platforms (typically relocatable, freestanding steel structures) used for high-cube logistics/e-commerce purposes are not counted in the square footage in the land use table, the maximum FAR, nor parking counts.

4.2.3 Subsequent Building Modification

Subsequent building modification by tenant or property owners, including additions and/or projections into setback areas permitted by this Specific Plan (subject to approval of a Building Permit), shall match the architectural style of the primary unit and shall be constructed of the same or complementary materials and colors as the primary unit and/or in context with the overall Design Guidelines (see **Section 5***, Design Guidelines,* herein).

4.2.4 Projections into Required Setbacks

Projections into required setbacks are permitted as follows so long as emergency access is not compromised:

TABLE 4-1: ALLOWABLE PROJECTIONS

Condition	Allowed Projection
Eaves, cornices, sills, planting boxes, skylights, awnings, canopies, other shading devices and similar architectural features	Four (4) feet on street side setbacks Two (2) feet for interior setbacks.
Open sided stairways and landings	Five (5) feet on street side setbacks Four (4) feet for interior setbacks.
Equipment such as air compressors or similar types of structures	Four (4) feet on street side setbacks (screening is required) Two (2) feet for interior setbacks
Water tanks, propane tanks, and similar	Four (4) feet for interior setbacks. No projection permitted on street side, subject to requirements in County Development Code Section 83.01.060 related to fire hazards.

4.2.5 Height

Building height means the vertical distance from the finished grade of the lot to the highest point of the building or structure. Rooftop equipment may extend above the allowable height as defined in **Section 4.7**, *Development Standards,* below.

4.2.6 Use of Design Guidelines

Development shall be designed and built in substantial conformance with the design guidelines contained in this document (refer to **Section 5**, *Design Guidelines*).

4.2.7 Grading

Development within the Project site shall utilize grading techniques and standards as approved by San Bernardino County.

4.3 Permitted Uses

Table 4-2, *Permitted Uses*, shows the uses that may be developed within the Specific Plan area. The uses in **Table 4-2** represent those uses permitted in the Specific Plan (SP) zone: SCSP-COM. These uses are similar to the allowed uses in the Development Code for the SD-COM (the site's current zoning designation) and those uses allowed or implied by the General Plan designation of Commercial (C). Minor additions include uses similar in nature to allowable uses under the Development Code, but which are not specifically defined in the Development Code.

Section 6, *Implementation,* provides detail on the process for determining whether uses that are not stated in **Table 4-2** may be permitted.

The symbols shown in **Table 4-2**, *Permitted Uses* are defined as follows:

- "P/PDP" means the use is permitted by right, subject to applicable development standards contained in this Specific Plan. An approved Precise Development Plan is required prior to building permit issuance (see **Section 6.2.4**, *Precise Development Plan Review Process,* of this Specific Plan) for each planning area.
- "A" means an allowed use with no planning permit required.
- "C" means the use is conditionally permitted, subject to the filing of a Conditional Use Permit application in accordance with the requirements of the County's Development Code Chapter 85.06. The Conditional Use Permit must be approved by the Planning Commission

before the use can be established. A conditional use permit runs with the land.

- "X" means a use that is not permitted in the Planning Area. Some uses not specified may be permitted by the Director if similar in character to listed uses in accordance with the standards provided in **Section 6,** *Implementation*.
- "TUP" means a Temporary Use Permit is required per Chapter 85.15 of the County Development Code.

TABLE 4-2 PERMITTED USES

Land Use	High Cube/Logistics/ E-Commerce	Ancillary Commercial/ Drop Lot	Parking Field/ Drop Lot	Notes
Relevant uses in the SCSP-COM.[1]	Uses shown in bold text below are refinements of allowable uses in SCSP-COM Zone for uses similar in nature but not specifically defined by the Code in the SD-COM zone.			
Industry, Manufacturing & Processing, Wholesale				
Construction contractor storage yard	C	X	X	
Uses requiring refrigeration/cold storage of up to 500,000 square feet) **Uses with cold storage over 500,000 sf**	P/PDP C	X	X	See definitions, Section 4.2.2 Cold storage over 500,000 may require additional CEQA clearance
E-Commerce, including Fulfillment Centers	P/PDP	X	X	See definitions, Section 4.2.2
High Cube Logistics	P/PDP	P/PDP [2]	X	See definitions, Section 4.2.2
Manufacturing operations I	C	C	X	
Recycling facilities, small collection	P/PDP	C	C	
Recycling facilities, large collection	C	X	X	
Recycling facilities light processing	C	C	C	
Storage -Personal (mini-storage)	C	X	X	
Storage – Recreational vehicles or bus	X	C	C	Conditionally permitted only within Drop Lot areas.
Storage- Truck Trailers	X	P/PDP	P/PDP	
Storage – Warehouse, indoor storage	P/PDP	X	X	
Wholesaling and Distribution	P/PDP	X	X	
Recreation, Education & Public Assembly				
Commercial Entertainment, Indoor	C	C	X	
Conference/Convention Facility	C	X	X	
Equestrian Facility	C	C	X	
Golf Course	C	C	C	
Health/Fitness Facility (indoor)	P/PDP	**C**	**X**	**Including Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)**
Health/Fitness Facility (limited outdoor)	X	P/PDP	P/PDP	**Exercise facilities including exercise pop outs located within the multi-use trail parklets, and public space is permitted. All other fitness equipment associated with a health/fitness facilities/ business (outdoor) is prohibited.**

TABLE 4-2 PERMITTED USES

Land Use	High Cube/Logistics/ E-Commerce	Ancillary Commercial/ Drop Lot	Parking Field/ Drop Lot	Notes
Library, Museum, art gallery, outdoor exhibit	P/PDP	P/PDP	P/PDP	
Meeting facility, public or private	C	C	X	
Open Space/Paths (Trails)	P/PDP	P/PDP	P/PDP	
Park, playground	P/PDP	P/PDP	P/PDP	
Places of worship	C	C	X	
Rural Sports and Recreation	C	C	C	
School – College or university	P/PDP	C	X	
School - Private	P/PDP	C	X	
School – specialized education/training	P/PDP	C	X	
Residential				
Non-Residential Land Uses are not permitted in this Specific Plan (SP) and therefore these uses are not included as allowable uses.				
Retail				
Auto and Vehicle sales and rental	P/PDP	P/PDP	X	
Alcohol Beverage Sales - Activities typically include the sale, subject to required license for the sale of alcoholic beverages for on-site consumption associated with food service uses	C	C	X	
Bar/Tavern	C	C	X	Subject to California State Alcoholic Beverage Control requirements. • CUP required for both primary and accessory bar/tavern uses.
Building and landscape materials sales - indoor	P/PDP	P/PDP	X	
Building and landscape materials sales – outdoor	C	C	X	
Construction and heavy equipment sales and rental	C	X	X	*Screening required in accordance with design guidelines.
Convenience store	P/PDP/C	C	X	Off-site alcohol sales require a CUP
Fuel Dealer (propane and similar)	C	C	X	
General Retail, 10,000 sf or less	P/PDP	P/PDP	X	
General Retail, more than 10,000 sf	P/PDP	P/PDP	X	
Manufactured home or RV sales	C	P/PDP	X	*Screening required in accordance with design guidelines.
Night Club	C	C	X	
Restaurant, café, coffee shop	P/PDP	P/PDP	X	

TABLE 4-2 PERMITTED USES

Land Use	High Cube/Logistics/ E-Commerce	Ancillary Commercial/ Drop Lot	Parking Field/ Drop Lot	Notes
Secondhand stores	C	C	X	
Service Station	C	C	X	
Warehouse retail	P/PDP	X	X	
Services – Business, Financial, Professional				
Emergency Shelter	C	P/PDP	X	
Equipment rental	P/PDP	P/PDP	X	
Lodging Hotel or Motel	C	C	X	
Medical services- hospital	X	C	X	
Medical services – Rehabilitation Center	X	C	X	
Medical Services – Urgent Care	X	C	X	
Office	P/PDP	P/PDP	X	Only Accessory Offices (less than 50% of gross floor area) are permitted.
Personal services	X	P/PDP		Nonmedical services including barber and beauty shops, shoe repair, tanning salons, dry cleanings, and similar services.
Professional Services	P/PDP	P/PDP	X	
Public Safety facility	P/PDP	P/PDP	P/PDP	
Reprographics, including blueprinting and photocopying	P/PDP	P/PDP	X	
Research and Development	P/PDP	X	X	
Shipping and Delivery Hub	P/PDP	X	X	
Vehicle services-Minor maintenance/repair	P/PDP	C	X	
Veterinary clinic, animal hospital	C	C	X	
Transportation, Communications & Infrastructure				
Ambulance, taxi, or limousine dispatch facility	C	C	X	
Broadcasting antennae and towers	C	C	C	
Broadcasting studio	C	C	X	
Communication contractor	P/PDP	P/PDP	X	Indoor only
Parking fields/drop lots	X	P/PDP	P/PDP	See definitions, Section 4.2.2
Parking structures	P/PDP	P/PDP	P/PDP	*Screening in compliance with design guidelines is required.
Public and private infrastructure	P/PDP	P/PDP	P/PDP	
Rideshare drop-off/pickup	P/PDP	P/PDP	P/PDP	
Transportation facility	P/PDP	P/PDP	P/PDP	
Utility facility	C	C	C	
Water treatment plants and storage tanks	C	C	C	
Water Quality and drainage basins	P	P	P	

TABLE 4-2 PERMITTED USES

Land Use	High Cube/Logistics/ E-Commerce	Ancillary Commercial/ Drop Lot	Parking Field/ Drop Lot	Notes
Wind energy system, accessory	S	S	S	Special Use Permit required, Chapter 84.27
Wireless telecommunications facility	S	S	S	Special Use Permit required, Chapter 84.27
Other				
Accessory structures and uses	P	P	P	Per Development Code
Property Maintenance facilities	P/PDP	P/PDP	P/PDP	Accessory
Temporary special events[3]	TSP	TSP	TSP	Per Development Code
Temporary structures and uses	TUP	TUP	TUP	Per Development Code

1 *Where conditional uses are shown in Table 82-17, a CUP shall be required. For all other uses that specify a Minor Use Permit, Planned Development Permit or Site Plan Permit, the Precise Development Plan process defined in Section 6.2.4 shall apply to planning areas in this Specific Plan area.*

2 *See Section 4.7.2 for requirements when uses are permitted within Ancillary Commercial/Drop Lots.*

3 *Temporary Special Events shall include those uses as defined by the Development Code including art and craft exhibits, fairs, farmer's markets and food events.*

4.4 Prohibited Uses

The following uses are prohibited within the Specific Plan area:

- Cannabis operations, including cultivation, processing, distribution, or sale
- Major Auto Repair
- Pallet Yards
- Residential Uses
- Salvage Operations
- Temporary uses except for those outlined in **Section 4.6**, *Interim and Temporary Uses,* or the Development Code.

4.5 Legal Non-Conforming Uses

The provisions of the Development Code for legal nonconforming uses shall apply to existing uses after such time as this Specific Plan is adopted.

4.6 Interim and Temporary Uses

The following interim uses may be permitted in any planning area prior to its entitlement for its primary permitted use. Temporary uses shall be in accordance with the Development Code.

- Stockpiling of soil for use in subsequent phases as part of a grading permit approval.
- Construction staging, including materials storage lots for construction projects, landscape material staging, temporary parking, and construction trailers, subject to administrative approval of a Construction Management Plan.
- Christmas tree lots, pumpkin patches, and similar seasonal uses subject to the provisions of the Development Code.
- Special Events, including art and craft exhibits, fairs, farmer's markets, and food events, subject to a Special Events Permit.

4.7 Development Standards

4.7.1 High-Cube Logistics/E-Commerce

The following development standards and provisions apply to Planning Areas 1 through 4 of this Specific Plan, primarily intended for large-

scale high-cube logistics and e-commerce buildings.

1. Minimum lot area shall be provided as outlined in **Table 4-3**, *Development Standards: High-Cube Logistics/E-Commerce*.
2. Individual Planning Area layout may vary as part of Precise Development Permit review so long as the FAR does not exceed the maximum allowable FAR of 0.55. The maximum may be exceeded within one parcel or within the planning areas if parking and other requirements are met or can be accommodated within the adjacent parking field/drop lot and with a reciprocal parking agreement or shared parking agreement and as long as the total doesn't exceed the up to 6.6 million square feet for the Specific Plan.
3. Although the land use plan identifies four planning areas, if a single user is identified who wishes to develop two or more planning areas, buildings may be constructed across planning area boundaries so long as the maximum FAR across the entire area does not exceed the maximum FAR for the Project as a whole.
4. In the event a building layout that combines planning areas or alters the conceptual illustrative site plan shown in **Figure 3-2** is proposed at the site plan level of review, final engineering layouts for water, sewer, on-site drainage, and dry utilities would be expected to be modified to accommodate the scenario without a Specific Plan Amendment.
5. Maximum building height shall be 125 feet (see general provisions for definition of building height measurement, **Section 4.2.5,** *Height*).
6. Projections into required setbacks are permitted for architectural projections such as columns, cornices, door or window frames or other decorative features and eaves, so long as emergency access is not compromised. See **Table 4-1,** *Allowable Projections*, in **Section 4.2.4***, Projections into Required Setbacks,* for a description of permitted projections and distances.
7. Minimum setbacks shall be provided as outlined in **Table 4-3**, *Development Standards: High-Cube Logistics/E-Commerce*.
8. Drive aisles shall have a minimum width of 24 to 26 feet, depending upon their location relative to buildings, subject to approval of a fire access plan by the Fire Department as part of site plan review.
9. Loading docks are not anticipated to front on Cherry Avenue. If loading docks front on Chery Avenue, they shall be screened from view from Cherry Avenue through the use of screening walls or a combination of screening walls and berms.
10. Walls/Fences height shall be as specified in **Section 4.12***, Walls and Fences,* of the Specific Plan.
11. All uses shall be conducted within a building unless specified in **Table 4-2**, *Permitted Uses*.

4.7.2 Ancillary Commercial Uses

The following development standards and provisions apply to Planning Subareas 1c, 2c, and 5a of this Specific Plan, primarily intended for smaller scale support commercial uses.

1. Minimum lot area shall be provided as outlined in **Table 4-4**, *Development Standards: Commercial.*
2. Individual Planning Area layout may vary so long as the FAR does not exceed the maximum allowable FAR of 0.5 and the total Specific Plan square footage is not exceeded.
3. Unused High Cube/Logistics/E-Commerce square footage, as identified in **Table 3.1,**

Land Use, from Planning Areas 1 through 4 may be transferred to Planning Area 1c, 2c, and 5 as part of a Precise Development Permit review of an implementing project upon substantial completion of the planning areas.

4. Maximum building height shall be 50 feet (see general provisions for definition of building height measurement, **Section 4.2.5***, Height*).

5. Minimum setbacks shall be provided as outlined in **Table 4-4**, *Development Standards: Commercial*.

TABLE 4-3: DEVELOPMENT STANDARDS: HIGH-CUBE LOGISTICS/E-COMMERCE

Item	Standard
Minimum Lot Area	0.5 acres[1]
Floor Area Ratio (max)	0.55[2]
Building Setback (min) (Cherry Ave) All other Public Streets	25 feet (from right-of-way) 25 feet
Building Setback (min) (internal property line)	15 feet
Building Setback (perimeter boundary) (min)	25 feet
Setback, Building Entry to Parking (min)	10 feet
Building Separation (at truck dock) (min)	100 feet
Building Separation (min) (all others)	50 feet
Site Landscaping (min)	10%
Building Height (maximum)	125 feet

TABLE 4-4: DEVELOPMENT STANDARDS: COMMERCIAL

Item	Standard
Minimum Lot Area	0.5 acres[1 &3]
Floor Area Ratio (max)	0.5
Building Setback (Cherry Ave)	25 feet (from right-of-way)
Building Setback (internal property line)	10 feet
Building Setback (perimeter boundary)	25 feet
Setback, Building Entry to Parking	10 feet
Building Separation	Per fire code
Site Landscaping	10%
Building Height (maximum)	50 feet

6. Projections are permitted for architectural projections such as columns, cornices, door or window frames or other decorative features and eaves, so long as emergency access is not compromised. See table in **Section 4.2.4***, Projections into Required Setbacks* for a description of permitted projections and distances.

7. Two-way drive aisles for automobiles shall have a minimum width of 24 to 26 feet, depending upon their location relative to buildings, subject to approval of a fire access plan by the Fire Department as part of plot plan review. Access aisles for multiple axle trucks shall be a minimum of 40 feet in width (Development Code Section 83.11070)

8. Outdoor uses (outdoor seating, storage) shall be screened from view from Cherry Avenue through the use of landscaping (trees, hedges), low walls, or berms. Outdoor seating for food consumption that is ancillary to a commercial use in

[1] Minimum lot size does not apply to lettered lots or other parcels required for utility, maintenance, operations, or other facilities necessary to support a public or private utility, conservation, open space or similar feature in the Specific Plan. Minimums only apply to buildable lots. Minimum lot size does not apply to Parking Field/Drop lots.

[2] Maximum FAR may exceed 0.55 FAR within one parcel or PA if parking and other requirements are met or can be accommodated within an adjacent Parking Field/Drop Lot and as long as the total FAR doesn't exceed 0.55 for the SCCIISP or up to 6.6 million s. f.

[3] Within larger commercial developments, no minimum lot size is required.

commercial is strongly encouraged. Outdoor seating shall be enclosed by a low fence, wall, or planters.

9. Drive through uses must provide queuing for a minimum of 5 vehicles. Certain high volume fast food uses shall require a queuing study prepared by a traffic/transportation consultant, subject to the discretion of the Land Use Services Director.
10. All uses shall be conducted within a building unless specified in **Table 4-2**, *Permitted Uses*.

4.8 Parking - excludes Parking Fields/Drop Lots

Unless otherwise provided herein, parking shall be provided in accordance with Chapter 83.11 of the Development Code. Parking within the Specific Plan area shall be provided in accordance with the ratios in **Table 4-5**, *Parking* based on gross leasable area (GLA).

1. Minimum parking stall dimensions shall be in accordance with Section 83.11.070 of the Development Code, summarized as follows:
   - Standard automobile stalls: 9-foot x 19-foot
   - Tractor Trailer: 12-foot x 50-foot
2. Parking areas adjoining Cherry Avenue shall be designed to provide a minimum 15-foot-wide landscaped planting strip between the street right-of-way and parking area. Landscaping shall screen cars from the view of public streets. (see **Figures 5-8** through **5-14**, *Roadway Cross Section*).
3. Sight triangles shall be designed at all intersections and driveways as shown in the Development Code and **Figure 5-16**, *Visibility Clearance Area* (**Section 5**, *Design Guidelines).*

TABLE 4-5: PARKING

Item	Ratio
Accessible Parking	Per code
Bicycle Parking	per CalGreen
Carpool Stalls	per CalGreen
E-Commerce, High-Cube Logistics[4]	
First 40,000 sf	1 space/1,000 sf
40,000 sf+	1 space/4,000 sf
Ancillary office	1 space/ 250 sf
Tractor/Trailer	1 space per 4 dock doors
EV Charging Stations	Per CALGreen
General Retail, Personal Services	1 space/250 sf
Hotel/Motel	1 space/key
Office, Medical Office	1 space/250 sf
Restaurants Food Service, take-out only	1 space/100 sf 1 space/200 sf

4.9 Parking ([PA] Parking Fields/Drop Lots)

Parking within the Parking Fields/Drop lots shall be permitted to have temporary striping/no striping or modified trailer striping/no striping to accommodate short term special event day/race day parking events associated with the Next Gen motorsports facility and trailer parking for drop lot use. If the Parking Fields/Drop Lots are to be occupied for employees on a long-term bases, parking shall be striped per the standards as identified in the parking standards in **Section 4.8** above. No minimum landscaping, cubs or lighting shall be required in order to allow for temporary parking configurations to support special event parking and trailer parking.

4.10 Signage/Comprehensive Sign Program

All signage within the boundaries of this Specific Plan shall conform with the provisions of the Development Code unless governed by a comprehensive sign program approved by the County. A master comprehensive sign program may be submitted and approved for all signage in the Specific Plan area.

[4] Mechanical mezzanines shall not require additional parking.

4.11 Directional Signs/Wayfinding signs

A direction sign and wayfinding program may be necessary between the Next Gen motorsports facility and Specific Plan Project to provide clear directions to visitors within the Project boundaries. A master wayfinding sign program shall be submitted to the County for approval by the Master Developer prior to installation.

Further, a directional signage program shall be submitted for this Specific Plan to ensure that all truck traffic and Project-related traffic will be directed away from residential neighborhoods and sensitive receptors.

The master directional sign program shall be submitted to the County for approval by the Master Developer with the master infrastructure/roadway and landscaping plans. Each phase of directional signs shall be submitted for review and approval with the phase of improvement plans and signs shall be installed with each phase of roadway improvements.

4.12 Lighting

The design of lighting fixtures shall be approved by the County as part of Precise Development Plan Review. Lighting shall conform to the provisions of the Development Code.

4.13 Walls and Fences

Walls/Fences may be a maximum of fourteen (14) feet in height, unless required for sound attenuation (and supported by a noise study). Retaining walls are assumed as part of the Project. Where a retaining wall is combined with a wall or fence a total maximum height of 18 feet is permitted when needed, measured from the low/inside of the wall. For walls that are pure retaining to support a structure such as a road embankment or a flood control headwall, the maximum height is 20 feet.

Wall/fence materials may consist of tubular steel fences, masonry block, or a combined low block wall/fence. Walls or fences will be provided around the perimeter of the property, except for the edge with Cherry Avenue. The frontage at Cherry Avenue (Planning Areas 1c, 2c, and 5a) may include a low wall or fence or utilize planting materials along the street frontage. Any low-lying fences shall not exceed 4 feet in height.

Chain link fencing that abuts a public street is prohibited except during construction or as a short-term condition within drop lots. Chain link may be allowed if not visible from a public street.

Note: This is a conceptual representation of specialty signage such as art and banner poles.

If entry gates are proposed as part of an implementing project, sufficient stacking distance shall be provided to the satisfaction of the Planning Director to avoid obstruction of traffic on Cherry Avenue.

4.14 Art and Pageantry

Specialty signage such as art and banner poles shall be permitted. Additionally, other NASCAR-themed art walks along the boundary of the ACS property that abuts the Next Gen Motorsports facility and other pedestrian connections to parking areas through the Specific Plan area, shall be

permitted. These types of special installations and signs may be located within the boundaries of the Specific Plan area and the ACS within public right-of-way and private drive isles, within the setbacks, and on private property. Signs shall not include flashing, flickering, or rotating moving lights. Additional art installations, race themed art/signage and pageantry may also be installed throughout the Specific Plan area to provide visual interest and whimsy.

5 Design Guidelines

Speedway Commerce Center II Specific Plan

This section of this Specific Plan establishes design guidelines for development in the Specific Plan area and illustrates the landscape elements of the Project. Design guidelines are used in conjunction with the development standards found in **Section 3**, *Development Plan* to guide architecture, site design, circulation, landscaping, and other elements of the overall design for future implementing projects within the Specific Plan area.

5.1 Purpose and Intent

The design guidelines within this section describe building designs, concepts, and features that will promote the high-quality development envisioned for the Specific Plan area. The design guidelines in this section should be used in conjunction with the development standards described in **Section 4,** *Development Regulations*.

The main components of this section include guidelines related to architecture, site planning, and landscape design. These elements define the design concept, physical character, and overall theme of this Specific Plan.

Architecture. Design guidelines relating to architecture are intended to promote and emphasize the identified architectural themes and styles for buildings permitted within the Specific Plan area. These guidelines are intended to provide a basis for decisions regarding the built environment and promote a high-quality industrial project, including direct guidance on architectural design and details, building mass and scale, materials and exterior colors, and articulation.

Landscape Design. The guidelines related to landscape design, open space, and plant material describe general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting. The guidelines provide direction regarding the use of plant materials that are water-wise and complement the desired architectural style.

These design guidelines serve to promote cohesive design and enhance the Project identity. These guidelines are intended to be directional but flexible in nature to account for future advances in architectural design and quality over time. Conceptual graphics and imagery are included as visual references but do not represent the only approach that may be taken to design within the Specific Plan area. Creative approaches are encouraged.

These design guidelines serve the following functions:

- To provide San Bernardino County with an assurance that Speedway Commerce Center II will be developed in accordance with the quality and character described within this Specific Plan.
- To establish guidelines for architecture, circulation, landscape, parking, lighting, and other distinguishing features.
- To provide guidance to County staff and the Planning Commission in the review of future implementing projects within the Specific Plan area.
- To provide builders, planners, architects, landscape architects, and property owners with guidelines and recommendations to aid in maintaining a high level of project cohesiveness and unity, while still allowing for a degree of personal expression and creativity.
- To encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- To create simple building designs that result in efficient use of space, materials, and

resources while maintaining a high level of design integrity.

- To provide a means to meet the County's environmental justice goals[1] in compliance with Senate Bill 1000, especially as the Project relates to addressing the unique or compounded health risks of environmental justice communities regarding pollution exposure, public facilities, food access, safe and sanitary homes,[2] physical activities, and "civil" or community engagement, as applicable.

The terms "shall," "should," and "may" are used within the Design Guidelines. The term "shall" is used to denote a design standard where compliance is required. The term "should" is used to denote a guideline that is recommended, but not required. The term "may" is used to denote a design treatment that is allowed or optional.

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and economic fluctuations.

5.1.1 Relationship to the Countywide Guidelines

San Bernardino County does not have existing design guidelines relating to different land use types. These design guidelines established within this Specific Plan are intended to fill that void for the Specific Plan area. The County does maintain County Standard Plans through the Department of Public Works relating to transportation design standards which apply to future implementing projects unless specifically modified herein.

5.2 Architecture

Architectural design and building massing are important components of large industrial, high-cube logistics, and e-commerce projects due to the unique characteristics associated with the internal logistical workings of each building. The large-scale and logistical requirements needed to accommodate the internal use of the building are not always conducive to highlighting detailed architectural features, however if concentrated into strategic areas within the building's façade, these details can define a building.

The guidelines within this section are intended to promote successful architectural design, both aesthetically and functionally. Builders within the Specific Plan area should review and consider each of the following guidelines.

5.2.1 Design Inspiration, Theme, and Character

High-Cube Logistics/E-Commerce Uses

Architectural styles within the Specific Plan area should be a modern, contemporary style with clean lines. For high-cube logistics/e-commerce uses, this design aesthetic is emphasized by the use of glass and metal to denote areas of importance along the building. These may be pedestrian focused areas such as primary or secondary building entrances or office uses. These elements may also be used to break up large sections of the façade for the middle section of the building. A clean smooth concept of painted concrete panels and glass is envisioned as the primary building material for buildings to emphasize the modern aesthetic

[1] County Environmental Justice goals and policies, designed in compliance of SB 1000, are available at https://countywideplan.com/policy-plan/hazards/

[2] While Safe and Sanitary Housing remains an integral pillar of Countywide environmental justice goals, implementation of this Specific Plan would neither displace housing nor propose housing.

and highlight the architecturally detailed sections.

Ancillary Commercial Uses (with Parking Fields/Drop Lots)

Ancillary commercial uses (with parking fields/drop lots) within the Specific Plan area use similar material choices to the high-cube logistics/e-commerce buildings to provide a cohesive architectural appearance throughout. Buildings are focused on the pedestrian level with entrances and display spaces denoted through the use of glass.

Conceptual building sections are shown for the proposed high-cube logistics/e-commerce uses (**Figure 5-1** and **Figure 5-2**) as well as for the ancillary commercial uses (**Figure 5-3** and **Figure 5-4**) within the Specific Plan area.

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FIGURE 5-1: CONCEPTUAL BUILDING SECTIONS (55' T.O.P. TYPICAL INDUSTRIAL BUILDING ELEMENTS)

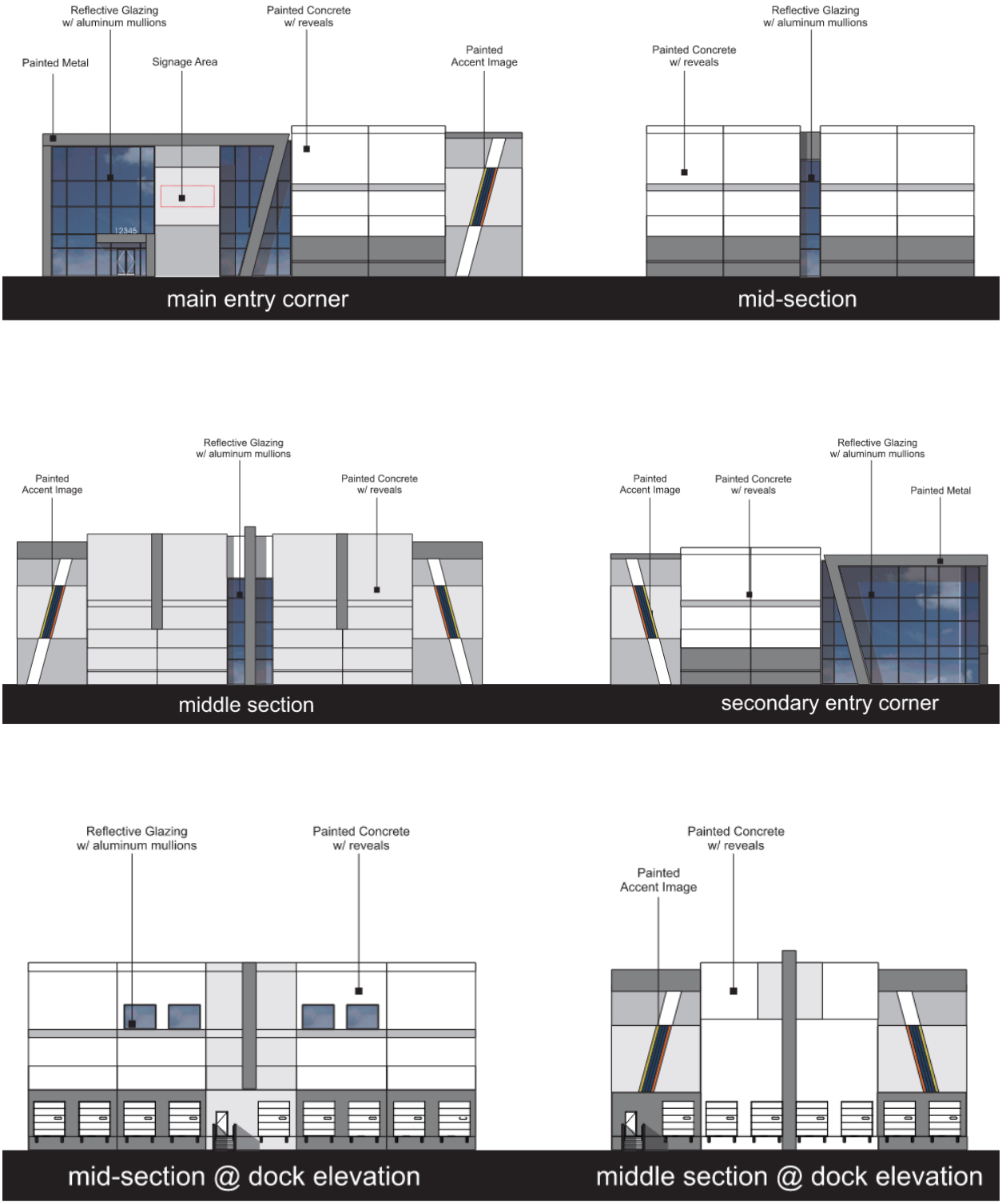

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FIGURE 5-2: CONCEPTUAL BUILDING SECTIONS (125' T.O.P. TYPICAL E-COMMERCE LOGISTICS FACILITY ELEMENTS)

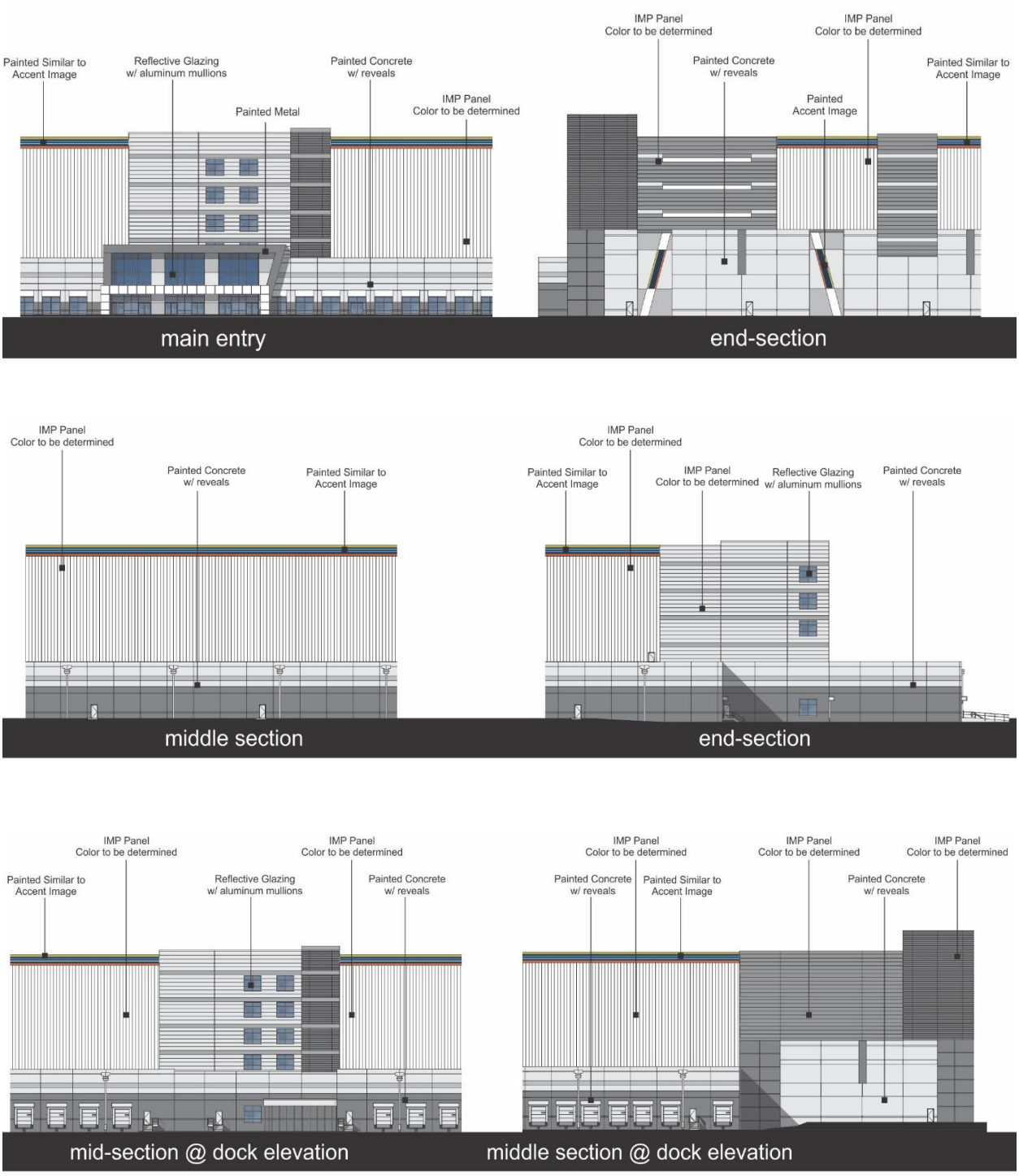

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FIGURE 5-3: 50' TYPICAL COMMERCIAL BUILDING ELEMENTS

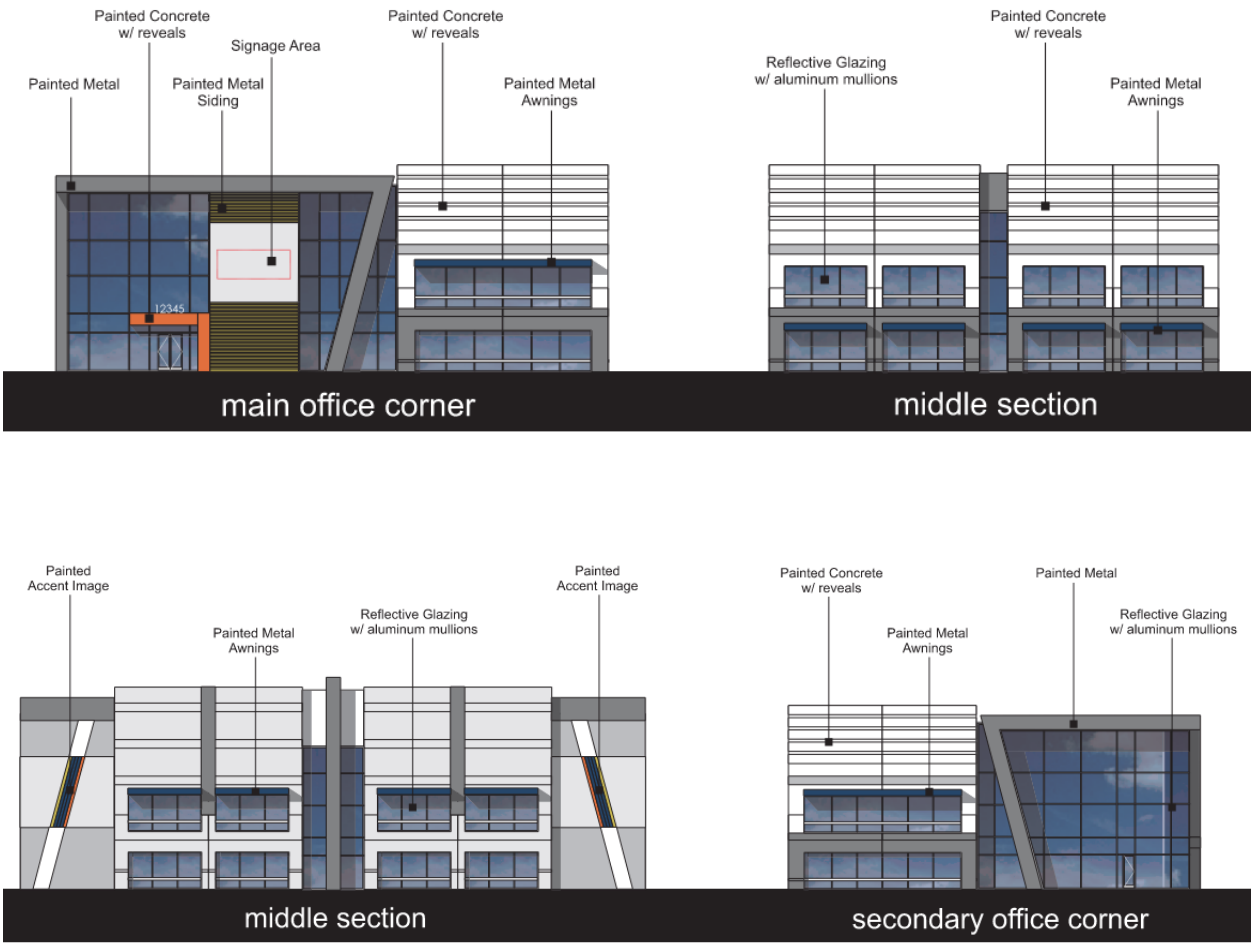

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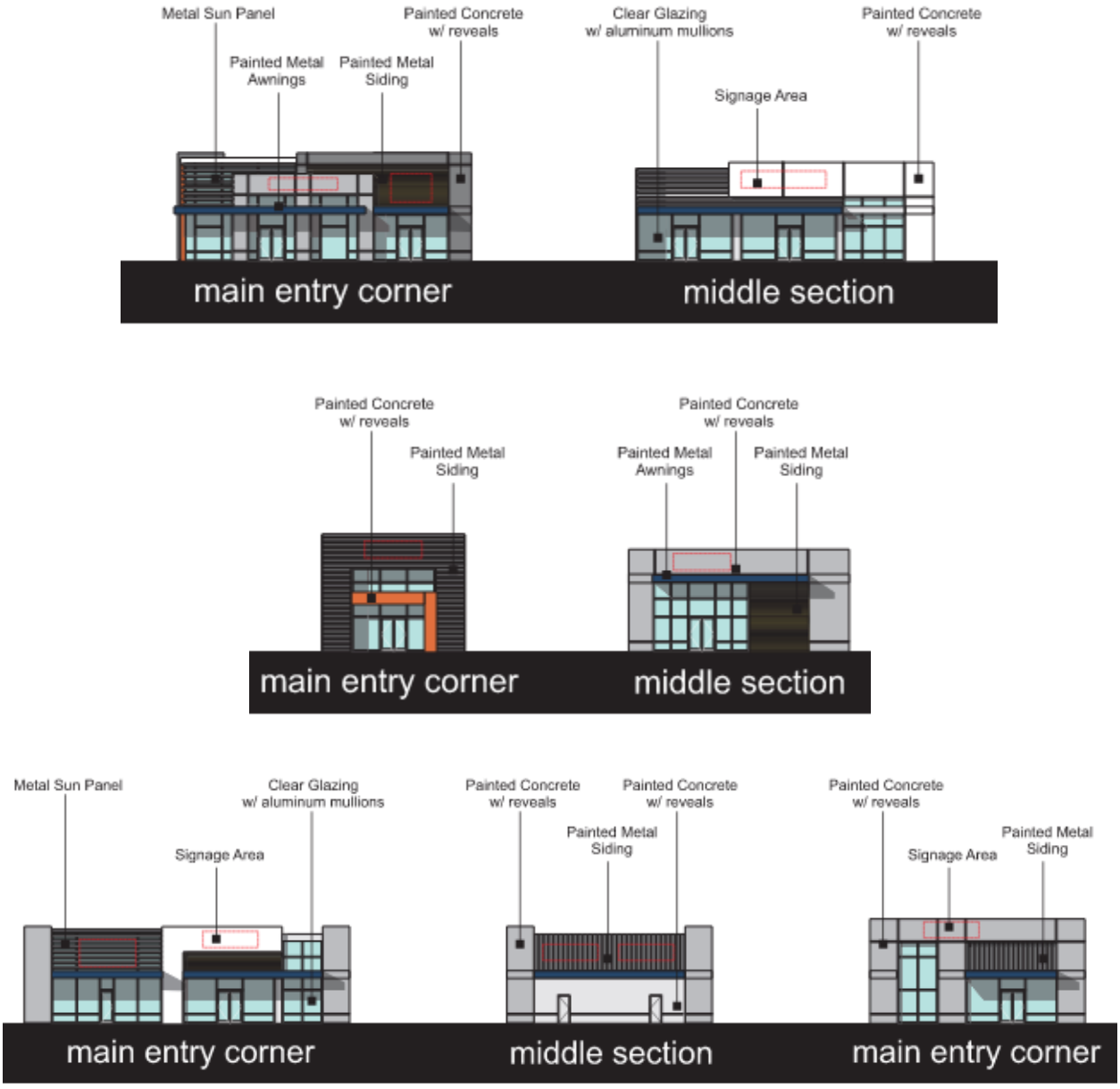
FIGURE 5-4: 28' TYPICAL COMMERCIAL BUILDING ELEMENTS



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5.2.2 Building Orientation, Massing, and Form

Building form is a defining feature of architecture. Shape, massing, scale, proportion, rhythm, and articulation are all components of a building's form.

Development within the Specific Plan area should consider the following principles related to form and massing:

- The overall building form should consist of simple, geometric forms.
- Building design should exhibit a balance, rhythm, and symmetry of building faces. Buildings do not need to be completely symmetrical but should have consistent sizing of architectural elements.
- Rectangular forms with repeating elements at entryways and marking building corners are encouraged to promote ease of identification of specific building elements and visual interest. This may be accomplished through variations in height or through façade articulation (in compliance with the development standards within this Specific Plan) at the corners of building to provide emphasis. Building modulation and variation in surface planes for buildings areas visible from public roads, both internal and external to this Specific Plan, is encouraged.

The following design guidelines relating to the scale, massing, and orientation of buildings should be incorporated for implementing projects within the Specific Plan area.

- Buildings should be organized to provide convenient access to entrances and efficient internal circulation for vehicles and pedestrians.
- Variation in surface planes for buildings visible from public roads is encouraged.
- Roof lines should complement the overall architectural design of the Project.
- A parapet or some other method of screening should be considered to keep rooftop mechanical equipment screened from public view from ground level adjacent to the building.
- Visitor parking should be located with convenient access to public building entries.
- Buildings should be oriented so that loading areas are screened from view from public streets and publicly accessible areas.
- Where provided in commercial settings, courtyards, arcades, and seating areas shall be illuminated to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.

The following design guidelines relating to building orientation, massing, and form should be incorporated for implementing projects within the Specific Plan area as a means to address the effects of pollution exposure on environmental justice communities.

- Buildings should be oriented such that the effect of noise emitted from the ACS is minimized.
- Buildings shall be equipped with all necessary infrastructure, such as conduit and reinforced roofs, to allow for future solar photovoltaic systems – or other source of renewable energy generation on-site – to provide at least 50 percent of the expected total building load.

Note: This graphic is a conceptual representation of roof mounted photovoltaic system.

5.2.3 Articulation and Entries

Building entries are often the most important portions of a building and as such should be defined visually through the use of enhanced architectural features.

Development within the Specific Plan area should consider the following guidelines for building entrances:

- Buildings facing Cherry Avenue and internal public roadways should show a higher level of articulation and fenestration than less visible high-cube logistics/e-commerce buildings.
- High-cube logistics/e-commerce buildings within the plan area. This may include changes in building materials, color, and/or decorative accents/scoring.
- Building elevations should be articulated in a manner that will enhance the primary building entry points and create interesting rooflines, building shapes, and patterns of shade and shadow.
- Commercial buildings facing Cherry Avenue should incorporate the concept of "four-sided architecture." Similar design consideration should be given to each building face.
- Articulation of the building shall be consistent with the setbacks described in **Section 4,** *Development Regulations*.
- Vertical and horizontal variation should be appropriately implemented in order to add richness and variety to the overall mass of the building.
- Primary building entries shall be easily identified. This could be reasonably achieved through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, towers, or other design features that help emphasize a building's entry.

Building entries should be clearly accessible from the adjacent vehicular parking areas.

- Provide for small seating spaces designed in concert with adjacent building entries.

5.2.4 Safety Through Design

Employee and site safety can be enhanced through the application of design considerations that reduce opportunities for crime. The concept of safety through design (Crime Prevention through Environmental Design [CPTED]) includes several primary elements, which should be taken into consideration as part of final design of implementing projects.

- See and be Seen. Use natural surveillance (i.e., "eyes on the street") to maximize the visibility of people, parking, building entrances, and loading docks. Seating areas, circulation corridors, and individual building entries should be designed to be visible from as many areas as possible.
    - Site entries should be visible from a street or drive aisle.
    - Landscaping should be designed to limit hiding places and enhance visibility.

      Lighting should be strategically placed to illuminate parking areas, docks/loading zones, and building entries.
    - Avoid dead-end driveways and design streets to increase natural surveillance.
    - Lighting along entrance paths to buildings should be provided at the same level as street lighting.
    - Back drive aisles and loading docks should be well lit.
    - Internal walkways should be well-lit and visible from buildings.
    - Lighting should illuminate entrapment areas such as the entrances to loading/unloading areas.
    - Parking lots should be visible from the street and well-lit for the night shift.
- Access Control, including clear wayfinding to guide visitors and vehicles to appropriate

site and building entries, and perimeter fencing should be provided to avoid trespass.

- Maintenance. Properly maintained properties are less likely to attract unwanted activity. Landscape, signage, and lighting should be kept in good condition to avoid an appearance of neglect. Reporting of burnt out or vandalized lights should be encouraged.

5.2.5 Undesirable Elements

Architectural elements which are undesirable and should be avoided include the following:

- Large, blank, unarticulated wall surfaces in public view.
- Exposed, untreated precision block walls.
- Unscreened loading bays or doors facing a public street.
- Chain link fence and barbed wire fencing that abuts a public street except during construction and in parking fields/drop lots for short-term parking. Chain link may be permitted if not visible from the public street. Barbed wire is not permitted.
- False façades.
- High maintenance (such as stained wood, shingles or light gauge metal siding).
- When visible from public roads, private drive aisles, or walkways, exposed roof drains and/or downspouts, except where integrated with the building architecture through complementary colors and materials. Exposed roof drains within truck courts, maintenance yards and similar areas are permitted.
- Unscreened rooftop equipment, when viewed from the ground level.

5.3 Landscape Design

Landscaping is an important element contributing to the identity and unity of the Specific Plan area; thus, all landscaping for projects within the Specific Plan area shall:

- Promote an attractive corporate environment,
- Enhance internal cohesion and continuity; and
- Promote water conservation.

The guidelines within this section present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.

5.3.1 Landscape Master Plan

Landscape and open space serve many purposes within the Specific Plan area, from aesthetic quality and ability to enhance the established design themes, to functional purposes such as shade and screening. This is especially important for projects with larger buildings where plant material is used to soften building façades and create a sense of comfort at the pedestrian level. These landscape guidelines work in tandem with the architectural design guidelines presented previously in **Section 5.2,** *Architecture* to enhance the modern style design theme and establish a high-quality, professional aesthetic quality for the Specific Plan area.

The conceptual landscape plan, shown in **Figure 5-5**, *Conceptual Landscape Plan*, provides the approximate locations for the variety of plant material described within this section.

As noted, the conceptual landscape plan is for illustrative purposes and may change due to revisions in final design and to meet the needs of future implementing projects. This section of the Specific Plan is intended to provide

flexibility in future implementation while promoting a consistent look and feel throughout the Project area. Use of plant material not listed within the preliminary plant palette (**Figure 5-6,** *Conceptual Plant Palette*) is permitted provided it is consistent with the core elements of this section and reinforces the overall design concept.

5.3.2 Linear Parks/Pocket Parks

Linear and pocket parks are intended to be small open spaces that either enhance landscaped areas along walkways or are tucked in between buildings to create unique spaces open to employees and visitors but may be used as informal gathering spaces for meetings or for employee breaks and rest areas. Each space is intended to be flexible and may be designed with an open shelter, bench seating, or other features. Each linear park or pocket park may be designed to be used as a quiet reflecting space, with enhanced landscaping, or may be fully amenitized. The inclusion of small open spaces along walkways and unique spaced tucked in-between buildings encourages physical activity and enjoyment of open spaces. Further, enhanced landscaping that reduces urban heat island effect makes these linear and pocket parks more inclusive and accessible.

Example Pocket Park

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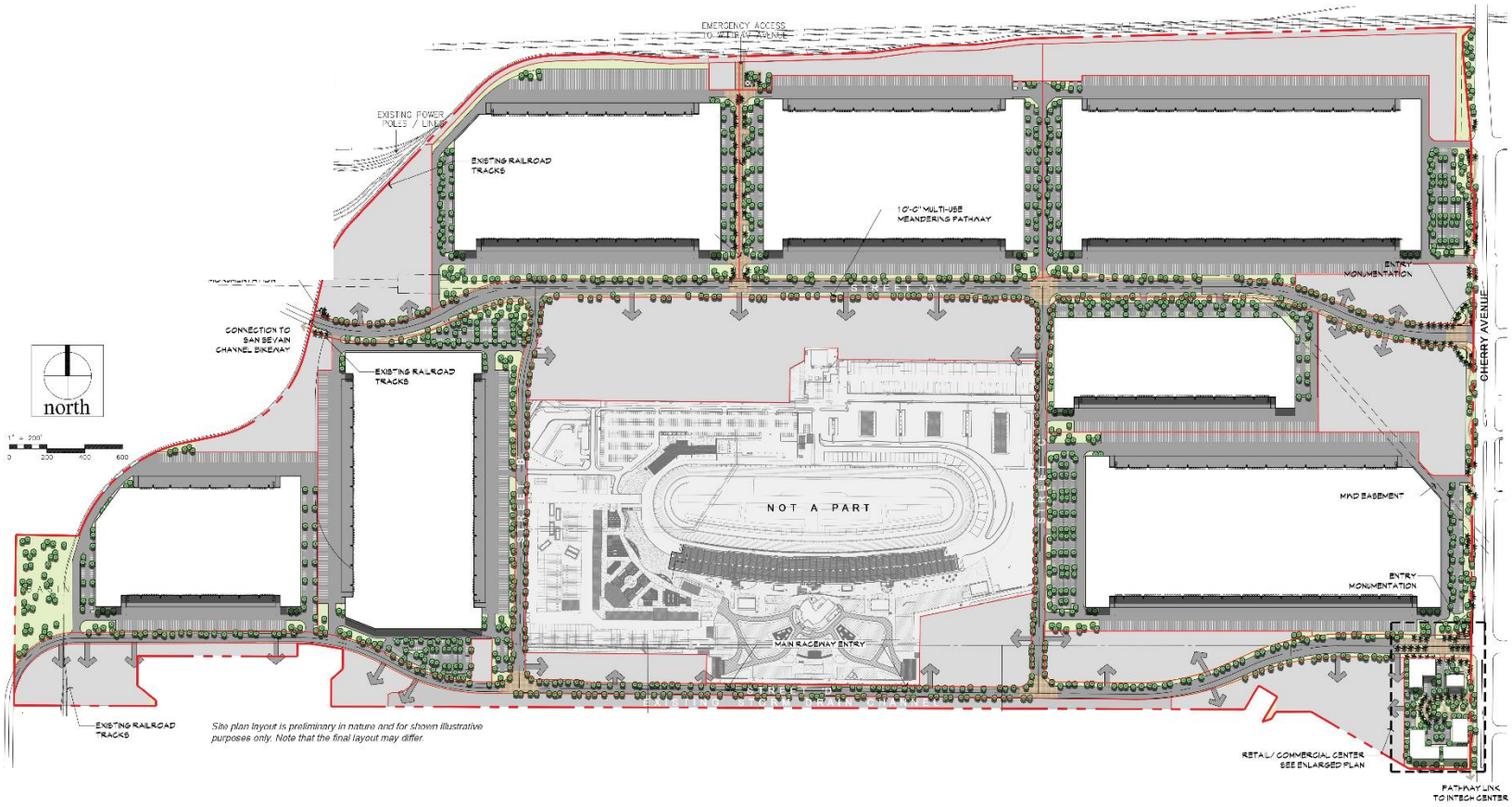
FIGURE 5-5: CONCEPTUAL LANDSCAPE PLAN



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5.3.3 Plant Palette

The plant palette for the Specific Plan area is comprised of a variety of plant material, including street and accent trees, shrubs, grasses, succulents, and groundcovers. Plants included within the preliminary plant list were selected for the unique aesthetic qualities which complement the architectural design themes throughout the Specific Plan area as well as their drought tolerant nature.

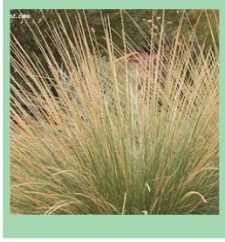
Figure 5-6, *Conceptual Plant Palette* provides a preliminary list of approved plant material for use within the Specific Plan area. This list is not intended to be exhaustive and additional plant material that is similar in size, form, color, and water need requirements may be substituted provided that they complement the overall design theme of Speedway Commerce Center II.

FIGURE 5-6: CONCEPTUAL PLANT PALETTE

Trees (Palms)

Phoenix dactylifera (Date Palm)
Washington filfera (Desert Fan Palm)
Washinton robusta (Mexican Fan Palm)

Shrubs and Accents



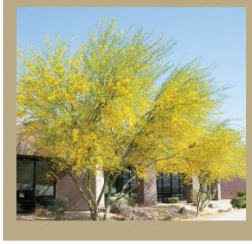
Agave attenuatta (Agave)
Arctostaphylos densiflora 'Howard McMinn' (Manzanita)
Asparagus densiflorus (Asparagus Fern)
Bouganvillea 'La Jolla' (Bouganvillea)
Callistemon viminalis 'Little John' (Dwarf Bottlebrush)
Carex Divulsa (Berkeley Sedge)
Carpenteria californica (Bush Anemone)
Ceanothus Spp. (California Lilac)
Dietes bicolor (Fortnight Lily)
Dodonaea viscosca (Hopseed Bush)
Festuca glauca 'Siskiyou Blue' (Blue Fescue)
Helictotrichon sempervirens (Blue Oat Grass)
Heteromeles arbutifolia (Toyon)
Juncus patens (California Gray Rush)
Lavendula angustifolia (English Lavender)
Leuophyllum spp. (Sage)
Ligustrum japonicum 'Texanum' (Texas Privet)
Muhlenbergia rigens (Deer Grass)
Myrtus communis 'Compacta' (Dwarf Myrtle)
Pittosporum tenuifolium 'Silver Sheen' (Pittosporum Silver Sheen)
Rhaphiolepis indica (India Hawthorn)
Rhus integrifolia (Lemonade Berry)
Romneya coulteri (Matilija Poppy)
Westringia Fruticosa (Coast Rosemary)

FIGURE 5-6: CONCEPTUAL PLANT PALETTE (CONT'D)

Trees (Streets and Perimeter)

Chilopsis linearis (Desert WIllow)
Cinnamomum camphora (Camphor Tree)
Koelreuteria paniculata (Goldenrain Tree)
Lagerstroemia indica (Crape Myrtle)
Pistacia chinensis (Chinese Pistache)
Podocarpus gracilior (Fern Pine)
Prunus cerasifera 'Krauter V.' (Purple Leaf Plum)
Pyrus kawakamii (Evergreen Pear)
Quercus agrifolia (Coast Live Oak)
Quercus ilex (Holly Oak)

Trees (Interior Landscape Areas and Parking Lots)



Cercis occidentalis (Western Red Bud)
Chitalpa tashkentensis (Chitalpa)
Geijera parviflora (Austrailian Willow)
Gleditsia Tricanthos (Honeylocust)
Lagerstroemia indica Spp. (Crape Myrtle)
Lophostemon confertus (Brisbane box)
Olea europaea (Fruitless Olive)
Parkinsonia x 'Desert Museum' (Desert Museum Palo)
Pinus eldarica (Mondell Pine)
Pistacia chinensis (Chinese Pistache)
Quercus agrifolia (Coast Live Oak)
Rhus lancea (African Sumac)

Groundcovers

Acacia redolons 'Low Boy' (Prostrate Acacia)
Baccharis pilularis 'Pigeon Point' (Dwarf Coyote Bush)
Baileya multiradiata (Desert Marigold)
Lantana spp. (Lantana)
Lomandra longifolia 'Breeze' (Dwarf Mat Rush)
Myoporum parvifolium (Myoporum)
Rosmarinus o. 'Prostratus' (Prostrate Rosemary)
Salvia greggii (Autumn Sage)
Trachelospermum jasminoides (Star Jasmine)

5.4 Site Design

Well-thought-out site design is critical to successful functionality, especially within e-commerce and high-cube logistics commerce centers. The safe and efficient flow of pedestrians, personal vehicles, and goods movement through coordinated truck and van traffic is centered around a strong focus in complete site design.

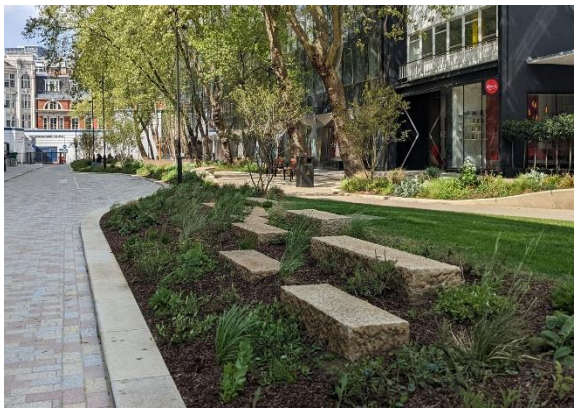
5.4.1 Site Design

Development within the Specific Plan area should consider the following design guidelines:

- Future implementing projects should include wayfinding measures and reduce conflict areas between pedestrian and vehicular paths of travel. Reducing conflict between pedestrian and vehicular paths of travel would increase safety for pedestrians and encourage more non-vehicular modes of travel.
- The overall site design should incorporate opportunities for gathering through landscaped and open space areas that are easily accessible and visible from the buildings or the street for safety and surveillance purposes. Easily accessible and safe opportunities for gathering can encourage the use of open spaces and increase local civic engagement within the community.
- Spaces for outside equipment, trash receptacles, storage, and loading areas shall be designed as an integral part of the structure or positioned in the least conspicuous part of the site.

5.4.2 Wellness Walks

This Specific Plan also includes a multi-use path proposed on the southern edge of the Street "A" which includes pop-outs along the pathway for recreational purposes. Within the multi-use path, exercise stations, seating areas or other facilities are encouraged to create an opportunity for wellness activities. Furthermore, opportunities for additional wellness walks through the identified walking paths that connects employee amenity areas throughout the Project may be improved with additional wayfinding signage, seating areas, and activity stations or art. The multi-use path as well as other connecting paths may include wayfinding signage to define the location of the walking path and the distance of any connecting walking loop. Such identified walking paths and outlined signage promote physical activity through the built environment. If a community has facilities that promote physical activity, community members are more likely to be physically active within that community.



Example Walkway with Seating

5.4.3 Streetscape Conditions

Street "A" (aka Jimmie Johnson drive)

Street "A" is a continuation of Napa Street. Street "A" runs east-west across the entire Specific Plan area and is anticipated to connect existing Napa Street to Cherry Avenue on the eastern boundary. Street "A" abuts high-cube logistics/e-commerce uses, parking fields/drop lots, and potentially ancillary commercial. Street "A" contains a 24-foot parkway along the south

side of the street which contains a 10-foot wide multi-use path. This path is intended to accommodate pedestrians and bicycles and is important to facilitate the movement of visitors on event days at the Next Gen motorsports facility. The northern condition along Street "A" will contain San Bernardino County's standard 6-foot walkway and 2 feet of landscaping within the public right-of-way. **Figure 5-8** shows the typical landscape conditions along Street "A."

Street "B" (aka Sunset Drive) and "C" (aka Dreamland Drive)

Streets "B" and "C" run internally in a north/south direction within the Specific Plan area. Portions of these streets abut the Next Gen motorsports facility, proposed e-commerce, high-cube logistics uses, and parking fields/drop lots/parking areas. **Figure 5-9** shows the typical landscape conditions along Streets "B" and "C."

Street "D" (existing Entry Road, aka Jeff Gordon Drive)

Street "D" runs along the southern perimeter of the Specific Plan area. It is bordered to the south by parking fields/drops, the existing Flood Control Channel, and potentially some ancillary retail uses. Street "D" is bordered to the north by proposed high-cube logistics/e-commerce uses as well as Next Gen motorsports facility. The landscape conditions for each scenario range from fully landscaped along the flood channel to a proposed 8-foot sidewalk and no landscaping in others.

Figures 5-10 through **5-13** shows the typical landscape conditions along Street "D." As shown on **Figure 5-7**, there are four separate roadway conditions along Street "D."

Cherry Avenue

Cherry Avenue is the primary access road into the Specific Plan area and connects to Street "D" and to Street "A." Cherry Avenue will also have direct access to three parking areas/drop lots in PA1 and PA2. The existing landscape/hardscape condition Cherry Avenue will remain and may be enhanced where appropriate as construction of street improvements, monument signage and other improvements occur. There is sidewalk within the existing right-of-way on Cherry Avenue.

VIP Access Road

VIP Access Road provides access to the Specific Plan area from San Bernardino Avenue from the southwest corner of the Specific Plan area and connects to Street "D." The existing landscape/hardscape condition adjacent to the San Bernardino County Flood Control channel will remain. There is no sidewalk proposed within the right-of-way on VIP Access Road.

Figure 5-14 shows the typical landscape conditions along the VIP Access Road.

Conceptual Exercise Equipment Pop-outs

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FIGURE 5-7: CONCEPTUAL CIRCULATION PLAN

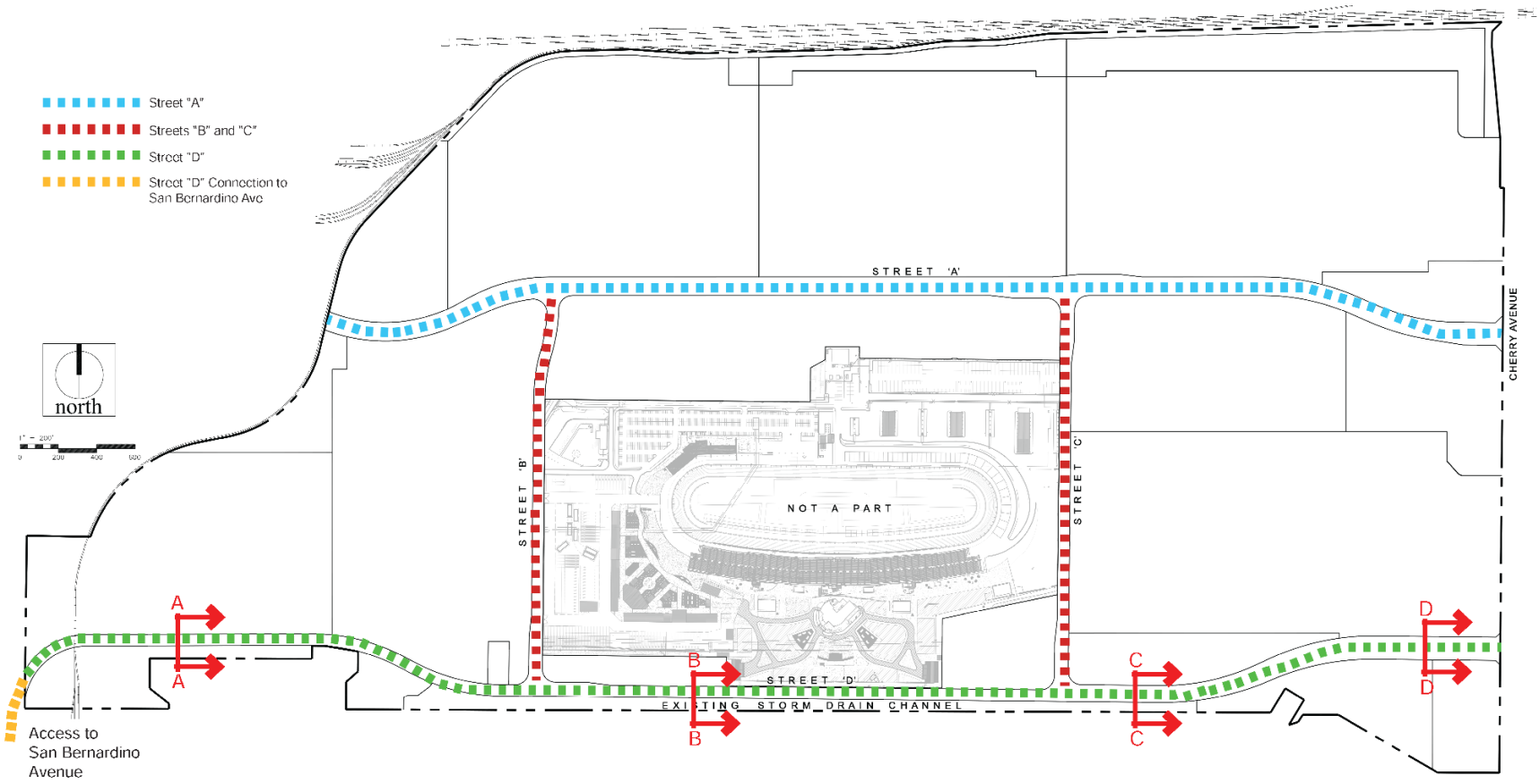

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FIGURE 5-8: ROADWAY CROSS SECTION (STREET "A")

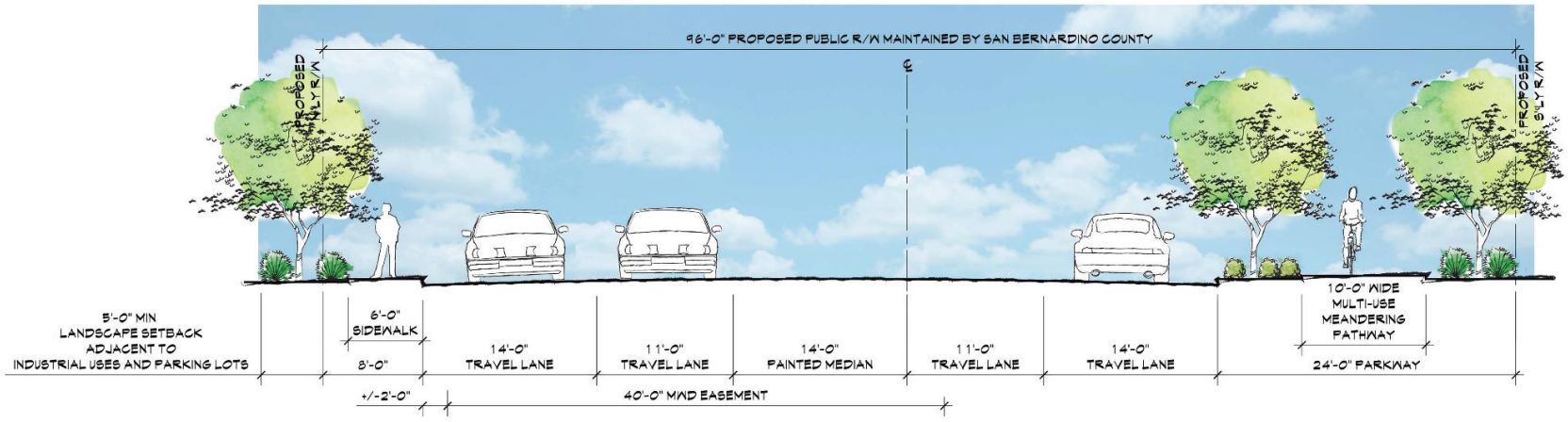

FIGURE 5-9: ROADWAY CROSS SECTION (STREETS "B AND C")

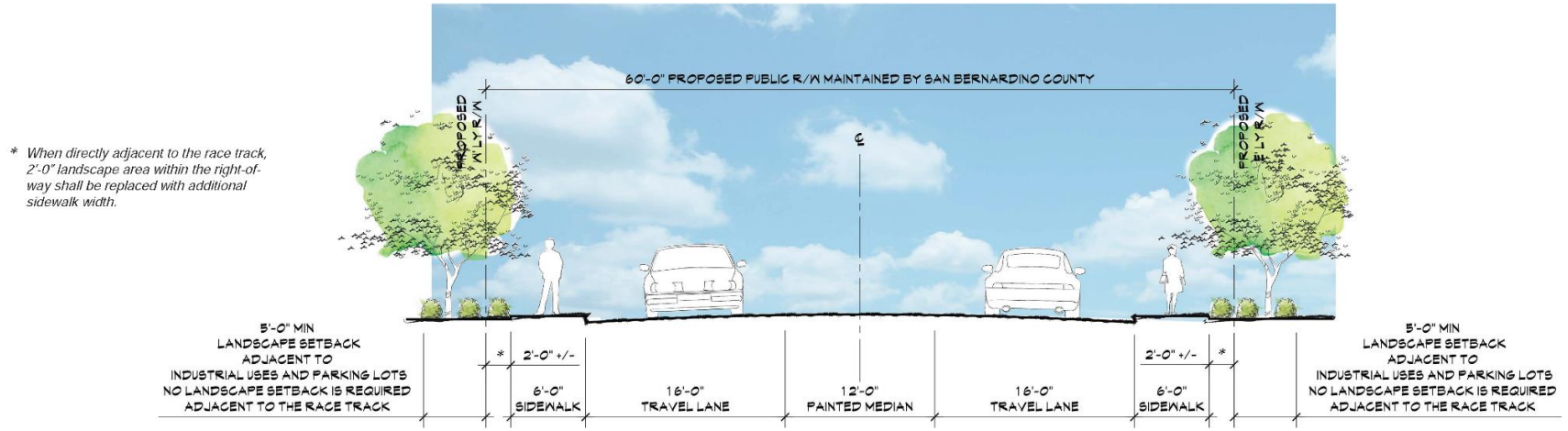

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FIGURE 5-10: ROADWAY CROSS SECTION (STREET "D") – SECTION A-A

Note:
Sidewalk along the northern right of way will terminate at the existing railroad tracks and will convert to landscaping adjacent to the basin

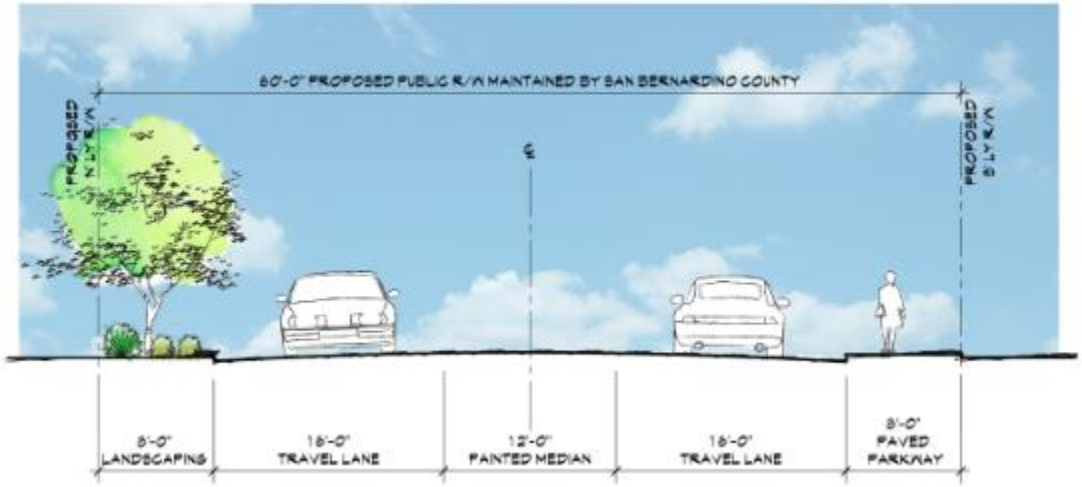

FIGURE 5-11: ROADWAY CROSS SECTION (STREET "D") – SECTION B-B

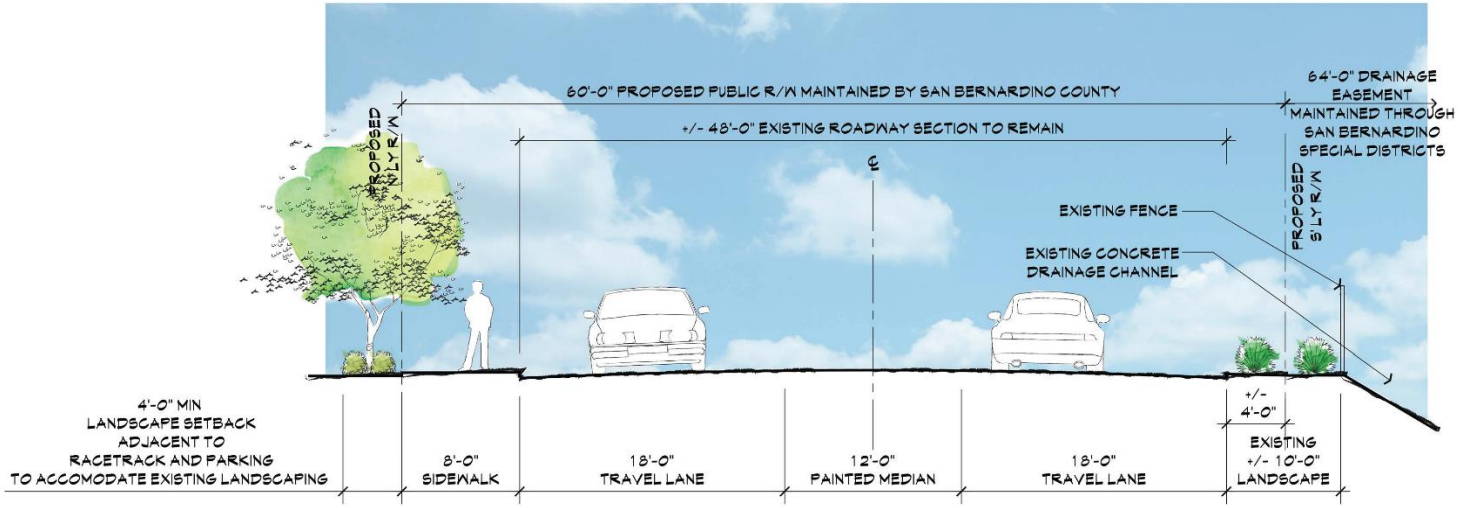

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FIGURE 5-12: ROADWAY CROSS SECTION (STREET "D") – SECTION C-C

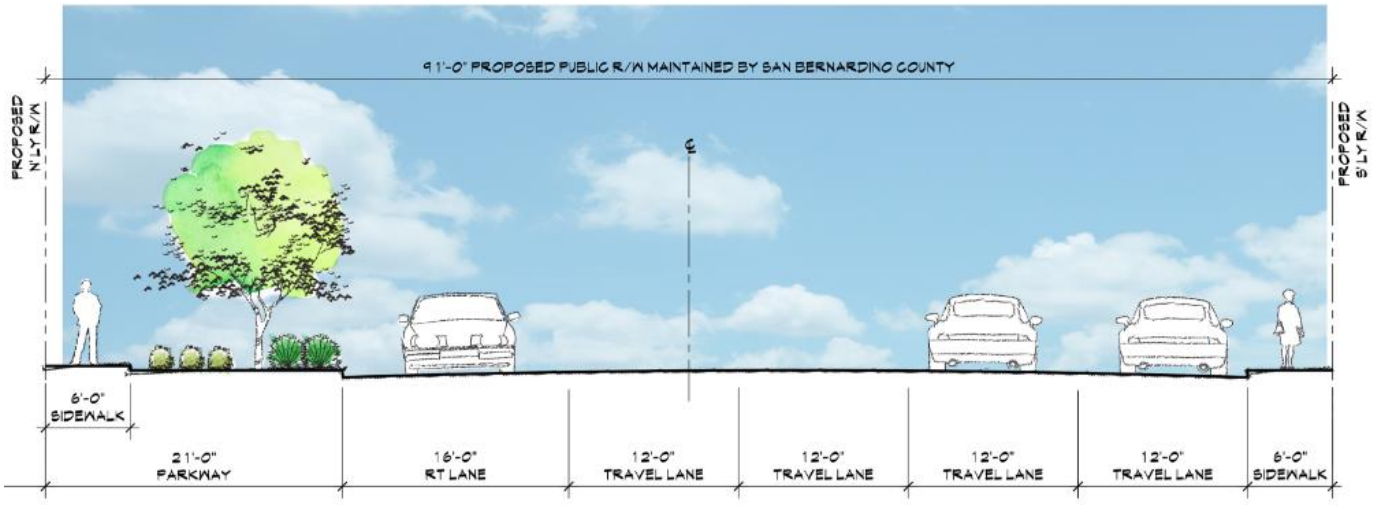

FIGURE 5-13: ROADWAY CROSS SECTION (STREET "D") – SECTION D-D

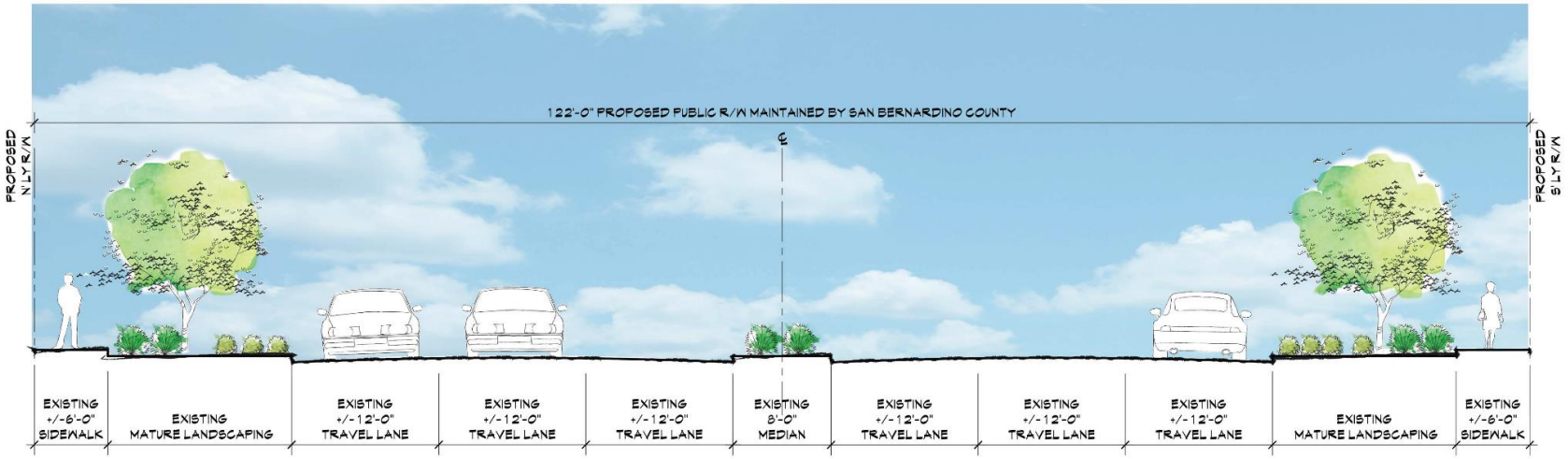

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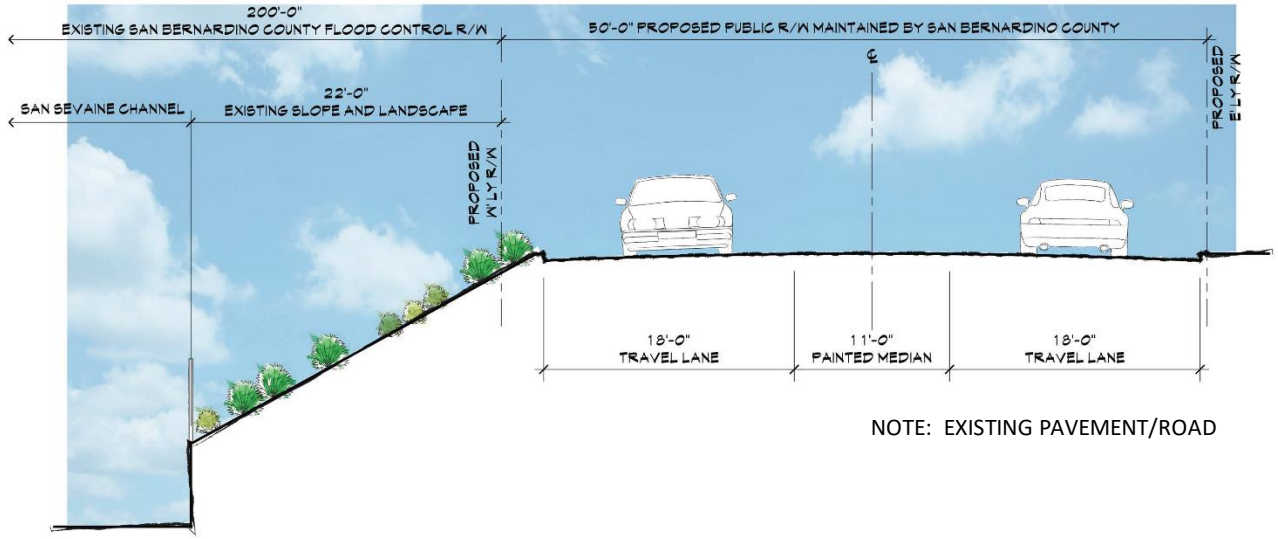
FIGURE 5-14: ROADWAY CROSS SECTION (VIP ROAD)



STREET "D" CONNECTION TO SAN BERNARDINO AVE. (LOOKING NORTH)

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5.4.4 Site Entries and Entry Monumentation

Site Entries

There are two primary entrances into the Specific Plan area from Cherry Avenue. Each entry is designed to clearly direct employees and visitors as well as visually establish entrance into the Specific Plan area. Each planning area will have its own entryways, driveways, and drive aisles, and may have separate entry monumentation or use other methods to clearly delineate primary planning area entrances.

Development within the Specific Plan area should consider the following guidelines relating to the design of site entries:

- The entry shall provide architectural elements that create a focal point and/or provide visual interest. Decorative paving may be used if appropriate or other materials that guide visitors and employees into the Specific Plan area with a sensitivity to pedestrian scale.
- Low walls and complementary hardscape should be used to enhance the entry design.
- Landscape design and other site elements at primary entrances, including walls, signage, and paving, should reinforce the architectural style of the surrounding buildings.

Entry Monumentation

Entry monuments will be placed at strategic site entry locations to establish a sense of arrival at the Specific Plan area and reinforce the overall design theme. These are situated within the corner entry treatments. These entry monuments will range in size, materials, and design depending on location. A conceptual design for these entry monuments is shown in **Figure 5-15,** *Conceptual Entry Monumentation* and is subject to change based on final design.

Site entries will use plant material to complement entry monuments. Monuments will speak to the historical speedway use of the site and complement the design of on-site buildings.

As one of the first architectural elements that visitors see, entry monuments set the tone for the overall design of the Project area. Entry monuments within the Project area should follow the following guidelines:

- Entry monuments should be prominently located at major entryways and be clearly visible to visitors.
- Entry monuments should use high quality materials.

Note: This graphic is a schematic/conceptual representation of wayfinding/directional signage

5.4.5 Directional Signage

On-site circulation will need to accommodate multiple modes of transportation, including trucks, vans, and cars primarily. It is important that these different vehicle types be able to navigate the Specific Plan area safely and efficiently. On-site and off-site directional signage, specifically for truck traffic, is an effective way to facilitate the movement of vehicles around the site. Use of directional signs will make it easier for drivers of all methods to navigate to their intended destination. In addition to the entry monumentation, the following signage guidelines should be incorporated. Overall, signage should be clear,

legible, well-lit, and not blocked by landscaping or other obstacles.

Off-Site Signage

Off-site signs are signs that may be located within the right-of-way or other public spaces within the Specific Plan area or along Cherry Avenue and may include both permanent and temporary signs and may be for the identification of both the Specific Plan and to identify special events or provide directional signage to the ACS. Signs may be located within right of ways, parklets, the multi-use trail, and other semi-pubic or public spaces. Signs may generally include major entry monumentation, directional signs, pageantry, public art, and wayfinding signage.

- Directional signage should be provided along Streets "A," "B," "C," and "D." These signs should indicate where to turn to most efficiently access each building and/or planning area. Proposed directional signage, both off-site and on-site, should be included and reviewed during the Precise Development Plan process.
- Off-site signage should clearly indicate which buildings and businesses should be accessed at each primary Specific Plan area entry point.
- Off-site signage should have a consistent design, appearance, and size for ease of use.
- Off-site signage is not required and requires coordination with the authority-having jurisdiction or property owner where signage is proposed.

On-Site Signage

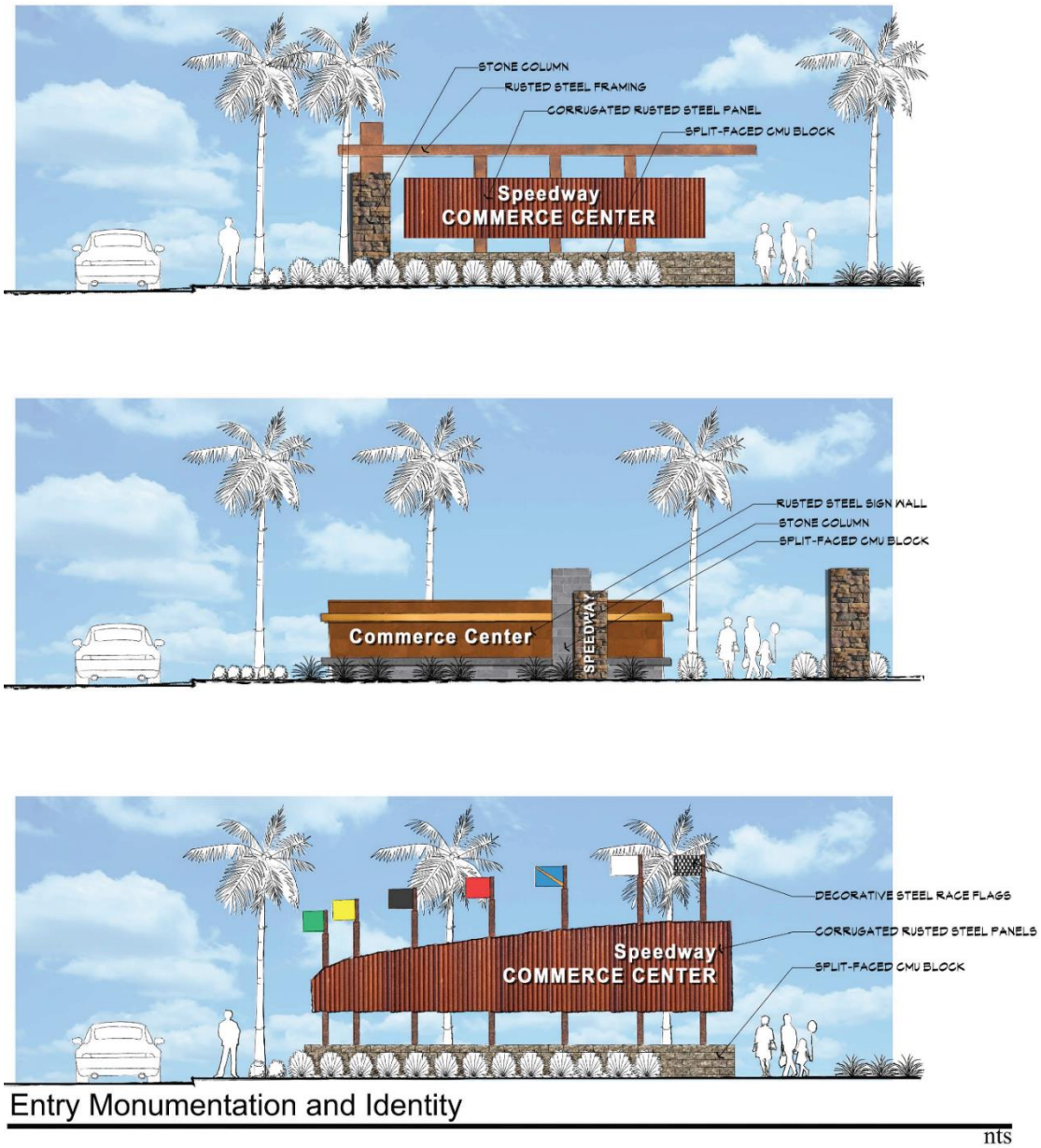
On-site signage may include both permanent and temporary signs and shall be located generally outside the right of way or public space. Signs may include business identification, wayfinding, or pageantry.

- Directional signage should be provided along driveways, drive aisles and access points that take access from Streets "A," "B," "C," and "D." These signs should indicate where to turn to most efficiently access each building and/or planning area. Proposed directional signage both on-site and off-site, should be included and reviewed during the Precise Development Plan process.
- On-site directional signage which provides information at a sitewide level should have a consistent design, appearance, and size for ease of use.
- Individual buildings/planning areas may have building or free-standing signs for identification purposes per the County's signage standards. This is in addition to sitewide directional signage.

The following design guidelines relating to directional signage should be incorporated for implementing projects within the Specific Plan area to address the effects of pollution exposure on environmental justice communities.

- Directional signage shall be provided at exit driveways. These signs shall indicate County truck routes pursuant to the Municipal Code. Additionally, signage should effectively reduce queuing.
- Signage shall indicate where idling restrictions are in effect, namely within dock and delivery areas. Additionally, signage shall provide a method to report violation of idling restriction.

FIGURE 5-15: CONCEPTUAL ENTRY MONUMENTATION



Entry Monumentation and Identity

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5.4.6 Parking and Internal Circulation

Parking design shall emphasize a clear hierarchy of traffic circulation and parking, clear navigation for all modes of transportation, and safety. Development within the Specific Plan area should consider the following guidelines relating to the design of parking lots and internal pedestrian and vehicular circulation:

- The circulation system should be clear, direct, and simple, with a primary focus on the building itself and access to loading zones.
- Entries, exits, parking lots, and pedestrian pathways shall allow customers, employees, emergency vehicles, and delivery vehicles to navigate through the site easily and safely.
- Visitor parking should be located with convenient access to public building entries.
- Trees should be planted regularly within parking lots and parking lot medians to provide shade for vehicles and pedestrians. Parking lots associated with high-cube logistics/e-commerce and ancillary commercial uses on the same parcel as a proposed building are subject to the parking lot landscaping requirements within the San Bernardino County Development Code. There are no tree requirements within parking field/drop lot parking areas.
- Delivery and loading operation design shall not conflict with vehicular traffic in the adjacent public street – trucks shall not be allowed to stack in such a way as to extend into Cherry Avenue.
- Parking space, aisle dimensions and landscaping shall conform to County development standards (see **Section 4,** *Development Regulations*, of this Specific Plan for drive aisle and parking space dimensions).
- Parking lots must be designed with a clear hierarchy:
  - major access drives into the Specific Plan area from Cherry Avenue;
  - major internal circulation drives and/or fire lanes with little or no parking; and
  - parking aisles for direct access to parking spaces or loading docks.
- Private drives shall be treated as extensions of existing streets and may function as fire lanes.
- Screen walls or landscaping shall not be located in the line of sight for drivers entering, leaving, or driving through the site. Screening shall maintain a clear visual zone between 32-inches and 5-feet above grade. Sight triangles must be kept clear of obstructions as shown below in **Figure 5-16**, *Visibility Clearance Area*.

The following design guidelines relating to parking and internal circulation should be incorporated for implementing projects within the Specific Plan area as a means to address pollution exposure affecting environmental justice communities.

- On-site truck circulation shall be designed to prevent queuing outside of the facility.
- Parking shall include parking designated exclusively for 'clean air' vehicles (electric vehicle or vanpool parking).
- Buildings and car charging infrastructure shall be designed to accommodate current and future electric vehicle charging needs.
- Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the

California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.

- Tangible efforts should be made to reach a goal of zero-emissions in business operations beginning in 2030 including requiring heavy-duty trucks visiting the site to be zero-emissions, if such trucks are widely available and economically feasible. Through diligent record-keeping, the Project shall demonstrate compliance with SCAQMD Rule 2305.

- Training and education (such as CARB-approved courses) focused on increasing trucking efficiency, decreasing emissions from idling, and the implementation of diesel alternative technologies, shall be available to tenants and enforcement staff.

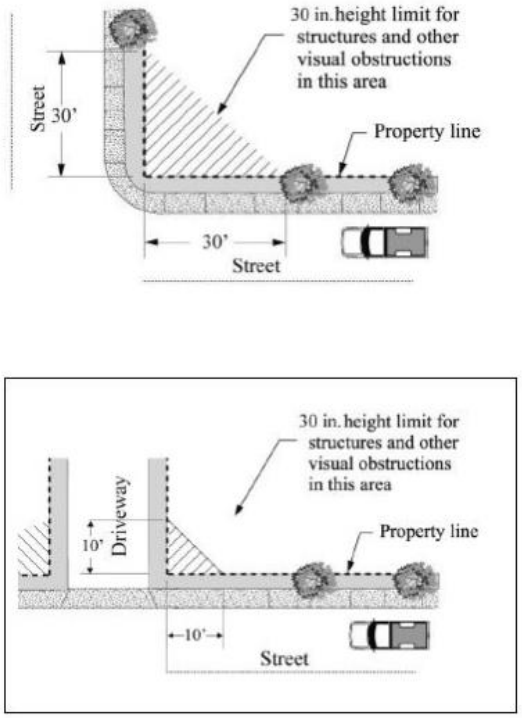

FIGURE 5-16: Visibility Clearance Area

5.4.7 Service Areas and Utility Placement

Service areas and above-ground equipment such as trash enclosures, and electrical vaults are a requirement of development. Buildings are focused on the practical use and movement of goods which requires loading and unloading bays. Their screening treatment is important to the overall quality of this Specific Plan and architectural consideration should be given to deemphasize these areas to the extent possible. Additionally, screening of such noise-emitting features should minimize exposure of pedestrians to excess noise.

Loading/Unloading Areas

- Service areas, such as loading docks, utility areas, and back of house entrances should be visually screened from the public right-of-way with walls and hardscape elements or incorporated within the shell of the building. Some short-term retail loading may be

located within parking lots/drive aisles, but shall have signage and pavement markings.

- Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to integrate with the entire development.

Mechanical Equipment

- All equipment (except equipment secured to the rooftop and appropriately screened from view from the ground level adjacent to the building) shall be internal to buildings to the greatest extent possible. When unfeasible, all such equipment shall be screened and not prominently visible from publicly accessible spaces. Electrical rooms should be planned in an inconspicuous location with smooth access doors painted to match the building field color. Underground service must be provided.
- Roof-mounted mechanical equipment (excluding solar panels, solar films, and small-scale wind turbines) shall be screened from view from streets, walkways, common areas, and open space areas at the ground level adjacent to the building with parapets and other architectural features that are compatible with the architectural style and character of the building.
- Small-scale wind turbines and solar heating and energy production panels and films are permitted. These items do not need to be screened, since screening may limit productivity.
- Equipment should be located to maximize energy efficiency, such as locating cooling equipment in shaded areas that are protected from the hot sun, thus reducing energy needs.
- Storage, loading, and equipment areas shall be screened from spaces within public rights of way.
- Ground-mounted mechanical equipment shall be located behind walls/fences, inside utility cabinets, and/or behind landscaping to screen this equipment from streets, walkways, and common areas. Items to be screened include, but are not limited to, power transformers, electrical equipment, backflow preventers, antennas, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.
- Energy and water-efficient appliances, fixtures, lighting, and windows shall meet or exceed State energy performance standards. Energy Star qualified (or equivalent) models of mechanical equipment are strongly encouraged.

The following design guidelines relating to mechanical equipment shall be incorporated for implementing projects within the Specific Plan area as a means to address pollution exposure affecting environmental justice communities.

- Electrical hookups to the power grid shall be preferential to diesel-fueled generators to encourage the use of electric construction equipment (such as saws, drills, and compressors), if feasible.

Trash Enclosures

- If provided, trash enclosures must be screened by a solid wall a minimum of six feet in height with a solid latching gate with landscaped buffers and located so that doors do not interfere with landscaping and pedestrian and vehicular circulation. Color shall complement adjacent buildings and landscaping.

5.4.8 Walls and Fences

Walls/fences may be a maximum of 14 feet in height as outlined in the Development Regulations (**Section 4.12**, herein), walls/fences required for sound attenuation are exempt from this maximum and are subject to an acoustical study to determine the height and location required for attenuating purposes. Walls on-site are anticipated to primarily be for screening purposes, though retaining walls are assumed as part of the Project. Where a retaining wall is combined with a wall or fence a total maximum height of 18 feet is permitted, measured from the low/inside of the wall. For walls that are pure retaining to support a structure such as a road embankment or a flood control headwall, the maximum height is 20 feet. A retaining wall combined with a wall or fence with a height greater than permitted is subject to approval of a Variance.

Fence materials shall consist of one or more of the following: tubular steel fences, masonry block/stucco walls, or a combined low block wall/fence. Walls or fences may be provided around the perimeter of the property, except for the edge with Cherry Avenue. The frontage at Cherry Avenue (Planning Area 1c, 2c, and 5a) may include a low wall or fence or utilize planting materials along the street frontage. Any low lying fences shall not exceed 4 feet in height.

Chain link fencing that abuts a public street is prohibited except during construction and on a temporary basis within parking fields/drop lots.

5.4.9 Lighting and Security

Lighting will utilize high-efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, and open space areas, and appropriate shielding or recesses to minimize glare and reflections.

Public and private street lighting and parking lot lighting will meet County and utility purveyor standards.

- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, especially when within 100 feet of a freeway. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes while minimizing glare.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings.
    - Light posts should be appropriately scaled to pedestrians near public sidewalks (not on-site within private building areas) and other areas of pedestrian circulation and shall not exceed 13 feet in height along sidewalks and pedestrian spaces. Light posts in vehicular areas, including parking lots and adjacent to parking field/drop lots, may exceed 13 feet in height.
    - Bollard or crosswalk lighting is encouraged to illuminate walkways without providing spillover.
- Energy efficient, low voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting is also allowed.
- If security lighting is required, fixtures should be hooded, recessed, and/or located in such

a manner to only illuminate the intended area.

- Addresses should be visible from streets and illuminated at night.

Security Cameras

The location, style, and mounting of security cameras must be integrated with the building architecture. Any roof-mounted security camera must be below the top of the building parapet. The color of the camera housing must match the color of the poles or the building wall.

- Cameras may be mounted on poles in parking lots, suspended from soffits, or mounted on building walls with the top of the camera below the top of the parapet. Cameras mounted on the parapet are permitted but not encouraged.
- Exposed wires are not permitted.

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6 Implementation and Administration

Speedway Commerce Center II Specific Plan

6.1 Administration

The purpose of this section is to provide an outline of the steps necessary to implement the Specific Plan, including applicable conditions, mitigation measures, and regulations in coordination with the County and other governing public agencies. This section is intended to address each of these elements for the benefit of the future developers and builders, the County/other approving agencies, and interested stakeholders.

The approval of this Specific Plan, certification of an Environmental Impact Report (EIR), and adoption of a MMRP will ensure timely mitigation of Project impacts at the appropriate milestones and in accordance with Project implementation.

6.1.1 Administration Responsibility and Enforcement

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) authorizes jurisdictions to adopt specific plans to systematically implement the goals and policies of the agency's general plan. The Planning Commission must hold a public hearing to consider and provide a recommendation on the Specific Plan to the Board of Supervisors, which is the ultimate approval body. The County's Land Use Services Department, its Director, or their designee shall be responsible for administering this Specific Plan in accordance with its terms, all governing and applicable state and federal laws, the general plan, and the Development Code. See, generally, Chapter 86.09 of the Development Code.

The County shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the general plan and Development Code.

6.1.2 Applicability

This Specific Plan has been developed as both a regulatory tool and a land use policy document. Development plans or agreements, tract or parcel maps or any other action requiring ministerial or discretionary approval for the Specific Plan area must be consistent with this Specific Plan.

California Government Code Section 65454 requires a specific plan to be consistent in regulations, guidelines, and programs with the goals and policies in the general plan.

All development within the Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan document and the accompanying EIR, conditions of approval, and MMRP. The intent of this Specific Plan is to facilitate development within the Specific Plan area in a manner that is consistent with the general plan and the Development Code, with this Specific Plan taking precedence except where otherwise noted in this Specific Plan.

Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the Development Code or general plan, using the goals and objectives of the Specific Plan as a guide.

The name "Speedway Commerce Center II Specific Plan" (SCCIISP) refers to this Specific Plan document and its supporting information. The final marketing name of the Project may differ and will be determined by the Project's Master Developer.

6.1.3 Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

6.1.4 Interpretation

In the event of any ambiguity in the content or application of this Specific Plan or in the event this Specific Plan is silent on a matter, the issue shall be directed to the Development Code and any conflicts resolved by the County's Land Use Services Department, its Director, or their designee. Such

interpretations shall take into account the stated goals and intent of this Specific Plan.

In the event of future changes to the Development Code, the requirements of the then current zoning for the Project shall be referred to in matters where this Specific Plan is silent or where there is an ambiguity.

6.1.5 Appeals

Actions of the Director or its designee shall be appealable to the Commission and then to the Board in compliance with Chapter 86.08 (Appeals) of the County Development Code. The Director may also refer any administrative interpretation to the Planning Commission.

6.2 Implementation

6.2.1 Adoption

This Specific Plan has been prepared, submitted, and approved in a manner consistent with California Government Code Section 65451(a). This Specific Plan will be adopted by ordinance. The development standards identified in this Specific Plan document will take precedence over the general plan or the Development Code where they are silent regarding a topic or are less stringent. Permitted uses shall conform to the general plan and Development Code.

Authority

The Director, or a designee, shall have the authority to make ministerial decisions on those application types identified for Director decision in **Table 6-1,** *Review Authority* of this Specific Plan and not requiring a public hearing. The Director or a designee shall investigate, analyze, prepare reports, and make recommendations to the hearing bodies on those applications requiring action by them.

Duties

In addition to the functions of the County Planning agency, the Director shall have the following duties as identified in the Development Code and as follows:

1. Making investigations and reports on the design and improvements of proposed future entitlements including: subdivisions and other land use applications affecting the development of real property and to make or recommend imposition of requirements or conditions on the applications as proposed in the implementation section of the Specific Plan.

6.2.2 Initial Approvals

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the County:

- Environmental Impact Report ("EIR") – The Specific Plan and its accompanying approvals are a discretionary project and subject to the requirements of CEQA. As part of the approval process an EIR must be considered and certified by the Board of Supervisors prior to approval of any of the Project-related entitlements.
- Specific Plan – The Project site is presently zoned Special Development Commercial (SD-COM). A text and map amendment to the General Plan and Development Code/Zoning Map will be made which identifies the Specific Plan zone as Speedway Commerce Specific Plan Commercial (SCSP-COM). The Specific Plan is a regulatory document that establishes the development standards and design guidelines for the entire Specific Plan area in a manner that is consistent with the general plan and Development Code. This Specific Plan will implement the general plan. This Specific Plan will be considered by the Planning Commission and Board and will be adopted by ordinance.
- Development Agreement (DA) – A statutory DA, authorized pursuant to California Government Code Sections 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The DA may include, among other items, methods for financing acquisition, construction of infrastructure, and phasing (including future phasing). Such DA shall be fully approved before

the issuance of the first building permit for this project.

- Revision to Approved Action – The proposed Project would require a Major Revision to Approved Acton to modify the existing Planned Development Permit for the ACS to remove the approximately 433 acres of the Specific Plan area from the land use authority of the regulation under the Planned Development Permit. The remaining approximately 90 acres for the short track and support facilities (modified entrance gates, paddock, garages, restrooms, concession stands, etc.) along with parking, entrance, and landscaping improvements would continue to operate under the Speedway Planned Development Permit. The revisions to the Speedway Planned Development Permit would not change the operational characteristics permitted under the plan. The approximately 433 acres of the Specific Plan area would be governed by this Specific Plan.
- Subdivision Map – The Subdivision Map is a basic tool for implementation of a specific plan. The Project's TPM will create the individual legal lots for project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. A TPM has been prepared and will be considered by the County concurrently with the review of this Specific Plan.

6.2.3 Subsequent Actions and Approvals

The following subsequent approvals, among others, may be processed as part of implementation of this Specific Plan:

- Demolition, Rough Grading/Grading, and Excavation Permits
- On- and Off-Site Utilities Permits
- Final Parcel Map(s)
- Conditional Use Permit(s) if required for a specific use as outlined in the Development code
- Building Permits
- Encroachment Permit(s)
- Site Plan-level approval via an application for a Precise Development Plan. (See **Section 6.2.4** below)

As implementing projects are submitted for review, County staff will evaluate each project for conformance with the assumptions of the Project's EIR. The EIR will establish CEQA clearance for subsequent discretionary applications consistent with this Specific Plan and the scope of the EIR's analysis.

TABLE 6-1: REVIEW AUTHORITY

Review Authority	Permit or Approval Type
Administrative (Director)	Occupancy and Use Clearance
	Sign Permits and master sign program
	Land Use Interpretations
	Precise Development Plan (Sect 6.2.4)
	Minor Use Permit Approval (1)
	Substantial Conformance per Section 6.2.5
	Minor Variances
	Revisions to Approved Actions
Planning Commission	Conditional Use Permits (2)
	Tentative Tract or Parcel Maps
	Variances (3)
	Appeals of Director Decisions
Board (4)	Development Agreements & Amendments
	Specific Plan Adoption & Amendments
	General Plan Amendments
	Code Amendments
	CEQA Certification
	Appeals of Planning Commission Decisions

1. For applications consistent with the Specific Plan's land uses and in substantial conformance with development standards, applications for new development are to be approved administratively under a Precise Development Plan.
2. For Uses identified with a "C" in Table 4-1 of this Specific Plan.
3. For requests that exceed the provisions of Section 4 of this Specific Plan.
4. Board actions are preceded by a Planning Commission recommendation.

6.2.4 Precise Development Plan Review Process

This Specific Plan provides the framework for approvals of implementing projects using a Precise Development Plan process as established by this Specific Plan.

Process and Submittal Requirements

The Precise Development Plan process allows for the review of design, location, and manner of development prior to application for building permits. As shown in **Table 6-1**, review authority of a Precise Development Plan is with the Land Use Services Director.

Because Precise Development Plan review is within the scope of the approved Specific Plan and certified EIR, the approval process is administrative and limited to a determination of whether the implementing project is in substantial conformance with this Specific Plan. A checklist with the requirements for a Precise Development Plan submittal are listed below as well as in a table in **Appendix C** of this Specific Plan.

Submittal Requirements. The submittal for a Precise Development Plan shall include the following:

- A completed application containing the name, address, and phone number of the applicant, the owner, and the person(s) preparing the plan, and the authorized agent (if any), the address and legal description of the property (or planning area as defined by an adopted Specific Plan).
- A brief summary of demonstrating substantial conformance with the Specific Plan and consistency with the EIR. This may be accompanied by supplemental technical studies or reports to the extent required by the Project's MMRP.
- Technical site plan with setbacks, dimensioned building footprint, parking, access, and walkways. Location and names of adjacent streets, statistics (parking amount and type, floor area ratio, coverage, building square footage).
- Grading and Utility Plan, with contours, flow lines, and public and private improvements. Depending upon the site topography, the grading plan may be a separate sheet.
- A preliminary Water Quality Management Plan (WQMP) shall be submitted for review and approval with Planning applications for the individual building projects within the specific plan. Approval of the preliminary WQMP is required to be obtained prior to entitlement.
- Landscape plan, including plant materials and sizes, statistics (percentage landscaping, number and type of trees, etc.), walls/fences, screening details. No irrigation plans are required at this stage.
- Lighting Plan.
- Dimensioned Floor plans, roof plan, architectural elevations with color and materials specified.
- Color and materials information (board or similar).
- A Traffic Consistency memo for review and approval by the Department of Public Works (Traffic). The Traffic Consistency Memo shall include the following:
    - Determine consistency with the trip generation budget prepared for the SCCIISP Project site final TIA (Level of Service Study and traffic facility fund agreement).
        - If the memo determines the Precise Development Plan submittal is within the trip generation budget, then no further analysis is necessary.
        - If the consistency memo determines the Precise Development Plan submittal is over the trip generation budget, then a supplemental LOS analysis will be required. The LOS analysis will determine if the Precise Development Plan would create additional impacts and/or if

additional improvements would be necessary for the Precise Development Plan (i.e., DIF's, improvements, or fair share contributions). If no further impacts are identified, then additional improvements beyond those required by this Specific Plan will not be required. A supplemental LOS analysis/memo may be submitted in lieu of a consistency memo if the Precise Development Plan is anticipated to exceed the trip budget.

- A review of adjacent traffic and street improvement consistency issues.
- Review consistency with the general plan, Specific Plan, and EIR.

Term

An approved Precise Development Plan will expire 3 years after its approval unless any of the following apply:

- A longer term is provided by a Statutory Development Agreement;
- Actual construction or alteration has commenced under a valid building permit;
- A request for an extension is approved by the Director prior to expiration of the Precise Development Plan.

Findings

The implementing Precise Development Plan shall be approved by the Director if the following findings may be made:

1. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the general plan, Development Code, and this Specific Plan, or in accordance with a Specific Plan modification or amendment as outlined in **Section 6.2.5**, below.
2. 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 the application as outlined in **Section 4**, *Development Regulations* of this Specific Plan and the Development Code.
3. 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 as outlined in **Section 3**, *Development Plan* and its Circulation requirements, supplemented by the Project's TPM which outlines access and rights of way.
4. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels as outlined in Specific Plan **Section 3**, *Development Plan* and the findings and mitigation measures of the EIR.
5. The design of the site is consistent with the Final EIR for the Specific Plan which determined the Project was consistent with the County's current Greenhouse Gas Reduction Plan Update including Green Building Standards. This includes solar ready, EV charging spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current air quality standards. See *Section 4.3: Air Quality, Section 4.8: Greenhouse Gas Emissions, and Section 4.17: Transportation* of the Project EIR for a full description of infrastructure improvements.
6. Evaluation of the Project's MMRP will be required as part of the review of each implementing Precise Development Plan, to ensure conformity with MMRP requirements.
7. The Traffic Consistency Memo will be required to determine if the Precise Development Plan is within the trip generation budget prepared for the Specific Plan or if the Precise Development Plan

exceeds the trip generation budget and if a subsequent analysis (LOS) is required to be prepared and approved by the Land Use Services Department and Department of Public Works (Traffic). If a subsequent analysis is required as the Precise Development Plan has been determined to exceed the trip generation budget and/or there are additional impacts associated with the Precise Development Plan, a supplemental CEQA analysis may be required to evaluate the potential impacts of the proposal.

Administrative Review Process

The review process for a Precise Development Plan shall include the following:

- Upon acceptance of the completed Precise Development Plan application, a notification shall be circulated to all property owners within 300 feet of the external boundaries of the parcel of the proposed site.
- The application or notice and all plans/submittal materials shall be circulated to all internal agencies and departments for review. Conditions of Approval and fees shall be provided from each agency and department as applicable.
- Before approving the request, the Director shall find that the findings as described, shall be made.
- The Director shall review and act upon the request for the Precise Development Plan.

6.2.5 Substantial Conformance and Specific Plan Modifications and Amendments

Substantial Conformance/Minor Modifications

The expectation is that all aspects of an approved plan (site design, design guidelines, development regulations, conditions, etc.) are completed and implemented through buildout in substantial conformance with the adopted Specific Plan. The overriding objective is to attain the highest quality plan consistent with the site plan, design, conditions, and commitments associated with any original approval. Thus, all subsequent entitlements (e.g., Revisions of Approved Actions, Precise Development Plan approval, or Conditional Use Permits or amendment thereto) shall be in substantial conformance with the Specific Plan. A subsequent entitlement may be found to be in substantial conformance with this Specific Plan even if the entitlement does not conform precisely to this Specific Plan.

This section establishes the objective criteria for the County to approve subsequent entitlements as being in substantial conformance with this Specific Plan, as evaluated in the context of the overall Project goals, innovative features, and vision of this Specific Plan. Documentation that the requested approval is in substantial conformance with this Specific Plan must be submitted for the review and approval of the applicable Review Authority.

By way of example, deviations from the features, uses, or illustrations in this Specific Plan may be warranted to accommodate final design and engineering that causes adjustments in roadway alignments, location of utilities or other infrastructure, development constraints to address innovative product design (including green building considerations), distribution of permitted uses within this Specific Plan, intensity transfers, and other similar deviations.

The applicable Review Authority shall determine that subsequent entitlements (including amendments of existing entitlements) are in substantial conformance in cases of:

- Imposition or voluntary adoption of any additional conditions, Environmental Design Features, or mitigation measures that avoid or minimize environmental effects of the implementing project - provided that such features, conditions or measures are feasible, linked with a legitimate governmental interest (i.e., there is an essential nexus), roughly proportional, and consistent with the intent and purpose of this Specific Plan. In no event may additional conditions, Environmental Design Features, or mitigation measures conflict

with or impede this Specific Plan policies regarding the intensity of use; the types of uses permitted; the general location of uses; building massing, heights and setbacks; roof structure heights; streetscape network and hierarchy; off-site transportation improvements; on- and off-site infrastructure improvements; administration, implementation, and financing; or the guidelines relating to landscaping and urban design.

- One or more adopted conditions or project design features that become outdated or infeasible to implement as part of this Specific Plan, but there is one or more roughly equivalent condition(s) or feature(s) that can be substituted in place of the adopted condition(s) or feature(s), and are consistent with the intent and purpose of this Specific Plan;
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and after review and concurrence by the County's Engineering or Public Works Department.
- Minor modifications of up to 20 percent to any of the development standards that are specifically allowed under the Development Regulations of this Specific Plan through an administrative review process.
- Minor changes to landscape materials, wall materials and streetscape design which are consistent with the design criteria set forth in **Section 5**, *Design Guidelines* of this Specific Plan.
- Minor changes to the architectural or landscape design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation.
- Modification of any design element in this Specific Plan that improves circulation, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or reduces environmental impacts.
- Major modification to the Specific Plan circulation element including changes to the backbone network roadway identified on Figure **3-8: Conceptual Circulation Plan**, and cross sections shown in Section 3, shall require a modification to the Specific Plan through a Specific Plan amendment. Minor modifications to the SCCIISP circulation element such as driveway access, turn lanes at intersections and intersection controls can be modified administratively**,** with approval of the Precise Development Plan and Traffic Consistency Memo and approval by the Director.
- Imposition of any codes, regulations, or other requirements by outside agencies that have authority over the property.
- Any health and safety regulations that are required.

The applicable Review Authority for a subsequent entitlement shall make a substantial conformance finding provided the subsequent entitlement meets the above criteria.

Specific Plan Modifications and Amendments

If a project applicant seeks a modification or adjustment to this Specific Plan which is deemed by the Land Use Services Department to be a substantial modification, the Director shall have the discretion to refer any such requests to the County's Planning Commission for review and consideration as a Specific Plan amendment. Substantial amendments to this Specific Plan require a public hearing before the Planning Commission which will make a recommendation to the Board for action. The Planning Commission and Board may approve, deny, or conditionally approve amendments to this Specific Plan. Minor modifications and adjustments to the Specific Plan may be approved through an

administrative review process by the County's Land Use Services Director or their designee as stated above.

6.2.6 Conditional Use Permits

Conditional Use Permits shall be processed in accordance with the Development Code.

6.2.7 Project Phasing

Construction of the Project will take place in three general phases with the commercial parcels/drop lots and ancillary commercial development in the final phase and based on market demand. **Table 6-2**, *Conceptual Phasing* outlines the anticipated phasing of the buildout of this Specific Plan; however, multiple subphases may occur concurrently, and/or in a different order than currently anticipated. Square footages are approximate.

The only factor limiting the phases is that infrastructure must be available for the construction of each phase.

The Project will be phased to:

- Provide for the orderly build-out of the Project based upon market demand;
- Provide adequate infrastructure to service the Project and accommodate the ongoing ACS events;
- Phases may occur concurrently or in alternative order so long as the associated infrastructure and parking is provided.

TABLE 6-2: CONCEPTUAL PHASING

Phase	Planning Area	Square Footage
Phase 1 (A and B)	Planning Area 1 High-Cube Logistics/ E-Commerce	Up to 1,827,000 sf
	Planning Area 2 High-Cube Logistics/ E-Commerce	Up to 2,277,300 sf
	Planning Area 3 High-Cube Logistics/ E-Commerce	Up to 939,800 sf
Phase 2	Planning Area 4 High-Cube Logistics/ E-Commerce	
Phase 3 Commercial Parcels	Planning Subareas 1c, 2c, and 5a Commercial/Ancillary Commercial	Up to 261,360 sf
	Planning Area 5 Ancillary Commercial	Up to 261,360 sf
Note: Planning Area 6 would be constructed with either Phase 2 or 3 depending on the uses in Phase 1 or as needed to support the Next Gen motorsports facility. Planning Subareas 1a and 2c may be developed in Phase IA if commercial will be present in Planning Subarea 5a.		

6.2.8 Maintenance and Financing

Maintenance of private driveways, entry monumentation occurring at each driveway, parking area circulation, and landscape areas will be the responsibility of each Site Developer. All common open space areas, site entry monumentation, wayfinding signage, art, landscaping, common space irrigation, common areas, storm drains, BMPs, shall be the responsibility of the County Special District as necessary.

Maintenance of public roads will be the responsibility of San Bernardino County or Special Districts.

Table 6-3, *Financing, Ownership, and Maintenance* outlines the anticipated program.

TABLE 6-3: FINANCING, OWNERSHIP AND MAINTENANCE

Improvement	Financing	Ownership	Maintenance
Water System	Private	Private/ Public	Private/ Public
Sewer System	Private	Private/ Public	Private/ Public
Drainage System **- Backbone** **- BMPs**	Private Private	Private/ Public Private	Private/ Public Private
Streets (Public) **Traffic Signals**	Private Private	Public Public	Public Public
Private Internal Driveways/Aisles	Private	Private	Private
Landscaping **- Public ROW** **- Common areas** **- Private Parkways**	Private Private Private	Public Public/ Private Private	Public Public/ Private Private

6.3 Relationship to CEQA

CEQA classifies a specific plan as a "project" which is subject to environmental review. An EIR will be prepared prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the Project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA.

The EIR will analyze this Specific Plan and its accompanying actions and address potential impacts associated with the development of the Specific Plan area. The EIR will include recommended mitigation measures and analyzes implementing actions for the development.

Depending on compliance with this Specific Plan, future implementing projects will either be covered under the EIR or need to tier off of the EIR with a supplemental analysis.

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Appendix

Speedway Commerce Center II Specific Plan

Appendix A
Legal Description

LEGAL DESCRIPTION

PARCELS 1, 2, 3 AND 4 OF PARCEL MAP NO. 14723, AS SHOWN BY MAP ON FILE IN BOOK 179, PAGES 9 THRU 13, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY, LYING WITHIN PORTIONS OF SECTIONS 9, 10, 15 AND 16, TOWNSHIP
1 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN, IN COUNTY OF SAN BERNARDINO,
STATE OF CALIFORNIA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL 4, SAID POINT ON THE WESTERLY RIGHT OF WAY LINE OF CHERRY AVENUE, 90.00 FEET WESTERLY HALF WIDTH;

THENCE THE FOLLOWING TWENTY TWO (22) COURSES ARE ALONG THE SOUTHERLY LINE OF SAID PARCEL 4:

1) SOUTH 89° 51' 43" WEST, A DISTANCE OF 324.21 FEET;
2) NORTH 60° 26' 26" WEST, A DISTANCE OF 597.32 FEET;
3) SOUTH 89° 17' 52" WEST, A DISTANCE OF 185.75 FEET;
4) SOUTH 32° 19' 00" WEST, A DISTANCE OF 43.86 FEET;
5) SOUTH 70° 52' 09" WEST, A DISTANCE OF 47.16 FEET;
6) SOUTH 89° 18' 05" WEST, A DISTANCE OF 2.85 FEET;
7) NORTH 30° 24' 20" EAST, A DISTANCE OF 151.66 FEET;
8) NORTH 58° 42' 40" WEST, A DISTANCE OF 114.36 FEET;
9) SOUTH 30° 32' 35" WEST, A DISTANCE OF 147.37 FEET;
10) SOUTH 89° 36' 24" WEST, A DISTANCE OF 1716.95 FEET TO A POINT HEREINAFER REFERRED TO AS **POINT "A";**
11) CONTINUING SOUTH 89° 36' 24" WEST, A DISTANCE OF 3109.40 FEET;
12) NORTH 00° 23' 56" WEST, A DISTANCE OF 143.82 FEET;
13) NORTH 47° 54' 09" EAST, A DISTANCE OF 81.70 FEET;
14) NORTH 00° 20' 03" WEST, A DISTANCE OF 104.66 FEET;
15) NORTH 80° 41' 37" WEST, A DISTANCE OF 173.28 FEET;
16) SOUTH 89° 36' 55" WEST, A DISTANCE OF 69.45 FEET;
17) SOUTH 00° 24' 08" EAST, A DISTANCE OF 69.14 FEET;

18) SOUTH 89° 33' 10" WEST, A DISTANCE OF 845.70 FEET;

19) SOUTH 00° 27' 33" EAST, A DISTANCE OF 154.78 FEET;

20) SOUTH 51° 51' 30" EAST, A DISTANCE OF 127.71 FEET;

21) SOUTH 00° 05' 11" EAST, A DISTANCE OF 27.89 FEET;

22) SOUTH 89° 37' 01" WEST, A DISTANCE OF 751.78 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 4;

THENCE THE FOLLOWING SEVENTEEN (17) COURSES ARE ALONG THE WESTERLY, NORTHWESTLY AND NORTHERLY LINE OF SAID PARCEL 4:

1) NORTH 00° 06' 53" EAST, A DISTANCE OF 899.56 FEET;

2) SOUTH 89° 36' 47" EAST, A DISTANCE OF 331.93 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 753.94 FEET, THE RADIAL LINE TO SAID POINT BEARS NORTH 71° 24' 19" WEST;

3) NORTHEASTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 59° 17' 45", AN ARC DISTANCE OF 780.26 FEET;

4) NORTH 77° 53' 26" EAST, A DISTANCE OF 166.41 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 613.11 FEET;

5) NORTHEASTERLY ALONG SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 64° 43' 42", AN ARC DISTANCE OF 692.64 FEET;

6) NORTH 13° 09' 44" EAST, A DISTANCE OF 423.48 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 593.80 FEET;

7) NORTHEASTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 29° 46' 06", AN ARC DISTANCE OF 308.51 FEET;

8) NORTH 42° 55' 50" EAST, A DISTANCE OF 953.29 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 593.80 FEET;

9) NORTHEASTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 44° 59' 59", AN ARC DISTANCE OF 466.37 FEET;

10) NORTH 87° 55' 49" EAST, A DISTANCE OF 308.43 FEET;

11) SOUTH 86° 24' 10" EAST, A DISTANCE OF 303.69 FEET TO A POINT ON A LINE PARALLEL WITH AND DISTANT SOUTHERLY 55.00 FEET, MEASURED AT A RIGHT ANGLE, TO THE SOUTHERLY RIGHT OF WAY LINE OF ATCHISON TOPEKA & SANTA

FE RAILROAD RIGHT-OF-WAY, 50.00 FEET SOUTHERLY HALF-WIDTH, AS SHOWN ON SAID PARCEL MAP NO. 14723;

12) NORTH 87° 55' 52" EAST, A DISTANCE OF 1057.06 FEET;

13) NORTH 81° 40' 42" EAST, A DISTANCE OF 275.82 FEET;

14) NORTH 87° 55' 44" EAST, A DISTANCE OF 250.08 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 951.70 FEET;

15) EASTERLY ALONG SAID CURVE, TO THE LEFT, THROUGH AN ANGLE OF 05° 43' 29", AN ARC DISTANCE OF 95.09 FEET;
16) NORTH 82° 12' 15" EAST, A DISTANCE OF 202.42 FEET TO A POINT ON SAID SOUTHERLY RAILROAD RIGHT OF WAY LINE;

17) NORTH 87° 55' 52" EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1389.29 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4, SAID POINT ALSO BEING THE NORTHWEST CORNER OF SAID PARCEL 1;

THENCE CONTINUING NORTH 87° 55' 52" EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE AND THE NORTHERLY LINE OF PARCEL 1, A DISTANCE OF 975.28 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 1, SAID POINT BEING ON THE WESTERLY RIGHT OF WAY LINE OF CHERRY AVENUE, VARIABLE WESTERLY HALF WIDTH, AS SHOWN ON SAID PARCEL MAP;

THENCE THE FOLLOWING SEVEN (7) COURSES ARE ALONG SAID WESTERLY RIGHT OF WAY LINE, SAID WESTERLY LINE ALSO BEING THE EASTERLY LINE OF SAID PARCELS 1, 2, 3 AND 4 OF SAID PARCEL MAP:

1) SOUTH 44° 39' 44" WEST, FOR A DISTANCE OF 71.35 FEET TO A POINT ON A LINE PARALLEL WITH AND DISTANT WESTERLY 160.00 FEET, MEASURED AT A RIGHT ANGLE, TO THE CENTERLINE OF SAID CHERRY AVENUE;

2) SOUTH 00° 06' 11" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 80.00 FEET;

3) SOUTH 05° 46' 52" EAST, A DISTANCE OF 487.74 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION 15, ALSO BEING ON A LINE PARALLEL WITH AND DISTANT WESTERLY 110.00 FEET, MEASURED AT A RIGHT ANGLE, TO SAID CENTERLINE OF CHERRY AVENUE;

4) SOUTH 00° 08' 17" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 249.91 FEET;

5) NORTH 89° 51' 43" EAST, A DISTANCE OF 20.00 FEET TO A POINT ON A LINE PARALLEL WITH AND DISTANT 90.00 FEET, MEASURED AT A RIGHT ANGLE, TO SAID CENTERLINE OF CHERRY AVENUE;

6) SOUTH 00° 08' 17" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 2405.40 FEET TO AN ANGLE POINT THEREON;

7) SOUTH 00° 07' 29" EAST, A DISTANCE OF 644.00 FEET TO THE **POINT OF BEGINNING.**

EXCEPTING THEREFROM PARCEL 6 AND THAT PORTION OF SAID PARCEL 4 OF SAID PARCEL MAP NO. 14723, BEING DESCRIBED AS FOLLOWS:

COMMENCING AT SAID **POINT "A";**

THENCE NORTH 00° 00' 00" EAST, A DISTANCE OF 117.72 FEET FOR THE **TRUE POINT OF BEGINNING;**

THENCE NORTH 00° 00' 00" EAST, A DISTANCE OF 365.75 FEET;

THENCE NORTH 77° 46' 43" EAST, A DISTANCE OF 613.67 FEET;

THENCE NORTH 00° 00' 00" EAST, A DISTANCE OF 1222.10 FEET;

THENCE NORTH 90° 00' 00" WEST, A DISTANCE OF 535.19 FEET;

THENCE NORTH 00° 00' 00" EAST, A DISTANCE OF 6.00 FEET;

THENCE NORTH 90° 00' 00" WEST, A DISTANCE OF 30.00 FEET;

THENCE SOUTH 00° 00' 00" WEST, A DISTANCE OF 6.00 FEET;

THENCE NORTH 90° 00' 00" WEST, A DISTANCE OF 482.32 FEET;

THENCE NORTH 00° 00' 00" EAST, A DISTANCE OF 59.75 FEET;

THENCE NORTH 90° 00' 00" WEST, A DISTANCE OF 178.43 FEET;

THENCE SOUTH 00° 00' 00" WEST, A DISTANCE OF 69.38 FEET;

THENCE SOUTH 60° 37' 22" WEST, A DISTANCE OF 86.33 FEET;

THENCE SOUTH 00° 00' 00" WEST, A DISTANCE OF 178.35 FEET;

THENCE NORTH 90° 00' 00" WEST, A DISTANCE OF 1383.79 FEET;

THENCE SOUTH 00° 00' 00" EAST, A DISTANCE OF 1333.11 FEET;

THENCE NORTH 90° 00' 00" EAST A DISTANCE OF 958.51 FEET;

THENCE SOUTH 00° 00' 00" EAST, A DISTANCE OF 154.29 FEET;

THENCE SOUTH 89° 59' 56" EAST, A DISTANCE OF 1126.69 FEET TO THE **TRUE POINT OF BEGINNING.**

Appendix B
Countywide Plan Conformance

Speedway Commerce Center II Specific Plan

Table B-1: Countywide Plan Consistency Analysis

Policy	Consistency
Land Use Element	
Goal LU-1: Fiscally Sustainable Growth	
Policy LU-1.1 Growth. We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.	**Consistent.** The Project would renovate an unincorporated area of the County in a manner which would preserve the commercial and tourism uses, while expanding high-cube logistics/e-commerce land uses, ancillary commercial uses, and, subsequently, supporting the regional economy.
Policy LU-1.2 Infill development. We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.	**Consistent.** While the majority of the Project site is previously developed, the site would be redeveloped in a manner that both maintains the uses present currently, and new uses which would further expand the County's economic base. Public services and infrastructure are available.
Policy LU-1.5 Development impact fees. We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.	**Consistent.** The Project would comply with applicable policies regarding payment of development impact fees. These fees would be calculated and applied to public infrastructure improvements.
Goal LU-2: Land Use Mix and Compatibility	
Policy LU-2.1 Compatibility with existing uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.	**Consistent.** The Project would involve the creation of a Specific Plan and a development plan. However, the high-cube logistics, e-commerce, and ancillary commercial uses proposed for the Project would be consistent with the surrounding land uses. The nearest residential development is 410 feet east of the Project site. Also, while the Project does not propose residential uses, it has been designed to minimize any potential impacts to surrounding land uses, including residential structures.
Policy LU-2.4 Land Use Map consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.	**Consistent.** The Project would be a comprehensive LU Plan amendment, through a Specific Plan. The site is in the SD-COM zoning district and Commercial land use category. No change in Land Use Category is required for the Project. The intended uses of the Project site would remain consistent with the land uses of the surrounding area.

Policy	Consistency
Policy LU-2.6 Coordination with adjacent entities. We require that new and amended development projects notify and coordinate with adjacent local, state, and federal entities to maximize land use compatibility, inform future planning and implementation, and realize mutually beneficial outcomes.	**Consistent.** Through the environmental review process, the Project has and will continue to include public noticing efforts which would involve coordination and communication with applicable public agencies. Additionally, an Environmental Justice Meeting was held on January 12, 2022 for members of the local community, with an additional meeting scheduled in summer 2022.
Policy LU-2.7: Countywide jobs-housing balance. We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.	**Consistent.** See ***Section 4.14: Population and Housing***. The Project would not generate employment opportunities which would necessitate increased housing development. The Project would, however, increase job opportunities with potential for increased income and quality of life for County residents.
Policy LU-2.10 Unincorporated commercial development. We intend that new commercial development in the unincorporated areas serve unincorporated residential areas, tourists, and/or freeway travelers. We encourage new commercial development to be concentrated to enhance pedestrian circulation and reduce vehicular congestion and vehicle miles traveled, with new development directed into existing centralized areas when possible.	**Consistent.** The Project site presently serves as a tourist attraction that is close to freeways (I-15 & I-10), and in close proximity to residential (located to the north, northeast, northwest, east). The nearest residential development is approximately 410 feet east of the Project site. The Project site would also provide ancillary commercial development along Cherry Avenue. The Project is designed to enhance pedestrian and vehicular access and circulation, and it is located in a centralized area to reduce distances traveled from the Project site to distribution endpoints.
Policy LU-2.12 Office and industrial development in the Valley region. We encourage office and industrial uses in the unincorporated Valley region in order to promote a countywide jobs-housing balance.	**Consistent.** The Project would involve high-cube logistics, e-commerce, and ancillary commercial uses which would not alter the County's jobs-housing balance in a manner that would necessitate increased housing. See response to Policy LU-2.7.
Goal LU-3 Annexations and Sphere Development	
Policy LU-3.3 City/town standards in SOIs. Upon negotiation with individual jurisdictions, we may require new development in unincorporated municipal sphere of influence areas to apply the improvement standards for roads and sidewalks of the incorporated jurisdiction**.**	**Consistent.** The Project development would coordinate with the surrounding jurisdictions to ensure compatibility with roads and sidewalk standards.
Goal LU-4 Community Design. Preservation and enhancement of unique community identities and their relationship with the natural environment.	
Policy LU-4.2 Fire-adapted communities. We require new development in high or very high fire hazard severity zones to apply fire-resistant design techniques, including fuel modification areas, fire resistant landscaping, and fire-resistant building materials.	**Consistent.** The Project is not within a high or very high fire hazard severity zone.

Policy	Consistency
Policy LU-4.3 Native or drought-tolerant landscaping. We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought-tolerant landscaping and encourage the use of native species.	**Consistent.** Landscaping would be incorporated into portions of the Project site. This landscaping would include drought-tolerant native plants, ornamental trees, and ground cover to minimize erosion and loss of soil moisture.
Policy LU-4.7 Dark skies. We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.	**Consistent.** The Project is not located within the Mountain or Desert Region of the County. Project construction and operation would involve the use of shielded directional lights in order to minimize effects on neighboring receptors by preventing light spillage outside of the Project's boundary. Construction would occur between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays per § 83.01.0800 of the County's Development Standards. The Project would be constructed in compliance with the requirements of the County's Light Trespass Ordinance (Development Code Chapter 83.07: Light Trespass). Once operational, the Project would continue to use shielded lighting angled to eliminate light pollution outside Project boundaries, or public right of ways. Additionally, the structures developed for the Project would reduce light/glare effects associated with the bright lighting that would be put in place for the proposed NextGen short track races and events by forming a physical barrier around three sides of the short track.
Policy LU-4.10 Entry monumentation, signage, and public art. We encourage the installation of durable signage, entry monumentation, and/or works of public art in commercial areas of unincorporated Community Planning Areas as a means of reinforcing a community's character, culture, heritage, or other unique features.	**Consistent:** The Project would incorporate distinct and strategically placed entry monumentation and signage, including a NASCAR-themed Art Walk. See ***Section 5: Design Guidelines*** of the SCCIISP for detailed information.
Goal LU-6: Amendments to the Policy Plan	
Policy LU-6.3 Commercial amendments. We will only approve Land Use Plan amendments that would introduce new commercial areas in the context of a comprehensive Land Use Plan amendment. We may waive this requirement when the proposed amended area abuts an existing or designated commercial area and the amount of land available for new commercial uses falls below 15 percent of the total commercially-designated land in the area.	**Consistent.** The Project would include the creation of a Specific Plan. The site is in an area classified for C/SD-COM which already allows for commercial uses.

Policy	Consistency
Infrastructure and Utilities Element	
Goal IU-1 Water Supply. Water supply and infrastructure are sufficient for the needs of residents and businesses and resilient to drought.	
Policy IU-1.1 Water supply. We require that new development be connected to a public water system or a County-approved well to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.	**Consistent:** The Project, along with other industrial projects in the County, have been previously included in the projected water demands for the Fontana Water Company's (FWC) 2020 Urban Water Management Plan and therefore would be adequately served by FWC's water supply.
Policy IU-1.3 Recycled water. We promote the use of recycled water for landscaping, groundwater recharge, direct potable reuse, and other applicable uses in order to supplement groundwater supplies.	**Consistent:** There is an existing recycled waterline located in Napa Street, west of the Project area. The recycled waterline was installed by IEUA with service being provided by FWC. As an alternative to using potable water for irrigation uses, new recycled water facilities may be installed in the backbone streets (Streets "A," "B," "C," and "D"), shown in SCCIISP Figure 3-17, Conceptual Recycled Water Plan to provide irrigation water for the Project area.
Policy IU-1.8 Groundwater management coordination. We collaborate with watermasters, groundwater sustainability agencies, water purveyors, and other government agencies to ensure groundwater basins are being sustainably managed. We discourage new development when it would create or aggravate groundwater overdraft conditions, land subsidence, or other "undesirable results" as defined in the California Water Code. We require safe yields for groundwater sources covered by the Desert Groundwater Management Ordinance.	**Consistent:** The Project, along with other industrial projects in the County, have been previously included in the projected water demands for the Fontana Water Company's (FWC) 2020 Urban Water Management Plan and therefore would be adequately served by FWC's water supply. This would include sustainable usage of the FWC region's groundwater resources.
Goal IU-3 Stormwater Drainage. A regional stormwater drainage backbone and local stormwater facilities in unincorporated areas that reduce the risk of flooding.	
Policy IU-3.1 Regional flood control. We maintain a regional flood control system and regularly evaluate the need for and implement upgrades based on changing land coverage and hydrologic conditions in order to manage and reduce flood risk. We require any public and private projects proposed anywhere in the county to address and mitigate any adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems.	**Consistent:** Based on the analysis performed for the Project and the Project's Drainage Study, it can be safely concluded that the proposed drainage improvements would adequately convey flows to the existing San Sevaine channel and provide flood protection for the 100-year storm event. The Project would not aggravate existing flooding conditions or generate new flood hazards to upstream or downstream properties.
Policy IU-3.2 Local flood control. We require new development to install and maintain stormwater management facilities that maintain predevelopment hydrology and hydraulic conditions.	**Consistent:** Per the Project's Drainage Study, onsite flows would be collected by a system of underground chambers and a storm drain network. All flows are eventually conveyed to the existing basin located at the southwest corner of the Project site and thereon from the existing basin to the existing San Sevaine channel. Any runoff that may occur would not exceed the system's

Policy	Consistency
	capacity as existing downstream and upstream facilities have adequate capacity.
Policy IU-3.5 Fair share requirements. We require new development to pay its fair share of capital costs to maintain adequate capacity of the County's regional flood control systems.	**Consistent:** The Project would remain consistent with all applicable policies, including payment of any fair share fees for storm drains.
Goal IU-4 Solid Waste. Adequate regional landfill capacity that provides for the safe disposal of solid waste, and efficient waste diversion and collection for unincorporated areas.	**Consistent:** Adequate landfill capacity is available to serve the Project. The Project's waste generation would only be 0.45 percent of the Mid Valley daily throughput, 1.7 percent of the San Timoteo daily throughput, and only 0.36 percent of the combined daily throughput of both landfills.
Policy IU-4.4 Landfill funding. We require sufficient fees for use of County landfills to cover capital costs; ongoing operation, maintenance, and closure costs of existing landfills; the costs and liabilities associated with closed landfills.	**Consistent:** The Project would be required to pay all required development fees and to be consistent with all applicable policies and regulations, including required waste disposal fees.
Transportation and Mobility Element	
Goal TM-1 Roadway Capacity. Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists, and emergency services.	
Policy TM-1.1 Roadway level of service (LOS). We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday): • LOS D in the Valley Region • LOS C in the Mountain Region • LOS C in the North and East Desert Regions	**Consistent:** The Project is located in the Valley Region. Roadway improvements proposed for the Project would reduce potential traffic impacts to less than significant levels. However, LOS is no longer required to be evaluated under CEQA. (CEQA Guidelines § 15064.3). However, a supplemental Traffic Study was conducted for the Project, which evaluated LOS impacts (see ***Appendix L***) to address compliance with Policy TM-1.1. The Traffic Study details the study intersections which would operate at an unacceptable LOS under various scenarios and provides recommended improvements the Project could implement to obtain acceptable LOS. The Traffic Study concludes by stating that "Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements, or a combination of these approaches." Through implementation of measures selected by the County, LOS will not be negatively affected by the Project.

Policy	Consistency
Policy TM-1.4 Unpaved roadways. The County does not accept new unpaved roads into the County Maintained Road System, and we require all-weather treatment for all new unpaved roads.	**Consistent:** The Project would not include the development of unpaved roads.
Policy TM-1.6 Paved roads. For any new development for which paved roads are required, we require the developer to construct the roads and we require the establishment of a special funding and financing mechanism to pay for roadway operation, maintenance, and set-aside reserves.	**Consistent:** Roadway development would be the responsibility of the developer. Maintenance of the Project's public roadways would be the responsibility of the County of San Bernardino and Special Districts.
Policy TM-1.7 Fair share contributions. We require new development to pay its fair share contribution toward off-site transportation improvements.	**Consistent:** The Project would strive to comply with all applicable policies, including those for fair share payments or similar.
Goal TM-2 Road Design Standards. Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.	
Policy TM-2.2 Roadway improvements. We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.	**Consistent:** The Project includes internal and external roadway improvements that are designed in compliance with County Development Code standards such as the provision of lighted sidewalks and additional designated turn lanes to enhance the roadway efficiency of the area.
Policy TM-2.3 Concurrent improvements. We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.	**Consistent:** Compliance with mitigation required for transportation impacts would be in effect prior to issuance of certificate of occupancy.
Policy TM-2.6 Access control. We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.	**Consistent:** Direct accessways and routes are incorporated in the Project design.
Goal TM-3 Vehicle Miles Traveled. A pattern of development and transportation system that minimizes vehicle miles traveled.	
Policy TM-3.1 VMT Reduction. We promote new development that will reduce household and employment VMT relative to existing conditions.	**Consistent:** The Project-generated VMT is less than the baseline VMT for the unincorporated County and, therefore, the Project's VMT does not exceed the unincorporated County's threshold.
Policy TM-3.2 Trip reduction strategies. We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.	**Consistent:** The Project would be sited near a popular activity center existing within the County. The Project would also employ traffic demand management (TDM) strategies including increased transit accessibility, pedestrian network improvements and voluntary commuter trip reduction (CTR) programs.

Policy	Consistency
Goal TM-4 Complete Streets, Transit, and Active Transportation. On- and off-street improvements that provide functional alternatives to private car usage and promote active transportation in mobility focus areas.	
Policy TM-4.2 We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas. In evaluating complete street improvements, we prioritize those in mobility focus areas that are within unincorporated environmental justice focus areas	**Consistent:** The Project would involve improvements to surrounding roadways including Cherry Avenue. Improvements would include the creation of sidewalks to encourage pedestrian usage as well as a multi-use trail which will allow for bicycle and pedestrian travel.
Policy TM-4.5 Transit access to job centers and tourist destinations. We support and work with local transit agencies to generate public transportation systems that provide access to job centers and reduce congestion in tourist destinations in unincorporated areas.	**Consistent:** The Project has been and would continue to coordinate with Omnitrans to increase bus service into the Project site through the placement of bus stops.
Policy TM-4.7 Regional bicycle network. We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.	**Consistent:** The Project would be consistent with policies TM-4.7, TM-4.8, and TM-4.9 by including a 10-foot wide multi-use trail along Street "A" (see ***Figure 4.16-1: Recreational Facilities***). Street "A" is a proposed east-west trending public street and would connect Cherry Avenue on the Project area's eastern edge with existing Napa Street on the west. It would form an intersection with Rancho Vista Drive to the east of Cherry Avenue to provide safe bicycle and pedestrian access.
Policy TM-4.8 Local bicycle and pedestrian networks. We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.	
Policy TM-4.9 Bike and pedestrian safety. We promote pedestrian and bicyclist safety by providing separated pedestrian and bike crossings when we construct or improve bridges over highways, freeways, rail facilities, and flood control areas. We monitor pedestrian and bicycle traffic accidents and promote safety improvements in unincorporated high-accident areas.	
Policy TM-4.10 Shared parking. We support the use of shared parking facilities that provide safe and convenient pedestrian connectivity between adjacent uses.	**Consistent:** The Project would provide parking facilities shared between the various project uses (i.e., high-cube logistics, e-commerce, commercial, and motorsports facility parking). Sidewalks and the proposed multipurpose trail would ensure safe pedestrian/bicycle connectivity would be provided between the various planning areas.
Policy TM-4.11 Parking areas. We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.	
Goal TM-5: Good Movement	
Policy TM-5.1 Efficient and sustainable goods movement network. We advocate for the maintenance of a goods movement system in southern	**Consistent:** The Project and future tenants/facility operators are encouraged to maintain equipment, vehicle fleets, and infrastructure that meets the

Policy	Consistency
California that is efficient and sustainable and that prioritizes public health through the use of zero-emission equipment and infrastructure.	minimum zero-emissions requirements.
Policy TM-5.6 Unincorporated truck routes. We establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents. We establish routes where trucks are prohibited in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.	**Consistent:**. The Project site is located within the County's Environmental Justice Focus Area (EJFA) (per SB 1000). The traffic study evaluated all truck routes to reduce impacts associated with Project impacts within the EJFA area. The Project will comply with all County policies regarding Environmental Justice.
Policy TM-5.7 Trucking-intensive businesses. We require trucking-intensive businesses to pay their fair share of costs to build and maintain adequate roads.	**Consistent.** See The Project would comply with applicable policies regarding payment of development impact fees. These fees would be calculated and applied to public infrastructure improvements.
Natural Resources Element	
Goal NR-1: Air Quality	
Policy NR-1.1 Land use. We promote compact and transit-oriented development countywide and regulate the types and locations of development in unincorporated areas to minimize vehicle miles traveled and greenhouse gas emissions.	**Consistent:** The Project-generated VMT is less than the baseline VMT for the unincorporated County and, therefore, the Project's VMT does not exceed the unincorporated County's threshold.
Policy NR-1.2 Indoor air quality. We promote the improvement of indoor air quality through the California Building and Energy Codes and through the provision of public health programs and services.	**Consistent:** To ensure compliance with California Building and Energy Codes, standard conditions and mitigation measures are proposed which would require compliance with policies such as the California Green Building Standards Code Part 11 and SCAQMD Rule 1113 for all architectural coatings.
Policy NR-1.3 Coordination on air pollution. We collaborate with air quality management districts and other local agencies to monitor and reduce major pollutants affecting the county at the emission source.	**Consistent:** Project development would require coordination with the state and regional air districts to address and minimize air pollutants (CARB and SCAQMD).
Policy NR-1.6 Fugitive dust emissions. We coordinate with air quality management districts on requirements for dust control plans, revegetation, and soil compaction to prevent fugitive dust emissions.	**Consistent:** The Project includes dust control measures which would be coordinated with both the County and SCAQMD during construction activities.
Policy NR-1.8 Construction and operations. We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.	**Consistent:** The Project involves high-cube logistics, e-commerce, and ancillary commercial uses which would involve the use of fleet vehicles. In addition, the vehicles used by future tenants would be required to comply with energy rating policies in accordance with applicable law such as South Coast Air Quality Management District's Warehouse Indirect Source Rule, as well as the Project Design Features and mitigation measures related to vehicles and equipment, discussed in ***Section 4.3, Air Quality***.

Policy	Consistency
Policy NR-1.9 Building design and upgrades. We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.	**Consistent:** To ensure compliance with California Building and Energy Codes, standard conditions and mitigation measures are proposed which would require compliance with policies such as the California Green Building Standards Code Part 11 and SCAQMD Rule 1113 for all architectural coatings.
Goal NR-2 Water Quality. Clean and safe water for human consumption and the natural environment.	
Policy NR-2.2 Water management plans. We support the development, update, and implementation of ground and surface water quality management plans emphasizing the protection of water quality from point and non-point source pollution.	**Consistent:** To ensure compliance with the San Bernardino County Stormwater Program Technical Guidance Document, the Project would include the preparation and implementation of a Water Quality Management Plan (WQMP) to manage stormwater runoff during construction activity and include site design and source control BMPs to help ensure stormwater runoff and impervious areas are minimized and natural areas are conserved.
Policy NR-2.4 Wastewater discharge. We apply federal and state water quality standards for wastewater discharge requirements in the review of development proposals that relate to type, location, and size of the proposed project in order to safeguard public health and shared water resources.	**Consistent:** To ensure compliance with the San Bernardino County Stormwater Program Technical Guidance Document, the Project would include the preparation and implementation of a WQMP to manage stormwater runoff during construction activity and include site design and source control BMPs to help ensure stormwater runoff and impervious areas are minimized and natural areas are conserved. Additionally, the Project includes construction controls to minimize potential water quality impacts which would be implemented through compliance with NPDES permit requirements and with County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations.
Policy NR-2.5 Stormwater discharge. We ensure compliance with the County's Municipal Stormwater NPDES (National Pollutant Discharge Elimination System) Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.	**Consistent:** The Project includes construction controls to minimize potential water quality impacts which would be implemented through compliance with NPDES permit requirements and with County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations.
Goal NR-5 Biological Resources. An interconnected landscape of open spaces and habitat areas that promotes biodiversity and healthy ecosystems, both for their intrinsic value and for the value placed on them by residents and visitors.	
Policy NR-5.7 Development review, entitlement, and mitigation. We comply with state and federal regulations regarding protected species of	**Consistent:** The Project would undergo environmental review at the local and state level through approval with the local jurisdiction, compliance with State

Policy	Consistency
animals and vegetation through the development review, entitlement, and environmental clearance processes.	CEQA guidelines, and proper coordination and consistency with the policies of state agencies like the California Department of Fish and Wildlife.
Policy NR-5.8 Invasive species. We require the use of non-invasive plant species with new development and encourage the management of existing invasive plant species that degrade ecological function.	**Consistent:** Landscaping within the Project site would consist mainly of native, ornamental plants, trees and shrubs with groundcover to ensure efficient water use.
Goal NR 6 Mineral resource zones that allow extraction industries to continue supporting the regional and national economy while minimizing negative impacts on the public and natural environment.	
Policy NR-6.1 We prioritize the conservation of land area with mineral resources by prohibiting or discouraging development of land that would substantially preclude the future development of mining facilities in areas classified as MRZ 2a, 2b, or 3a.	**Consistent:** The Project site is not designated as land that contains mineral resources of significance, and any proposed mineral resource extraction would require a Conditional Use Permit from the County. Additionally, the Project site has previously been redeveloped for land uses that do not contain mineral extraction.
Renewable Energy and Conservation Element	
Goal RE-1 The County will pursue energy efficiency tools and conservation practices that optimize the benefits of renewable energy.	
Policy RE-1.1 GHG Reduction Plan. Continue implementing the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.	**Consistent:** Energy conservation measures from local and state policies would be applied to the Project, including California Green Building Standards (CALGreen). Additionally, the Project is consistent with the County's Greenhouse Gas Reduction Plan Update[1], which includes the County GHG reduction measures and actions that are committed to increasing sustainability awareness and resilience by making resource-efficient choices to conserve water, energy, and materials, and improve air quality.
Policy RE-1.2 Optimized efficiency. Optimize energy efficiency in the built environment.	**Consistent:** Energy conservation measures from local and state policies would be applied to the Project, including CALGreen.
Policy RE-1.4 Energy conservation. Encourage residents and businesses to conserve energy.	**Consistent:** Energy conservation measures from local and state policies would be applied to the Project, including CALGreen.
Goal RE-2 The County will be home to diverse and innovative renewable energy systems that provide reliable and affordable energy to our unique Valley, Mountain, and Desert regions.	
Policy RE-2.1 Types of renewable energy systems. Support solar energy generation, solar water heating, wind energy and bioenergy systems that are consistent with the orientation, siting, and environmental compatibility policies of the General Plan.	**Consistent:** The Project would comply with PDF AQ-18 and SC AQ-4 which encourage the use of solar panels and photovoltaic energy.

[1] County of San Bernardino. 2021. *Greenhouse Gas Reduction Plan Update*. http://www.sbcounty.gov/uploads/LUS/GreenhouseGas/GHG_2021/GHG%20Reduction%20Plan%20Update-Greenhouse%20Gas%20Reduction%20Plan%20Update%20-%20Adopted%209-21-2021.pdf.

Policy	Consistency
Cultural Resources Element	
Goal CR-1 Cultural Resources. Tribal cultural resources that are preserved and celebrated out of respect for Native American beliefs and traditions.	
Policy CR-1.1 Tribal notification and coordination. We notify and coordinate with tribal representatives in accordance with state and federal laws to strengthen our working relationship with area tribes, avoid inadvertent discoveries of Native American archaeological sites and burials, assist with the treatment and disposition of inadvertent discoveries, and explore options of avoidance of cultural resources early in the planning process.	**Consistent:** The County is responsible for compliance with SB 18 and AB 52. Outreach letters were sent to each of the Native American contacts on September 7, 2021 with follow up conducted on September 28, 2021. The County is engaged in ongoing consultation with the tribe(s).
Policy CR-1.2 Tribal planning. We will collaborate with local tribes on countywide planning efforts and, as permitted or required, planning efforts initiated by local tribes.	**Consistent:** Outreach letters were sent to Native American contacts on September 7, 2021 with follow up conducted on September 28, 2021.
Policy CR-1.3 Mitigation and avoidance. We consult with local tribes to establish appropriate project-specific mitigation measures and resource-specific treatment of potential cultural resources. We require project applicants to design projects to avoid known tribal cultural resources, whenever possible. If avoidance is not possible, we require appropriate mitigation to minimize project impacts on tribal cultural resources.	**Consistent:** The County has contacted local native American tribes to ensure that proper coordination and identification of tribal cultural resources are practiced. In addition, the area was not observed as currently containing tribal resources**.**
Policy CR-1.4 Resource monitoring. We encourage active participation by local tribes as monitors in surveys, testing, excavation, and grading phases of development projects with potential impacts on tribal resources.	**Consistent:** The Tribes participation is encouraged. Outreach letters were sent to each of the Native American contacts on September 7, 2021 with follow up conducted on September 28, 2021. The County is engaged in ongoing consultation with the tribe(s).
Goal CR-2 Historic and Paleontological Prehistoric Resources. Historic resources (buildings, structures, or archaeological resources) and paleontological resources that are protected and preserved for their cultural importance to local communities as well as their research and educational potential.	
Policy CR-2.3 Paleontological and archaeological resources. We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.	**Consistent:** The Cultural Resource Assessment prepared for the Project identified no archaeological or historical built environment resources within the Project site. In addition, no paleontological resources or unique geologic formations were identified on the Project site during the paleontological field survey conducted for the Project. The Native American Heritage Commission identified no cultural resources in the immediate vicinity of the Project.

Policy	Consistency
Hazards Element	
Goal HZ-1 Natural Environmental Hazards. Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural environmental hazards and adaptation to potential changes in climate.	
Policy HZ 1.1 New subdivisions in environmental hazard areas. We require all lots and parcels created through new subdivisions to have sufficient buildable area outside of the following environmental hazard areas: • Flood: 100-year flood zone, dam/basin inundation area • Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, existing and County-identified landslide area	**Consistent:** The Project does not exist within any of the listed zones.
Policy HZ-1.2 New development in environmental hazard areas. We require all new development to be located outside of the environmental hazard areas listed below. For any lot or parcel that does not have sufficient buildable area outside of such hazard areas, we require adequate mitigation, including designs that allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters. • Flood: 100-year flood zone, dam/basin inundation area • Geologic: Alquist-Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area) • Fire: high or very high fire hazard severity zone	**Consistent:** The Project does not exist within any of the listed zones.
Policy HZ-1.3 Floodplain mapping. We require any new lots or subdivisions partially in, and any new development partially or entirely in 100-year flood zones or 100-year flood awareness areas to provide detail floodplain mapping for 100- and 200-year storm events as part of the development approval process.	**Consistent.** The Project does not exist within the 100-year flood zone.
Policy HZ-1.4 500-year flood zone. We may collaborate with property owners in the Valley region to establish funding and financing mechanisms to mitigate flood hazards in identified 500-year flood zones.	**Consistent:** According to the FEMA FIRM, the Project site is within a flood hazard zone "X," Floodplain review area 2 (FP2), where the annual flood risk is between one percent and 0.2 percent and includes areas between limits of the base flood (100-year flood) and subject to a 500-year flood.

Policy	Consistency
Policy HZ-1.7 Underground utilities. We require that underground utilities be designed to withstand seismic forces, accommodate ground settlement, and hardened to fire risk.	**Consistent:** Underground facilities would be developed in accordance with applicable building codes. Furthermore, the geotechnical investigation prepared for this Project, indicates the Project site is not within an Alquist-Priolo fault zone and there was no evidence of faulting identified during the investigation.
Policy HZ-1.8 Wind erosion hazards. We require new development in medium-high or high wind erosion hazard areas to minimize the effects of wind-blown soil through building and site design features such as fencing, surface treatment or pavement, attenuation or wind barriers, architectural features, building materials, and drought resistant landscaping.	**Consistent:** Landscaping within the Project site would consist mainly of native, ornamental plants, trees, and shrubs with groundcover to ensure efficient water use.
Policy HZ-1.9 Policy HZ-1.9 Hazard areas maintained as open space. We minimize risk associated with flood, geologic, and fire hazard zones or areas by encouraging such areas to be preserved and maintained as open space.	**Consistent:** The Project does not exist within an area containing a Fire Safety Overlay and/or Very High Fire Hazard Severity Zone. In addition, the Project exists outside of identified flood and geological hazard zones.
Policy HZ-1.12 Local hazard mitigation plan implementation. We require adherence to the goals, objectives and actions in the Multi-jurisdictional Hazard Mitigation Plan and subsequent amendments to reduce and mitigate damages from hazards in the county.	**Consistent:** The Project would not conflict with the measures or actions presented in the County's Multi-jurisdictional Hazard Mitigation Plan and does not significantly increase hazards in the County.
Policy HZ-1.14 Long-term fire hazard reduction. We require proactive vegetation management/hazard abatement to reduce fire hazards on existing private properties, along roadsides of evacuation routes out of wildfire prone areas, and other private/public land where applicable, and we require new development to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel modification, and roadside fuel reduction in the Fire Safety Overlay and/or Very High Fire Hazard Severity Zones.	**Consistent:** The Project does not exist within an area containing a Fire Safety Overlay and/or Very High Fire Hazard Severity Zone. In addition, the Project is not within a State Responsibility Area.
Goal HZ-2 Human-Generated Hazards. People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.	
Policy HZ-2.3 Safer alternatives. We minimize the use of hazardous materials by choosing and by encouraging others to use non-toxic alternatives that do not pose a threat to the environment.	**Consistent:** The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA, U.S. Department of Transportation, California Division of Occupational Safety and Health, and the San Bernardino County Fire Protection District. Materials used on site could include industrial cleansers, greases, and oils for cleaning and maintenance along with paints, solvents, and fertilizers and pesticides for site landscaping.

Policy	Consistency
Policy HZ-2.4 Truck routes for hazardous materials. We designate truck routes for the transportation of hazardous materials through unincorporated areas and prohibit routes that pass through residential neighborhoods to the maximum extent feasible.	**Consistent:** Although truck routes would have to cross incorporated areas of the County, roadway modifications associated with the Project would improve traffic patterns and address some existing environmental justice concerns in the area.
Policy HZ-2.7 Truck delivery areas. We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.	**Consistent:** Truck delivery areas for the Project will be oriented away from residential properties. In addition, intervening warehouse buildings and retaining walls on the Project site would act as a buffer and reduce truck loading/unloading noise levels.
Policy HZ-2.9 Control sound at the source. We prioritize noise mitigation measures that control sound at the source before buffers, soundwalls, and other perimeter measures.	**Consistent:** Intervening warehouse buildings and retaining walls on the Project site would act as a buffer and reduce truck loading/unloading noise levels.
Goal HZ-3: Environmental Justice	
Policy HZ-3.1 Health risk assessment. We require projects processed by the County to provide a health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more in unincorporated environmental justice focus areas, and we require such assessments to evaluate impacts of truck traffic from the project to freeways. We establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.	**Consistent.** A Health Risk Assessment was prepared for the Project in February 2022 and determined_____ carcinogenic risks and other associated health risks would remain less than significant.
Policy HZ-3.16 Notification. We notify the public through the County website, mail, and other means when applications are accepted for conditional use permits, changes in zoning, and Policy Plan amendments in or adjacent to environmental justice focus areas. We prepare public notices in the predominant language(s) spoken in the communities containing environmental justice focus areas.	**Consistent.** As stated in Policy LU-2.6 above, the Project includes public noticing and review as a component of the environmental review process. This ensures members of the public as well as public agencies and private organizations have the opportunity to review and comment on the analysis. All project documents are also posted on the County's website. A Notice of Preparation has been circulated to the public.
Personal and Property Protection Element	
Goal PP-1: Effective crime prevention and law enforcement that leads to a real and perceived sense of public safety for residents, visitors, and businesses.	
Policy PP-1.1 Law enforcement services. The Sheriff's Department provides law enforcement services for unincorporated areas and distributes resources geographically while balancing levels of service and financial resources with continuously changing needs for personal and property protection.	**Consistent.** The Project would not increase fire service demands beyond the capability of the existing fire service infrastructure.

Policy	Consistency
Goal PP-3: Fire and Emergency Medical. Reduced risk of death, injury, property damage, and economic loss due to fires and other natural disasters, accidents, and medical incidents through prompt and capable emergency response.	
Policy PP-3.6 Concurrent protection services. We require that fire department facilities, equipment, and staffing required to serve new development are operating prior to, or in conjunction with new development.	**Consistent:** The Project would not require the development of additional safety facilities.
Policy PP-3.9 Street and premise signage. We require adequate street signage and premise identification be provided and maintained to ensure emergency services can quickly and efficiently respond.	**Consistent:** Roadway improvements associated with Project development would include proper signage and signaling.
Goal PP-4: Emergency Preparedness and Recovery. A reduced risk of an impact from injury, loss of life, property damage, and economic and social disruption resulting from emergencies, natural disasters, and potential changes in climate.	
Policy PP-4.1 Emergency management plans. A reduced risk of an impact from injury, loss of life, property damage, and economic and social disruption resulting from emergencies, natural disasters, and potential changes in climate.	**Consistent:** The Project would be consistent with adopted emergency plans for the region.
Health and Wellness Element	
Goal HW-2: Education. A common culture that values education and lifelong learning and a populace with the education to participate and compete in the global economy.	
Policy HW-2.2 Land use compatibility for schools. We prioritize the safety and security of public schools in unincorporated areas by minimizing incompatible land uses near instructional facilities. We encourage school districts to place new schools where existing and planned land uses are compatible.	**Consistent.** The Project does not include the placement of new schools or development adjacent to schools.
Goal HW-3: Community Development. Assets that contribute to a complete county and healthy neighborhoods and communities.	
Policy HW-3.1 Healthy environments. We collaborate with other public agencies, not-for-profit organizations, community groups, and private developers to improve the physical and built environment in which people live. We do so by improving such things as walkability, bicycle infrastructure, transit facilities, universal design, safe routes to school, indoor and outdoor air quality, gardens, green space and open space, and access to parks and recreation amenities.	**Consistent.** The Project includes the development of proposed multipurpose trail would ensure safe pedestrian/bicycle connectivity would be provided between the various planning areas. Additionally, open space areas are proposed within the Project site.
Policy HW-3.3 Public libraries. We operate public libraries in unincorporated areas and contract cities/towns to provide programs and facilities that ensure equitable access to information and digital technology,	**Consistent.** The Project does not include the expansion or creation of library facilities.

Policy	Consistency
provide places and activities for people to connect with other people, promote literacy and reading for pleasure for children and adults, and foster a culture of creativity, innovation, and collaboration. We invest in the modernization and expansion of public library facilities as adequate funding is available.	

Source: San Bernardino County. 2020. San Bernardino County Countywide Plan Policy Plan. Retrieved from: https://countywideplan.com/policy-plan/ (Accessed February 10, 2022)

Appendix C
PDP Review Checklist

Speedway Commerce Center II Specific Plan

APPENDIX C | PRECISE DEVELOPMENT PLAN REVIEW CHECKLIST

Submittal Requirements. The submittal for a Precise Development Plan shall include the items listed in the table below.

Requirement	Status
A completed application containing the name, address and phone number of the applicant, the owner, and the person(s) preparing the plan, and the authorized agent (if any), the address and legal description of the property (or planning area as defined by an adopted Specific Plan).	
A brief summary of demonstrating substantial compliance with the Specific Plan and consistency with the EIR. This may be accompanied by supplemental technical studies or reports to the extent required by the Project's Mitigation Monitoring and Reporting Program (MMRP).	
Technical site plan with setbacks, dimensioned building footprint, parking, access, and walkways. Location and names of adjacent streets, statistics (parking amount and type, floor area ratio, coverage, building square footage).	
Grading and Utility Plan, with contours, flow lines, and public and private improvements. Depending upon the site topography, the grading plan may be a separate sheet.	
Preliminary Water Quality Management Plan	
Landscape plan, including plant materials and sizes, statistics (percentage landscaping, number and type of trees, etc.), walls/fences, screening details. No irrigation plans are required at this stage.	
Lighting Plan.	
Dimensioned Floor plans, roof plan, architectural elevations with color and materials specified.	
Color and materials information (board or similar).	
A Traffic Consistency memo that includes the following: o Determine consistency with the trip generation budget prepared for the SCCIISP Project site final TIA (Level of Service Study and traffic facility fund agreement). o A review of adjacent traffic and street improvement consistency issues. o Review consistency with the general plan, Specific Plan, and EIR.	

COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF FONTANA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCELS 1, 2 AND 6 OF PARCEL MAP NO. 14723, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED IN BOOK 174, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THAT PORTION OF PARCEL 3 OF PARCEL MAP NO. 14723, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED IN BOOK 174, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE WESTERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING OF NORTH 90°00'00" EAST AND A LENGTH OF 52.14 FEET IN THE SOUTHWESTERLY LINE OF SAID PARCEL 3; THENCE NORTH 90°00'00" EAST, 1018.35 FEET ALONG SAID CERTAIN COURSE AND ITS EASTERLY PROLONGATION TO THE EASTERLY LINE OF SAID PARCEL 3.

A CERTIFICATE OF LOT LINE ADJUSTMENT FOR SAID PORTION OF PARCEL 3 RECORDED DECEMBER 06, 1996 AS INSTRUMENT NO. 96-449838 OF OFFICIAL RECORDS.

PARCEL 4 OF PARCEL MAP NO. 14723, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA RECORDED IN BOOK 174, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF PARCEL 3 OF PARCEL MAP NO. 14723, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED IN BOOK 174, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE WESTERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING OF NORTH 90°00'00" EAST AND A LENGTH OF 52.14 FEET IN THE SOUTHWESTERLY LINE OF SAID PARCEL 3; THENCE NORTH 90°00'00" EAST, 1018.35 FEET ALONG SAID CERTAIN COURSE AND ITS EASTERLY PROLONGATION TO THE EASTERLY LINE OF SAID PARCEL 3.

A CERTIFICATE OF LOT LINE ADJUSTMENT FOR SAID PORTION OF PARCEL 3 RECORDED DECEMBER 06, 1996 AS INSTRUMENT NO. 96-449834 OF OFFICIAL RECORDS.

EASEMENTS/ENCUMBRANCE NOTES

A. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2021-2022, A LIEN NOT YET DUE OR PAYABLE.

B. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

2. AN EASEMENT FOR PIPE LINES, WITH RIGHT OF ENTRY AND INCIDENTAL PURPOSES, RECORDED MAY 19, 1923 IN BOOK 749 OF DEEDS, PAGE 188, IN FAVOR OF SIERRA MADRE VINTAGE COMPANY, A CORPORATION. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
[BLANKET IN NATURE]

3. AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED MARCH 24, 1926 IN BOOK 82, PAGE 237 OF OFFICIAL RECORDS, IN FAVOR OF FONTANA LAND CO. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
[BLANKET IN NATURE - AFFECTS THE EAST 5 ACRES, SE 1/4, SEC. 10]

4. AN EASEMENT FOR PIPELINES AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 18, 1932 IN BOOK 805, PAGE 29 OF OFFICIAL RECORDS, IN FAVOR OF FONTANA LAND COMPANY. TERMS AND PROVISIONS CONTAINED IN THE ABOVE DOCUMENT. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
[BLANKET IN NATURE]

5. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

6. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED APRIL 05, 1935 IN BOOK 109, PAGE 119 OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
[DOES NOT AFFECT PROPERTY]

7. AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 19, 1935 IN BOOK 1091, PAGE 186 OF OFFICIAL RECORDS.

IN FAVOR OF: METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
AND RECORDING DATE: JANUARY 11, 1936
AND RECORDING NO: BOOK 1107, PAGE 413 OF OFFICIAL RECORDS

AND RECORDING DATE: FEBRUARY 14, 1936
AND RECORDING NO: BOOK 1122, PAGE 42 OF OFFICIAL RECORDS

AND RECORDING DATE: FEBRUARY 14, 1936
AND RECORDING NO: BOOK 1122, PAGE 46 OF OFFICIAL RECORDS
[PLOTTED AS SHOWN ON RS 145/14-27]

7J. A FIRST AMENDMENT TO PERMANENT EASEMENTS BY KAISER VENTURES INC., A DELAWARE CORPORATION, AND THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION OF THE STATE OF CALIFORNIA, RECORDED NOVEMBER 09, 1995 AS DOCUMENT NO. 95-384267 OF OFFICIAL RECORDS.
[PLOTTED ON THIS ALTA]

8. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

9. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

10. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "WATER USE AGREEMENT" RECORDED MAY 02, 1942 IN BOOK 1533, PAGE 111 OF OFFICIAL RECORDS. BY AND BETWEEN KAISER COMPANY, INC. AND FONTANA UNION WATER COMPANY.

11. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "WATER USE AGREEMENT" RECORDED MAY 02, 1942 IN BOOK 1536, PAGE 21 OF OFFICIAL RECORDS. BY AND BETWEEN KAISER COMPANY, INC. AND FONTANA UNION WATER COMPANY.

12. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

13. AN EASEMENT FOR FENCES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 11, 1947 IN BOOK 2130, PAGE 431 OF OFFICIAL RECORDS, IN FAVOR OF THE UNITED STATES OF AMERICA.
[10' WIDE]

14. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 18, 1958 IN BOOK 4557, PAGE 247 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.

15. AN EASEMENT FOR LINES OF TELEPHONE AND TELEGRAPH, INCLUDING POLES, ANCHORS, WIRES AND FIXTURES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 10, 1958 IN BOOK 4675, PAGE 454 OF OFFICIAL RECORDS, IN FAVOR OF THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY.
[NO WIDTH - PLOTTED AS SHOWN ON PM 174/9-13]

16. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: UNION CARBIDE AND CARBON CORPORATION
PURPOSE: PIPE LINES AND APPURTENANCES AND INGRESS AND EGRESS
RECORDING DATE: JANUARY 23, 1959
RECORDING NO.: BOOK 4171, PAGE 483 OF OFFICIAL RECORDS

17. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: UNION CARBIDE CORPORATION
PURPOSE: PIPE LINES AND APPURTENANCES AND INGRESS AND EGRESS
RECORDING DATE: AUGUST 13, 1959
RECORDING NO.: BOOK 5968, PAGE 46 OF OFFICIAL RECORDS

18. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

19. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

20. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

21. AN EASEMENT FOR RAILWAY AND INCIDENTAL PURPOSES, RECORDED MAY 16, 1966 IN BOOK 6627, PAGE 508 OF OFFICIAL RECORDS, IN FAVOR OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY.
[APPROXIMATE CL 30' EASEMENT FOR RAILWAY]

22. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

23. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

24. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JUNE 29, 1967
RECORDING NO.: BOOK 8847, PAGE 225 OF OFFICIAL RECORDS

25. TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED DECEMBER 20, 1967, BY AND BETWEEN KAISER STEEL CORPORATION, A NEVADA CORPORATION AS LESSOR AND INTERNATIONAL UTILITIES OF THE U.S., INC., A PENNSYLVANIA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED DECEMBER 21, 1967 IN BOOK 6946, PAGE 109 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS ARE NOT SHOWN HEREIN.

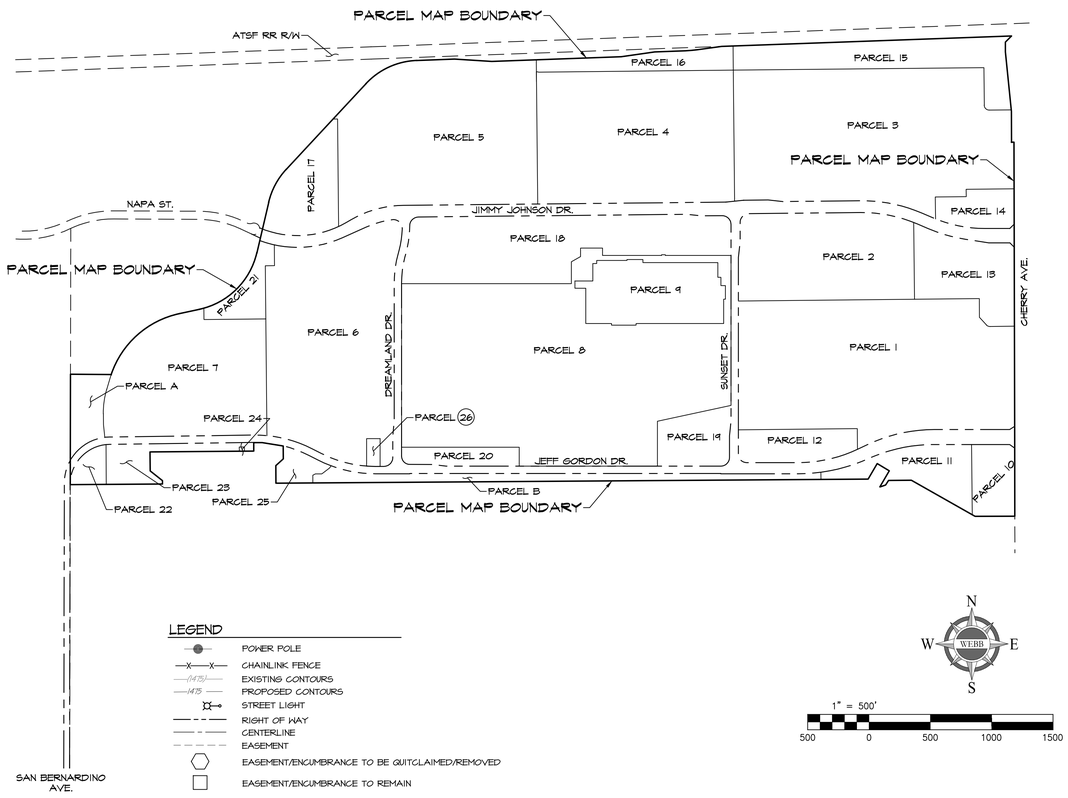
26. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

27. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 18, 1969 IN BOOK 7287, PAGE 924 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.
[APPROXIMATE CL OF 6' WIDE - BEARING ON LAST COURSE NOT GIVEN]

28. AN EASEMENT FOR RAILWAY AND INCIDENTAL PURPOSES, RECORDED APRIL 03, 1970 IN BOOK 7418, PAGE 349 OF OFFICIAL RECORDS, IN FAVOR OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

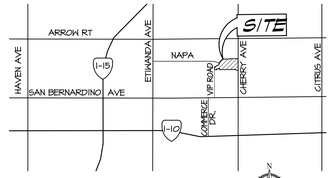
29. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JULY 06, 1970
RECORDING NO.: BOOK 7474, PAGE 914 OF OFFICIAL RECORDS



LEGEND

- POWER POLE
- CHAINLINK FENCE
- EXISTING CONTOURS
- PROPOSED CONTOURS
- STREET LIGHT
- RIGHT OF WAY
- CENTERLINE
- EASEMENT
- EASEMENT/ENCUMBRANCE TO BE QUITCLAIMED/REMOVED
- EASEMENT/ENCUMBRANCE TO REMAIN



VICINITY MAP
NOT TO SCALE
T1S, R6W, SW, 10, 15, & 16 S.B.M.

UTILITY COMPANIES:

WATER: FONTANA WATER COMPANY
15966 ARROW ROUTE
FONTANA, CA 92335
PHONE: (909) 822-2201

SEWER: INLAND EMPIRE UTILITY AGENCY (IEUA)
6075 KIMBALL AVE
CHINO, CA 91708
PHONE: (909) 993-1600

ELECTRICITY: SOUTHERN CALIFORNIA EDISON
7451 REDWOOD AVE
FONTANA, CA 92336
PHONE: (909) 357-6585

GAS: SOUTHERN CALIFORNIA GAS COMPANY
9181 SIERRA AVE
FONTANA, CA 92335
PHONE: (800) 427-2200

FIRE: COUNTY OF SAN BERNARDINO
620 SOUTH "E" STREET
SAN BERNARDINO, CA 92415
PHONE: (909) 386-8400

TELEPHONE: FRONTIER
9 S. 4TH STREET
REDLANDS, CA 92373
PHONE: (855) 386-1691

TELEVISION: SATELLITE/INDIVIDUAL RECEPTION

NOTES:
1. FEMA COMMUNITY PANEL NO. 06071C8634J, ZONE X AND 06071C8653J, ZONE X
2. CONTOUR INTERVAL, ONE FOOT.
3. THIS PROJECT IS WITHIN THE COUNTY OF SAN BERNARDINO
4. PARCELS A & B TO BE DEDICATED TO THE COUNTY OF SAN BERNARDINO

SHEET INDEX:

SHEET 1 TITLE SHEET
SHEET 2 EXISTING ENCUMBRANCES
SHEET 3 PROPOSED PARCEL MAP
SHEET 4 CONCEPTUAL GRADING AND DRAINAGE PLAN
SHEET 5-6 CONCEPTUAL SECTIONS
SHEET 7 CONCEPTUAL WATER, SEWER, AND STORM DRAIN PLAN

OWNER:
COMPANY: CALIFORNIA SPEEDWAY, LLC
CONTACT: DAVE ALLEN
ADDRESS: 9300 CHERRY AVENUE
FONTANA, CA 92335
PHONE: 909-429-5304
EMAIL: DALLEN@AUTOCLUBSPEEDWAY.COM

APPLICANT:
COMPANY: HIP VI ENTERPRISES, LLC
CONTACT: SCOTT MORSE
ADDRESS: 901 VIA PIEMONTE, SUITE 175
ONTARIO, CA 91764
PHONE: 909-382-2163
EMAIL: SCOTT.MORSE@HILLWOOD.COM

ENGINEER:
COMPANY: ALBERT A. WEBB ASSOCIATES
CONTACT: JASON ARDERY
ADDRESS: 3788 McCRAY ST
RIVERSIDE, CA 9206
DIRECT: 951-248-4268
MOBILE: 951-529-8728
EMAIL: JASON.ARDERY@WEBBASSOCIATES.COM

TOPOGRAPHY SOURCE:
INLAND AERIAL SURVEYS INC.
7117 ARLINSTON AVE., SUITE A
RIVERSIDE, CA 92503
PH. 951-687-4252
AERIAL PHOTOGRAPHY DATED 07-15-20 & 07-26-20

A.P.N.s
0231-011-09; 0231-011-10; 0231-011-11; 0231-011-12; 0231-111-17; 0231-111-18; 0231-111-20; 0231-111-19; 0231-111-06; & 0231-111-10

PROJECT DESCRIPTION:
REDEVELOPMENT OF THE EXISTING AUTO CLUB SPEEDWAY (ACS) TO INCLUDE RETENTION OF THE REDUCED AUTO CLUB SPEEDWAY (ACS) FOR ONGOING EVENTS, APPROXIMATELY 6,600,000 SQUARE FEET OF HIGH CUBE WAREHOUSE AND E-COMMERCE USES, APPROXIMATELY 12 ACRES/261,000 SQUARE FEET OF ACCESSORY COMMERCIAL USES, APPROXIMATELY 48 ACRES OF VEHICLE PARKING/DROP LOT AREAS TO ACCOMMODATE ONGOING ACS EVENTS AS WELL AS PARKING FOR PERMITTED LAND USES, OPEN SPACE AREA FOR GATHERING, PARKWAY LANDSCAPING, AND STORMWATER, NEW PUBLIC ROADWAYS AND INFRASTRUCTURE TO SUPPORT THE PROPOSED USES AS WELL AS EXISTING ONGOING ACS EVENTS.

LAND USE / ZONING:
EXISTING LAND USE: AUTO RACE TRACK (AUTO CLUB SPEEDWAY
PROPOSED LAND USE: HIGH CUBE WAREHOUSE, E-COMMERCE, RACE TRACK (SHORT TRACK), & PARKING
EXISTING ZONING: SPECIAL DEVELOPMENT (SD-COM)
PROPOSED ZONING: SPECIAL DEVELOPMENT (SD-COM)

BENCHMARK
NGS #TOO 21 RESET (PID #EV3221)
ELEVATION = 1133.6 NGVD 29 (1136.15' - NAVD 88)
CONVERSION FACTOR FROM NAVD 88 TO NGVD 29 = -2.55 FEET.

DESCRIBED BY NATIONAL GEODETIC SURVEY 1978
1.0 MI EAST FROM ETIWANDA SIDING. 1.0 MILES EAST ALONG THE ATCHISON TOPEKA AND SANTA FE RAILWAY FROM ETIWANDA SIDING, IN TOP THE NORTH END OF WEST CONCRETE ABUTMENT FOR WOODEN RAILROAD BRIDGE, 11.0 FT. NORTH THE NORTH RAIL.

BASIS OF BEARINGS
CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY ON CONTINUOSLY OPERATING REFERENCE STATIONS (CORS) "ENPP" AND "GISA" AS BEING NORTH 82°35'10.8055" WEST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY NORTH LINE OF SECTION 16, T1S, R6W, SBM AS BEING NORTH 88°57'21" EAST (2010.0 EPOCH).

EASEMENTS/ENCUMBRANCE NOTES (CONT'D)

30. TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED OCTOBER 02, 1975, BY AND BETWEEN KAISER STEEL CORPORATION, A NEVADA CORPORATION AS LESSOR AND HECKETT ENGINEERING CO., A DIVISION OF HARSCO CORPORATION, A PENNSYLVANIA CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED OCTOBER 09, 1975 IN BOOK 8781, PAGE 636 OF OFFICIAL RECORDS. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS ARE NOT SHOWN HEREIN.

31. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 10, 1977 IN BOOK 9280, PAGE 845 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.

32. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 11, 1978 IN BOOK 9471, PAGE 74 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.
[BLANKET IN NATURE]

33. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 31, 1978 IN BOOK 9550, PAGE 837 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.

34. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: NOVEMBER 07, 1979
RECORDING NO.: BOOK 9809, PAGE 1541 OF OFFICIAL RECORDS

35. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MAY 21, 1980 AS INSTRUMENT NO. 80-118767 OF OFFICIAL RECORDS.

36. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 18, 1981 AS INSTRUMENT NO. 81-034363 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.
[LEGAL DESCRIPTION DOES NOT CLOSE - HELD REC. DIST. CALL]

37. AN EASEMENT FOR HIGH PRESSURE NATURAL GAS TRANSMISSION LINE AND ACCESS TO MAINTAIN SAID LINE AND INCIDENTAL PURPOSES, RECORDED AUGUST 20, 1984 AS INSTRUMENT NO. 84-147916 OF OFFICIAL RECORDS, IN FAVOR OF CALIFORNIA STEEL INDUSTRIES, INC.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
[CANNOT BE PLOTTED - BLANKET IN NATURE]

38. AN EASEMENT FOR NON-EXCLUSIVE EASEMENT FOR USE OF ALL SEWER, DOMESTIC WATER AND ELECTRICAL TRANSMISSION FACILITIES AND INCIDENTAL PURPOSES, RECORDED MAY 16, 1986 AS INSTRUMENT NO. 86-128269 OF OFFICIAL RECORDS, IN FAVOR OF CSC FONTANA.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
[PARCEL C OF SAID DEED - BLANKET IN NATURE]
[PARCELS 1 & 2 OF PM 104/88-91 ARE OUTSIDE BOUNDARY]

39. AN EASEMENT FOR RAILROAD AND INCIDENTAL PURPOSES, RECORDED MARCH 27, 1990 AS INSTRUMENT NO. 90-116684 OF OFFICIAL RECORDS, IN FAVOR OF LUSK-WATER WEST END JOINT VENTURE.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
[EASEMENT CANNOT BE LOCATED FROM RECORD]
[PARCELS NO. 108 & 110 SHOWN]

40. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP NO. 14723 RECORDED OCTOBER 06, 1995 AND ON FILE IN BOOK BOOK 174, PAGE PAGES 9 THROUGH 13, OF PARCEL MAPS, FOR STREET AND RAIL AND INCIDENTAL PURPOSES.

41. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 19, 1995 AS DOCUMENT NO. 19950362731 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.

42. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT TO RESTRICT USE OF PROPERTY" RECORDED NOVEMBER 14, 1995 AS DOCUMENT NO. 19950393082 OF OFFICIAL RECORDS.
[AFFECTS PARCEL 6 OF PM 174/9-13]

43. AN EASEMENT FOR RAILWAY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404541 OF OFFICIAL RECORDS, IN FAVOR OF KAISER STEEL LAND DEVELOPMENT, INC.
[STREET B]

44. AN EASEMENT FOR ACCESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404555 OF OFFICIAL RECORDS, IN FAVOR OF KAISER VENTURES, INC. [PLOTTED ON THIS ALTA]

45. AN EASEMENT FOR ACCESS EASEMENT AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404556 OF OFFICIAL RECORDS, IN FAVOR OF SPEEDWAY DEVELOPMENT CORPORATION.
[STREET "A"]

46. AN EASEMENT FOR UTILITY, RAIL AND ACCESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404558 OF OFFICIAL RECORDS, IN FAVOR OF KAISER VENTURES, INC.
[RAILWAY, RAIL OPERTATION & STREET "C"]

47. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "WATER RIGHTS AGREEMENT" RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404559 OF OFFICIAL RECORDS.

48. THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE COUNTY OF SAN BERNARDINO REDEVELOPMENT AGENCY, AS DISCLOSED BY THE DOCUMENT RECORDED DECEMBER 20, 1995 AS DOCUMENT NO. 19950436370 AND RECORDED DECEMBER 20, 2001 AS INSTRUMENT NO. 2001-0706236 OF OFFICIAL RECORDS.

49. AN EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 28, 1997 AS DOCUMENT NO. 19970029185 OF OFFICIAL RECORDS, IN FAVOR OF PACIFIC BELL.

50. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED JANUARY 08, 1999 AS DOCUMENT NO. 19990007409 OF OFFICIAL RECORDS, IN FAVOR OF SAN GABRIEL VALLEY WATER COMPANY. EASEMENT TO BE QUITCLAIMED AFTER RELOCATION OF EXISTING WATERLINE.

51. AN EASEMENT FOR HIGHWAY AND ROAD AND INCIDENTAL PURPOSES, RECORDED DECEMBER 12, 1999 AS DOCUMENT NO. 19990515621 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF SAN BERNARDINO.

52. AN EASEMENT FOR ACCESS AND REMEDIATION AND INCIDENTAL PURPOSES, RECORDED AUGUST 16, 2000 AS DOCUMENT NO. 20000294488 OF OFFICIAL RECORDS, IN FAVOR OF CCS ONTARIO, LLC.
[BLANKET IN NATURE]

53. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

54. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

55. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

56. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

57. AN EASEMENT FOR PIPELINES AND CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 05, 2003 AS DOCUMENT NO. 2003-0904122 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY.

58. AN EASEMENT FOR PIPELINES AND CONDUITS AND INCIDENTAL PURPOSES, RECORDED JANUARY 19, 2005 AS DOCUMENT NO. 2005-0041282 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY.
[3' MISCLOSURE - BACKED IN TO CLOSE]

59. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

60. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

61. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CERTIFICATE OF LAND USE COMPLIANCE AND TELECOMMUNICATIONS FACILITY AGREEMENT" RECORDED NOVEMBER 10, 2015 AS DOCUMENT NO. 2015-0485728 OF OFFICIAL RECORDS.

62. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

63. AN EASEMENT FOR ELECTRICAL UNDERGROUND SYSTEMS AND COMMUNICATION SYSTEMS AND OTHER APPURTENANT FIXTURES AND EQUIPMENT AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 05, 2016 AS DOCUMENT NO. 2016-0047185 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.

64. AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND OTHER APPURTENANT FIXTURES AND EQUIPMENT AND INCIDENTAL PURPOSES, RECORDED MAY 24, 2017 AS DOCUMENT NO. 2017-0213146 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.
[6' WIDE]

65. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

66. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

67. AN EASEMENT FOR HIGHWAY AND ROADWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 2018 AS DOCUMENT NO. 2018-0312448 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF SAN BERNARDINO.

68. AN EASEMENT FOR HIGHWAY AND ROADWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 2018 AS DOCUMENT NO. 2018-0312444 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF SAN BERNARDINO.

69. AN EASEMENT FOR HIGHWAY AND ROADWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 2018 AS DOCUMENT NO. 2018-0312450 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF SAN BERNARDINO.

70. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

71. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

72. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

73. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

74. AN EASEMENT FOR ACCESS AND PARKING AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 95-0404557 OF OFFICIAL RECORDS, IN FAVOR OF SPEEDWAY DEVELOPMENT CORPORATION, A CALIFORNIA CORPORATION.
[BLANKET IN NATURE]

75. REAL PROPERTY TAXES ARE CURRENTLY ASSESSED UNDER THE STATE BOARD OF EQUALIZATION PUBLIC UTILITY TAX ROLL; CODE AREA NO. 804-36-TH PAR. NO. 15 AND 804-36-TL PAR. NO. 22, WHICH INCLUDES THIS AND OTHER PROPERTY. FOR FULL PARTICULARS, PLEASE CONTACT THE STATE BOARD OF EQUALIZATION PROPERTY TAX VALIDATION DIVISION, TELEPHONE NUMBER (916) 322-2323. ADDITIONAL INFORMATION TO FOLLOW UPON REQUEST.
(AFFECTS PARCEL C)

76. END OF EXCEPTIONS

PRELIMINARY

REVISIONS	DATE	BY

SCALE: 1"=500'
DATE: 12/8/21
DESIGNED: TSH
CHECKED: JKA
PLN CK REF:
F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

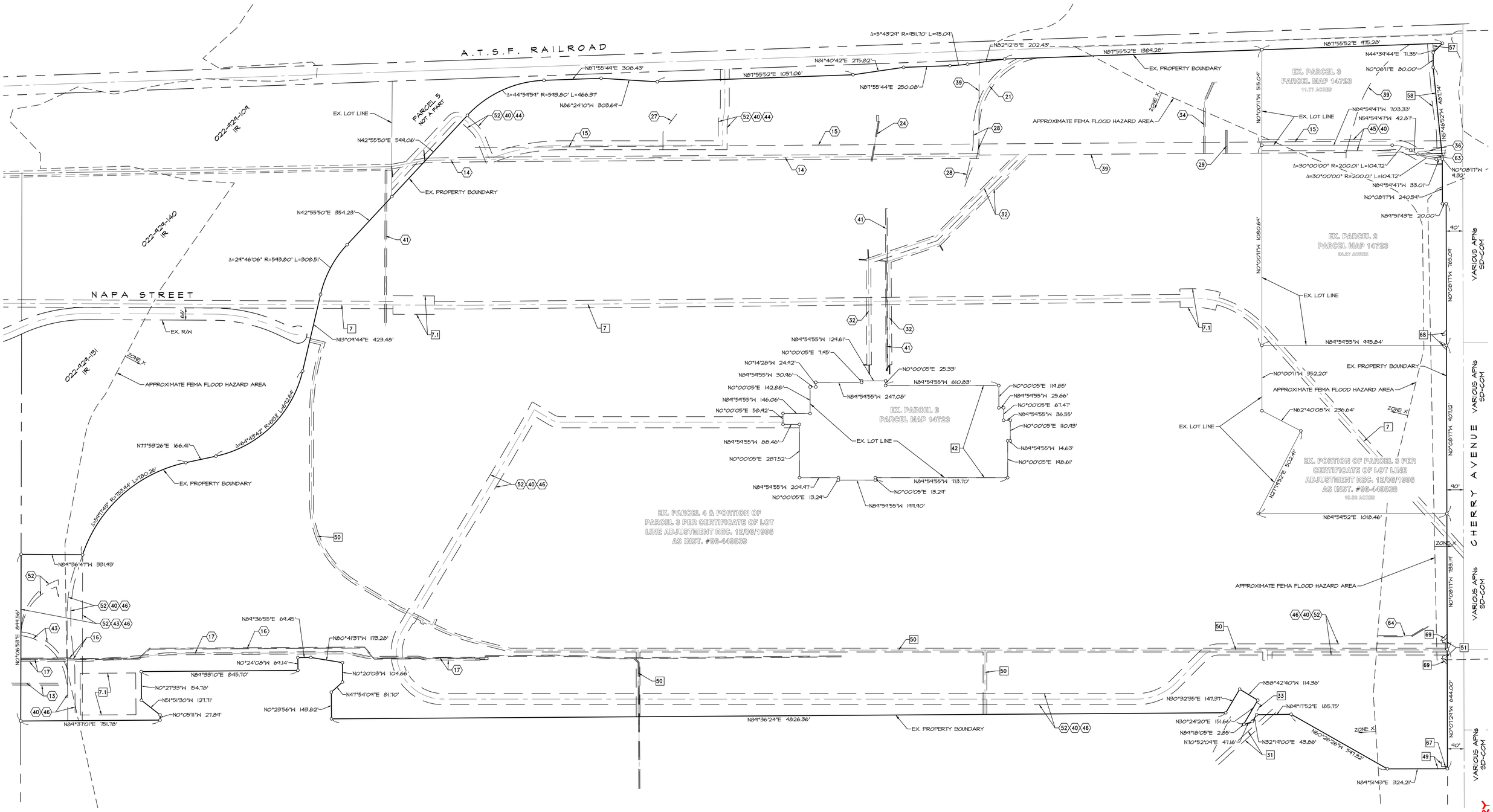
TENTATIVE PARCEL MAP 20478
COUNTY OF SAN BERNARDINO

SPEEEDWAY COMMERCE CENTER II

W.O. 21-0160
SHEET 1
OF 7 SHEETS
DWG. NO.

H:\2021\21-0160\DRAWINGS\ENTITLEMENT\21-0160-C-TPM.DWG 12/8/2021 2:00:58 PM

COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478
EXISTING ENCRUMBRANCES



NOTES:
SEE SHEET 1 FOR ENCUMBRANCE/EASEMENT NOTES.

N
W WEBB E
S

1" = 200'
200 0 200 400 600

REVISIONS	DATE	BY

SCALE: 1"=200'
DATE: 12/8/21
DESIGNED: TSW
CHECKED: JKA
PLN CK REF.:
F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

TENTATIVE PARCEL MAP 20478
SAN BERNARDINO COUNTY
EXISTING ENCUMBRANCES
SPEEEDWAY COMMERCE CENTER II

W.O. 21-0160
SHEET 2
OF 6 SHEETS
DWG. NO. _____

H:\2021\21-0160\DRAWINGS\ENTITLEMENT\21-0160-C-TPM.DWG 12/8/2021 2:00:58 PM

COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478
PROPOSED PARCEL MAP

N
W WEBB E
S

1" = 200'
200 0 200 400 600

A.T.S.F. RAILROAD

PARCEL 1 — 53.46 ACRES
PARCEL 2 — 22.99 ACRES
PARCEL 3 — 54.00 ACRES
PARCEL 4 — 39.60 ACRES
PARCEL 5 — 42.42 ACRES
PARCEL 6 — 41.76 ACRES
PARCEL 7 — 27.05 ACRES
PARCEL 8 — 76.59 ACRES
PARCEL 9 — 12.84 ACRES
PARCEL 10 — 4.67 ACRES
PARCEL 11 — 7.40 ACRES
PARCEL 12 — 5.64 ACRES
PARCEL 13 — 10.85 ACRES
PARCEL 14 — 4.12 ACRES
PARCEL 15 — 13.16 ACRES
PARCEL 16 — 5.12 ACRES
PARCEL 17 — 8.73 ACRES
PARCEL 18 — 26.58 ACRES
PARCEL 19 — 5.82 ACRES
PARCEL 20 — 3.28 ACRES
PARCEL 22 — 1.68 ACRES
PARCEL 23 — 4.15 ACRES
PARCEL 24 — 0.03 ACRES
PARCEL 25 — 1.98 ACRES
PARCEL 26 — 0.57 ACRES
PARCEL A — 3.74 ACRES
PARCEL B — 6.08 ACRES

JIMMIE JOHNSON DRIVE — 6,460 LF — 14.18 ACRES
DREAMLAND DRIVE — 5,241 LF — 9.04 ACRES
SUNSET DRIVE — 2,140 LF — 3.15 ACRES
JEFF GORDON DRIVE — 10,330 LF — 15.50 ACRES
NAPA STREET
CHERRY AVENUE — VARIOUS APNs — SD-COM

SHORT TRACK SITE PLAN IN PARCEL 8 & 9 PER MINOR REVISION TO PREVIOUSLY APPROVED PLANNED DEVELOPMENT (PD) - APPROVED JUNE 7, 2021

SHORT TRACK SITE PLAN IN PARCEL 8 & 9 PER MINOR REVISION TO PREVIOUSLY APPROVED PLANNED DEVELOPMENT (PD) - APPROVED JUNE 7, 2021

APPROXIMATE FEMA FLOOD HAZARD AREA

EXISTING DAS (DISTRIBUTED ANTENNA SYSTEM) TO REMAIN

EXISTING WELL TO REMAIN

SEE SHEET 5 FOR PROPOSED STREET SECTIONS

PARCEL #	PARCEL SIZE (AC.)	PARCEL AREA (SF)	PARCEL USE
1	53.99	2,351,606.90	BUILDING 1
2	22.99	1,001,510.04	BUILDING 2
3	54.00	2,352,145.51	BUILDING 3
4	39.61	1,725,202.88	BUILDING 4
5	42.42	1,847,777.86	BUILDING 5
6	41.76	1,819,130.57	BUILDING 6
7	27.05	1,178,402.79	BUILDING 7
8	76.59	3,336,425.51	NASCAR SHORT TRACK

9	12.84	559,248.70	NASCAR SHORT TRACK - CAPPED AREA
10	4.67	203,428.26	EVENT PARKING/DROP LOT
11	7.40	322,315.01	EVENT PARKING/DROP LOT
12	5.64	245,735.24	EVENT PARKING/DROP LOT
13	10.85	472,535.06	EVENT PARKING/DROP LOT
14	4.12	179,371.21	EVENT PARKING/DROP LOT
15	13.16	573,411.16	EVENT PARKING/DROP LOT
16	5.12	223,076.49	EVENT PARKING/DROP LOT
17	8.73	380,402.72	EVENT PARKING/DROP LOT
18	26.58	1,157,724.48	EVENT PARKING/DROP LOT

19	5.82	253,515.26	EVENT PARKING/DROP LOT
20	3.28	142,683.47	EVENT PARKING/DROP LOT
21	3.60	156,668.50	EVENT PARKING/DROP LOT
22	1.68	73,225.59	EVENT PARKING/DROP LOT
23	4.15	180,561.38	EVENT PARKING/DROP LOT
24	0.03	1,422.28	PRIVATE UTILITY (WELL)

25	1.98	86,061.91	EVENT PARKING/DROP LOT
26	0.57	24,796.03	PRIVATE UTILITY (DAS)
A	3.74	162,740.76	DRAINAGE/WATER QUALITY BASIN
B	6.14	267,330.23	STORM DRAIN CHANNEL
ROW	33.81	1,472,809.26	STREET RIGHT-OF-WAY
TOTAL	522.30	22,751,265.06	

PRELIMINARY

REVISIONS	DATE	BY

SCALE: 1"=200'
DATE: 12/8/21
DESIGNED: TSH
CHECKED: JKA
PLN CK REF.:
F.B.:

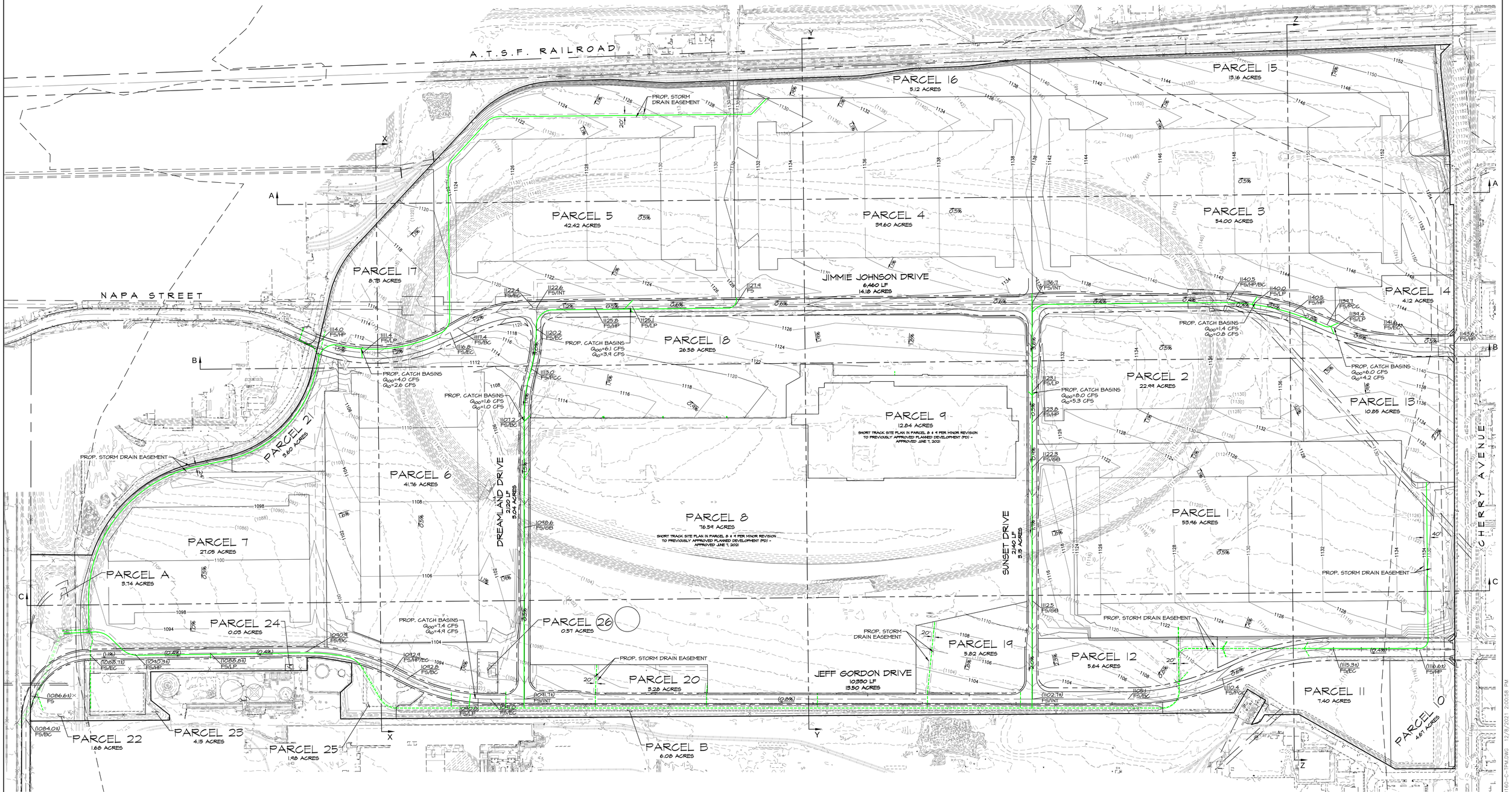
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

TENTATIVE PARCEL MAP 20478
SAN BERNARDINO COUNTY
PROPOSED PARCEL MAP
SPEEEDWAY COMMERCE CENTER II

W.O. 21-0160
SHEET 3 OF 7 SHEETS
DWG. NO.

H:\2021\21-0160\DRAWINGS\ENTITLEMENT\21-0160-C-TPM.DWG 12/8/2021 2:00:58 PM

COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478
CONCEPTUAL GRADING & DRAINAGE PLAN



EARTHWORK:

	CUT (CY)	FILL (CY)	
RAW	1,395,172	2,052,497	
SHRINKAGE	(139,517)		
SUBSIDENCE	(31,258)		
REMOVAL/OVER EXCAVATION	1,501,671	1,501,671	
SHRINKAGE	(150,167)		
SPOILS	27,730		
IMPORT FROM SHORT TRACK	200,000		
SHRINKAGE ON IMPORT	(20,000)		
TOTAL	2,781,637	3,554,168	(772,537) IMPORT

LEGEND

- (1475) EXISTING CONTOURS
- 1475 PROPOSED CONTOURS
- EXISTING STORM DRAIN TO REMAIN
- PROPOSED STORM DRAIN
- FS FINISHED SURFACE
- XX% PROPOSED GRADE

N W WEBB E S

1" = 200'

200 0 200 400 600

SEE SHEET 5 FOR PROPOSED STREET SECTIONS

PRELIMINARY

		SCALE: 1"=200'	
		DATE: 12/8/21	
		DESIGNED: TSN	
		CHECKED: JKA	
		PLN CK REF.:	
REVISIONS	DATE	BY	F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

TENTATIVE PARCEL MAP 20478
SAN BERNARDINO COUNTY
CONCEPTUAL GRADING & DRAINAGE PLAN

SPEEEDWAY COMMERCE CENTER II

W.O. 21-0160
SHEET 4
OF 7 SHEETS
DWG. NO. _____

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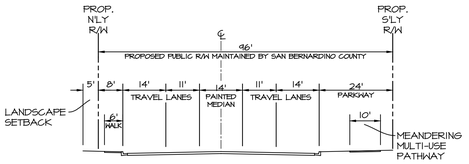
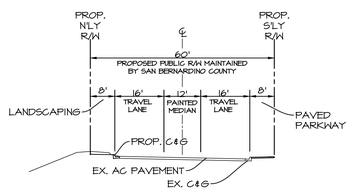
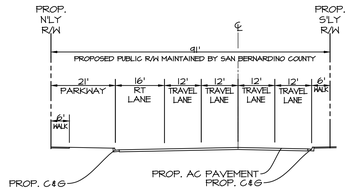
COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478
CONCEPTUAL SECTIONS



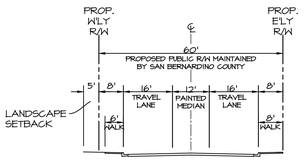
JIMMIE JOHNSON DRIVE
TYPICAL SECTION
(LOOKING EAST)
NOT TO SCALE



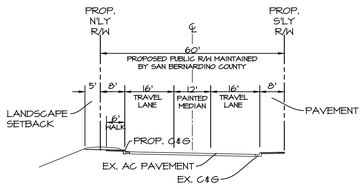
JEFF GORDON DRIVE
WEST OF RR TRACKS
(LOOKING EAST)
NOT TO SCALE



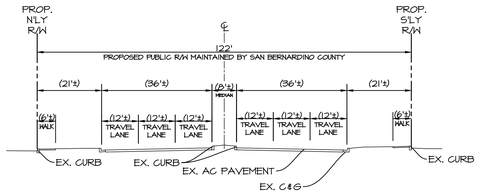
JEFF GORDON DRIVE
EAST OF SUNSET DRIVE
(LOOKING EAST)
NOT TO SCALE



DREAMLAND DRIVE
TYPICAL SECTION
(LOOKING NORTH)
NOT TO SCALE

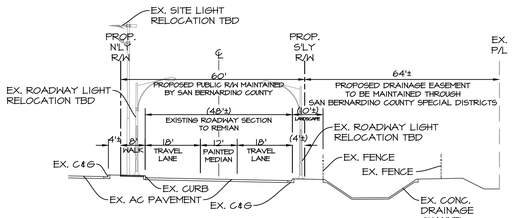


JEFF GORDON DRIVE
RR TRACKS TO DREAMLAND DRIVE
(LOOKING EAST)
NOT TO SCALE

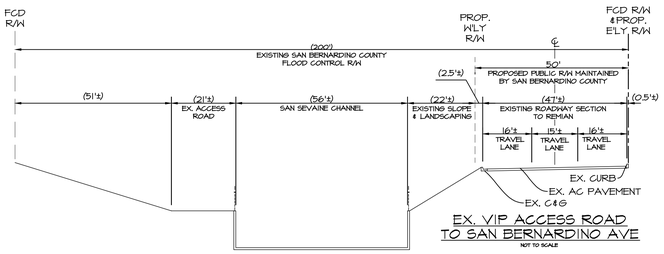


JEFF GORDON DRIVE
APPROACH TO CHERRY AVE.
(LOOKING EAST)
NOT TO SCALE

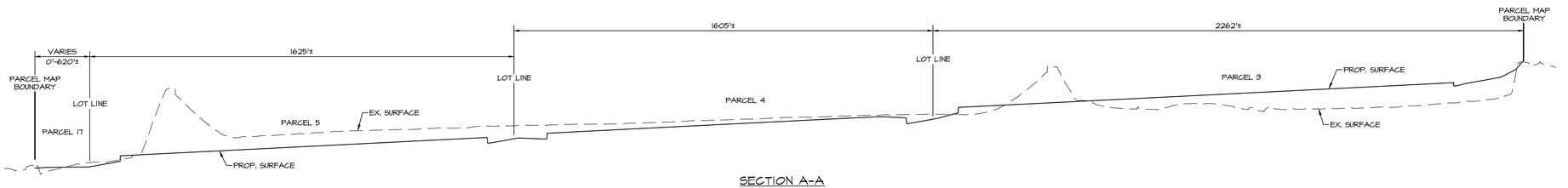
DREAMLAND DRIVE
TYPICAL SECTION
(LOOKING NORTH)
NOT TO SCALE



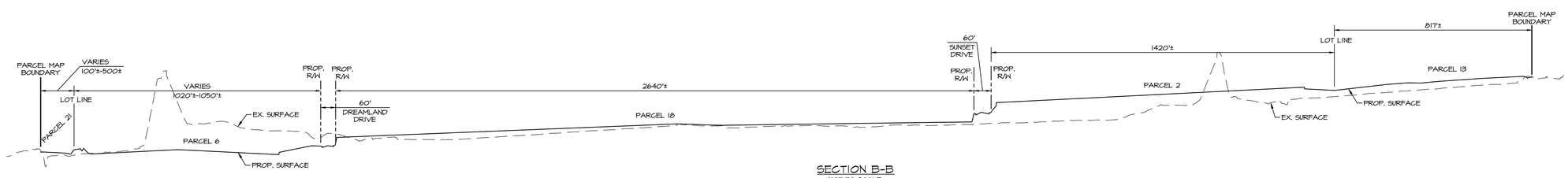
JEFF GORDON DRIVE
DREAMLAND DRIVE TO SUNSET DRIVE
(LOOKING EAST)
NOT TO SCALE



EX. VIP ACCESS ROAD
TO SAN BERNARDINO AVE
NOT TO SCALE



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

NOTES:
1. STREET SECTIONS AT INTERSECTION TO BE DETERMINED BY TRAFFIC STUDY.
2. PROPOSED PUBLIC ROADS TO BE MAINTAINED BY SAN BERNARDINO COUNTY SPECIAL DISTRICTS.

PRELIMINARY

REVISIONS	DATE	BY

SCALE: 1"=200'
DATE: 12/8/21
DESIGNED: TSH
CHECKED: JKA
PLN CK REF.
F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

TENTATIVE PARCEL MAP 20478
SAN BERNARDINO COUNTY
CONCEPTUAL SECTIONS

SPEEEDWAY COMMERCE CENTER II

W.O. 21-0160
SHEET 5 OF 7 SHEETS
DWG. NO. _____

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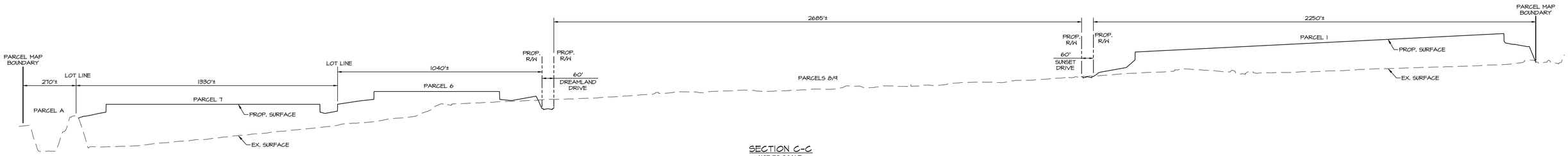
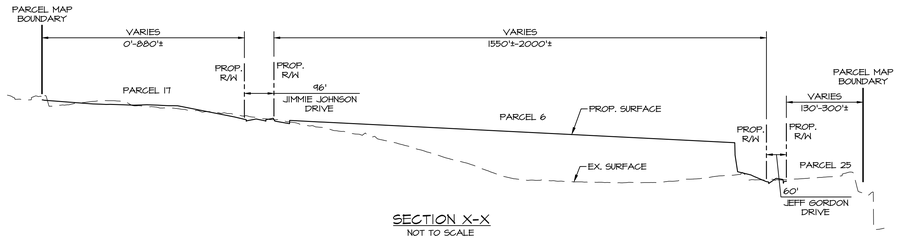
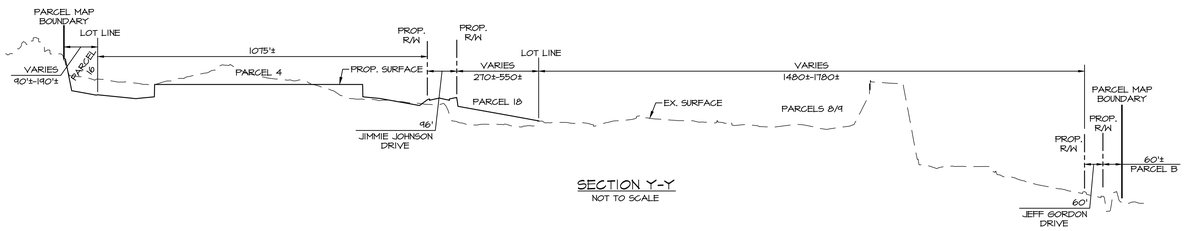
COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478
CONCEPTUAL SECTIONS



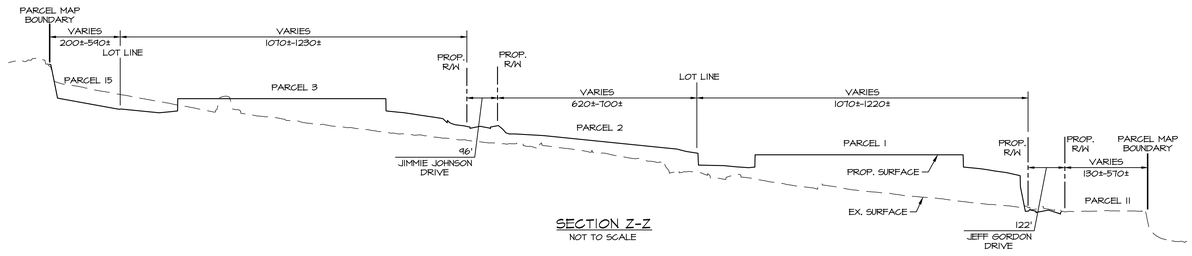
SECTION C-C
NOT TO SCALE



SECTION X-X
NOT TO SCALE



SECTION Y-Y
NOT TO SCALE



SECTION Z-Z
NOT TO SCALE

PRELIMINARY

			SCALE: 1"=200'
			DATE: 12/8/21
			DESIGNED: TSH
			CHECKED: JKA
			PLN CK REF:
REVISIONS	DATE	BY	F.B.

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RIVERSIDE CA. 92506
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TENTATIVE PARCEL MAP 20478
SAN BERNARDINO COUNTY
CONCEPTUAL SECTIONS

SPEEEDWAY COMMERCE CENTER II

W.O. 21-0160
SHEET 6
OF 7 SHEETS
DWG. NO.

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COUNTY OF SAN BERNARDINO
SPEEDWAY COMMERCE CENTER II
TPM20478
CONCEPTUAL SEWER, WATER, AND STORM DRAIN PLAN

A.T.S.F. RAILROAD

PARCEL 15
13.16 ACRES

PARCEL 16
5.12 ACRES

PARCEL 5
42.42 ACRES

PARCEL 4
39.60 ACRES

PARCEL 3
54.00 ACRES

PARCEL 17
8.73 ACRES

NAPA STREET

PARCEL 14
4.12 ACRES

PARCEL 18
26.58 ACRES

PARCEL 2
22.99 ACRES

PARCEL 9
12.84 ACRES
SHORT TRACK SITE PLAN IN PARCEL 8 & 9 PER MINOR REVISION TO PREVIOUSLY APPROVED PLANNED DEVELOPMENT (PD) - APPROVED JUNE 7, 2021

PARCEL 13
10.85 ACRES

CHERRY AVENUE

PARCEL 21
3.60 ACRES

PARCEL 6
41.76 ACRES

PARCEL 8
76.59 ACRES
SHORT TRACK SITE PLAN IN PARCEL 8 & 9 PER MINOR REVISION TO PREVIOUSLY APPROVED PLANNED DEVELOPMENT (PD) - APPROVED JUNE 7, 2021

PARCEL 1
53.96 ACRES

PARCEL 7
27.05 ACRES

PARCEL A
5.74 ACRES

PARCEL 24
0.03 ACRES

PARCEL 26
0.57 ACRES

PARCEL 19
5.82 ACRES

PARCEL 12
5.64 ACRES

PARCEL 20
5.28 ACRES

PARCEL 11
7.40 ACRES

PARCEL 10
4.67 ACRES

PARCEL 22
1.68 ACRES

PARCEL 23
4.15 ACRES

PARCEL 25
1.98 ACRES

PARCEL B
6.08 ACRES

LEGEND

- EXISTING STORM DRAIN TO REMAIN
- EXISTING WATER TO REMAIN
- EXISTING MWD WATER PIPELINE TO REMAIN
- EXISTING SEWER TO REMAIN
- SD — PROPOSED STORM DRAIN
- W — PROPOSED WATER
- SS — PROPOSED SEWER
- RW — PROPOSED RECYCLED WATER

N
W WEBB E
S

1" = 200'
200 0 200 400 600

NOTES:
1. PROPOSED STORM DRAIN AND SEWER TO BE MAINTAINED BY SAN BERNARDINO COUNTY SPECIAL DISTRICTS.
2. UTILITY LOCATIONS ARE CONCEPTUAL, AND MAY CHANGE BASED ON FINAL DESIGN.

PRELIMINARY

H:\2021\21-0160\DRAWINGS\ENTITLEMENT\21-0160-C-TPM.DWG 12/8/2021 2:00:58 PM

			SCALE: 1"=200'
			DATE: 12/8/21
			DESIGNED: TSH
			CHECKED: JKA
			PLN CK REF:
REVISIONS	DATE	BY	F.B.

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TENTATIVE PARCEL MAP 20478
SAN BERNARDINO COUNTY
CONCEPTUAL SEWER, WATER, AND STORM DRAIN PLAN
SPEEEDWAY COMMERCE CENTER II

NO. 21-0160
SHEET 7
OF 7 SHEETS
DWG. NO. _____

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

(SPACE ABOVE THIS LINE RESERVED FOR
RECORDER'S USE)

APNs: _____

DEVELOPMENT AGREEMENT NO. 22-01

BY AND BETWEEN

SAN BERNARDINO COUNTY

AND

SPEEDWAY SBC DEVELOPMENT, LLC

DEVELOPMENT AGREEMENT NO. 22-01
BY AND BETWEEN
SAN BERNARDINO COUNTY AND
SPEEDWAY SBC DEVELOPMENT, LLC

THIS DEVELOPMENT AGREEMENT ("Agreement") is entered into this ___ day of _____, 2022, by and between SAN BERNARDINO COUNTY, a political subdivision of the State of California (the "County"), and SPEEDWAY SBC DEVELOPMENT, LLC, a Delaware limited liability company (the "Master Developer"), respecting the development of real property in the County. This Agreement is made pursuant to the authority of Section 65864 et seq. of the Government Code of the State of California. This Agreement refers to the County and the Master Developer collectively as the "Parties" and singularly as the "Party."

RECITALS

A. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Section 65864, et seq. of the Government Code which authorizes any city, county or city and county to enter into a development agreement with an applicant for a development project, establishing certain development rights in the property which is the subject of the development project application.

B. The Master Developer owns in fee or has a legal or equitable interest in certain real property consisting of approximately 433 acres of land located west of Cherry Avenue and north of San Bernardino Avenue, in the County of San Bernardino, State of California described in Exhibit "A" attached hereto and incorporated herein by this reference and located in the unincorporated area of San Bernardino County (the "Property").

C. The Master Developer intends to develop on the Property up to approximately 6.6 million square feet of high-cube logistics and e-commerce uses and approximately 261,360 square feet of ancillary commercial use, as well as approximately 98 acres of parking field/drop lots which is available to the public, together with the on-site and off-site improvements, facilities and landscaping in connection therewith (the "Project").

D. This Agreement assures development in accordance with the provisions of this Agreement, the Speedway Commerce Center II Specific Plan (the "Specific Plan"), other applicable regulations of the County, and other governmental agencies and regulations having jurisdiction over the Property and the Project.

E. This Agreement is voluntarily entered into by the Master Developer in order to implement the County's Policy Plan (the "General Plan") and the Specific Plan and in consideration of the rights conferred and the procedures specified herein for the development of the Property. This Agreement is voluntarily entered into by the County in the exercise of its legislative discretion in order to implement the General Plan and the Specific Plan and in consideration of the agreements and undertakings of the Master Developer hereunder.

F. The County has granted the Master Developer the land use entitlement approvals (the "Project Approvals") which are itemized on Exhibit "B" attached hereto and incorporated and made a part of this Agreement by reference.

G. This Agreement will eliminate uncertainty in planning for and securing orderly development of the Project, provide the certainty necessary for the Master Developer to make significant investments in public infrastructure and other improvements, assure the timely and progressive installation of necessary improvements and provide public services appropriate to each stage of development.

H. In exchange for the benefits to the County, the Master Developer desires to receive the assurance that it may proceed with the Project in accordance with the existing land use ordinances, subject to the terms and conditions contained in this Agreement and to secure the benefits afforded the Master Developer by Government Code Section 65864.

AGREEMENT

IN CONSIDERATION OF THE MUTUAL COVENANTS AND PROMISES OF THE PARTIES AND THE FORGOING RECITALS WHICH ARE HEREBY INCORPORATED HEREIN, THE COUNTY AND THE MASTER DEVELOPER AGREE AS FOLLOWS:

ARTICLE 1. General Provisions.

A. Property Description and Binding Covenants. The Property is that property described in Exhibit "A", which consists of a map showing its location and boundaries and a legal description, and which is incorporated herein by this reference. The Master Developer represents that it has a legal or equitable interest in the Property and agrees to be bound by this Agreement. The Parties intend and determine that the provisions of this Agreement shall constitute covenants which shall run with said Property, and the burdens and benefits hereof shall bind and inure to all successors in interest to the Parties hereto. Until released pursuant to the provisions of this Agreement, or until this Agreement is terminated pursuant to its terms, no portion of the Property shall be released from this Agreement.

B. Effective Date and Term. The effective date of this Agreement shall be the date the Ordinance adopting this Agreement is effective. The term of this Agreement (the "Term") shall commence upon the effective date and shall extend for a period of twenty (20) years thereafter, unless said Term is terminated, modified or extended by circumstances set forth in this Agreement or by mutual consent of the Parties. Following the expiration of said Term, this Agreement shall be deemed terminated and of no further force and effect and the County shall cause a written notice of termination to be recorded with the County Recorder. If this Agreement is terminated by the Board of Supervisors prior to the end of the Term or if it is deemed terminated as provided below, the County shall cause a written notice of termination to be recorded with the County Recorder. This Agreement shall also be deemed terminated and of no further effect upon entry, after all appeals have been exhausted, of a final judgment or issuance of a final order directing the County to set aside, withdraw or abrogate the Board of Supervisors' approval of this Agreement or any material part of the Project Approvals. Notwithstanding anything to the contrary herein, this

Agreement shall terminate as to, and be of no further force or effect as to, any legal parcel within the Property that contains a building with regard to which a certificate of occupancy has been issued, except such termination shall not discharge Master Developer's obligation to provide community benefits required after the date of an issuance of certificate of occupancy for such building as provided in Article 2 Section J of this Agreement.

C. Equitable Servitudes and Covenants Running With the Land. Any successors in interest to the County and the Master Developer shall be subject to the provisions set forth in Government Code Section 65865.4. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do, or refrain from doing, some act with regard to the development of the Property: (a) is for the benefit of and is a burden upon the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each Party and each successor in interest during ownership of the Property or any portion thereof. Nothing herein shall waive or limit the provisions of Section D below, and no successor owner of the Property, any portion of it, or any interest in it shall have any rights except those assigned to the successor by the Master Developer in writing pursuant to Section D below. Notwithstanding anything to the contrary herein, this Agreement shall terminate as to, and be of no further force or effect as to, any legal parcel within the Property that contains a building with regard to which a certificate of occupancy has been issued except such termination shall not discharge Master Developer's obligation to provide community benefits required after the date of an issuance of a certificate of occupancy for such building as provided in Article2 Section J of this Agreement.

D. Right to Assign.

1. The Master Developer shall have the right to sell, encumber, convey, assign or otherwise transfer (collectively "assign"), in whole or in part, its rights, interests and obligations under this Agreement to a third party during the Term. Without limiting the generality of the foregoing, the Master Developer's right shall include, without limitation, the transfer/assignment of finished parcels and/or completed buildings and the grant of easements, licenses and the like.

2. The Master Developer shall give written notice to the County of any assignment of this Agreement, specifying the name or names of the transferee, the transferee's mailing address, the amount and location of the land sold or transferred, and the name and address of a single person to whom any notice relating to this Agreement shall be given.

E. Notices. Formal written notices, demands, correspondence and communications between the County and the Master Developer shall be sufficiently given if dispatched to the principal offices of the County and the Master Developer by the means set forth in Article 8 hereof. Such written notices, demands, correspondence and communications may be directed in the same manner to such other persons and addresses as either Party may from time to time designate.

F. Amendment of Agreement. This Agreement may be amended from time to time by mutual consent of the Parties, in accordance with the provisions of Government Code Sections 65867 and 65868 and San Bernardino County Code Section 86.13.050.

G. Major Amendments and Minor Revisions.

1. Any amendment to this Agreement which affects or relates to (a) permitted uses of the Property; (b) provisions for the reservation or dedication of land; (c) conditions, terms, restrictions or requirements for subsequent discretionary actions; (d) the density or intensity of use of the Property or the maximum height or square footage of proposed buildings; or (e) monetary contributions by the Master Developer, shall be deemed a "Major Amendment" and shall require approval pursuant to a public hearing before the Board of Supervisors, along with approval of modifications of any Project Approvals which are affected by the amendment to this Agreement pursuant to San Bernardino County Code Section 86.13.050. County and Master Developer acknowledge that the provisions of this Agreement require a close degree of cooperation between them and that minor or insubstantial changes to the Project may be required from time to time in order to accommodate design changes, engineering changes, and other refinements. Any amendment which is not a Major Amendment shall be deemed a Minor Revision subject to Section 2 below. The Chief Executive Officer of the County (the "Chief Executive Officer") or his or her delegee shall have the authority to determine if an amendment is a Major Amendment subject to this section or a Minor Revision subject to Section 2 below. The Chief Executive Officer's determination may be appealed to the Board of Supervisors.

2. The Parties acknowledge that refinement and further implementation of the Project may demonstrate that certain minor changes may be appropriate with respect to the details and performance of the Parties under this Agreement. The Parties desire to retain a certain degree of flexibility with respect to the details of the Project and with respect to those items covered in the general terms of this Agreement. If and when the Parties find that clarifications, minor changes, or minor adjustments are necessary or appropriate and do not constitute a Major Amendment under Section 1, they shall effectuate such clarifications, minor changes or minor adjustments through a written Minor Revision approved in writing by the Master Developer and the Chief Executive Officer or his or her delegee. Unless otherwise required by law, no such Minor Revision shall require prior notice or hearing, nor shall it constitute an amendment to this Agreement.

ARTICLE 2. Development of the Property.

A. Permitted Uses and Development Standards. In accordance with and subject to the terms and conditions of this Agreement, the Master Developer shall have the vested right to develop the Property for the uses and in accordance with and subject to the terms and conditions of this Agreement and the Project Approvals, and any amendments to the Project Approvals or Agreement as may, from time to time, be approved pursuant to this Agreement. If the Master Developer exercises its vested right to develop the Project or any portion thereof, the Master Developer hereby agrees to develop the Project in accordance with this Agreement, the Project Approvals, including the conditions of approval and the mitigation measures for the Project as adopted by the County, and any amendments to the Project Approvals or Agreement as may, from time to time, be approved pursuant to this Agreement.

B. Rules, Regulations and Official Policies.

1. During the Term, the General Plan, the Specific Plan, zoning codes, rules, regulations, ordinances and official policies governing the permitted uses of land, the density and intensity of

use, the maximum height and size of proposed buildings, conceptual architecture, improvement of the Property shown in the Specific Plan approved contemporaneously with this Agreement ("Applicable Rules") shall be those rules, regulations and official policies in force on the effective date of the ordinance enacted by the Board of Supervisors approving this Agreement. Except as otherwise provided in this Agreement, to the extent any future changes in the Applicable Rules, adopted by the County purport to be applicable to the Property but are inconsistent with the terms and conditions of this Agreement, the terms of this Agreement shall prevail. To the extent that any future changes in the Applicable Rules adopted by the County are applicable to the Property and are not inconsistent with the terms and conditions of this Agreement or are otherwise made applicable by other provisions of this Article 2, such future changes in the Applicable Rules shall be applicable to the Property. This section shall not preclude the application to development of the Property of changes in County laws, regulations, plans or policies, the terms of which are specifically mandated and required by changes in state or federal laws or regulations. In the event state or federal laws or regulations enacted after the date of this Agreement prevent or preclude compliance with one or more provisions of this Agreement or require changes in plans, maps or permits approved by the County, this Agreement shall be modified, extended or suspended as may be necessary to comply with such state or federal laws or regulations or the regulations of such other governmental jurisdiction in accordance with Government Code Section 65869.5. To the extent that any actions of federal or state agencies (or actions of regional and local agencies, including the County, required by federal or state agencies) have the effect of preventing, delaying or modifying development of the Property, the County shall not in any manner be liable for any such prevention, delay or modification of said development. The Master Developer is required, at its cost and without cost to, or obligation on the part of the County, to participate in such regional or local programs and to be subject to such development restrictions as may be necessary or appropriate by reason of such actions of federal or state agencies (or such actions of regional and local agencies, including the County, required by federal or state agencies). Nothing herein shall be construed to limit the authority of the County to adopt and apply codes, ordinances and regulations which have the legal effect of protecting persons or property from conditions which create a health, safety or physical risk, or prevent the County from denying or conditionally approving any subsequent discretionary approvals on the basis of existing Applicable Rules or new rules, regulations, and policies, which do not conflict with Applicable Rules applicable to the Property at the time of this Agreement.

2. Any final map for the Project shall comply with the rules, regulations and design guidelines in effect at the time the final map is approved. All County ordinances, resolutions, rules regulations and official policies governing the design and improvement and all construction standards and specifications applicable to the Project shall be those in force and effect at the time the applicable permit is granted, unless inconsistent with the Project. County ordinances, resolutions, rules, regulations and official policies governing the design, improvement and construction standards and specifications applicable to public improvements to be constructed by the Master Developer shall be those in force and effect at the time the applicable permit approval for the construction of such improvements is granted, unless inconsistent with the Project Approvals and/or subsequent discretionary approvals, in which event such final map shall comply with the applicable Project Approvals and/or subsequent discretionary approvals. If no permit is required for the public improvements, the date of permit approval shall be deemed the date construction for the public improvements is commenced.

3. This Project shall be constructed in accordance with the standards and prohibitions of the Uniform Building, Mechanical, Plumbing, Electrical, and Fire Codes, county standard construction specifications and details and Title 24 of the California Code of Regulations as adopted or modified by the County, relating to Building Standards, in effect at the time of approval of the appropriate building, grading, encroachment or other construction permits for the Project. If no permits are required for the infrastructure improvements, such improvements shall be constructed in accordance with the provisions of the codes delineated herein in effect at the start of construction of such infrastructure.

4. This section shall not be construed to limit the authority or obligation of the County to hold necessary public hearings before the Planning Commission or the Board of Supervisors as required by state and local law, to limit discretion of the County or any of its officers or officials with regard to rules, regulations, ordinances, laws and entitlements of use which require the exercise of discretion by the County or any of its officers or officials, provided that subsequent discretionary actions shall not conflict with the terms and conditions of this Agreement.

C. Subsequent Discretionary Approvals.

1. The Master Developer's vested right to develop pursuant to this Agreement may be subject to subsequent discretionary approvals for portions of the Project. In reviewing and acting upon these subsequent discretionary approvals, and except as set forth in this Agreement, the County shall not impose any conditions that preclude the development of the Project for the uses or the density and intensity of use set forth in this Agreement. Any subsequent discretionary approvals shall become part of the Project Approvals once approved and after all appeal periods have expired or, if an appeal is filed, if the appeal is decided in favor of the approval. In reviewing and approving applications for subsequent discretionary approvals, the County may exercise its discretionary review and may attach such conditions and requirements as may be deemed reasonably necessary or appropriate to carry out the policies, goals, standards and objectives of the General Plan and the Specific Plan and to comply with legal requirements and policies of the County pertaining to such reserved discretionary approvals, including any new rules, regulations, and policies which do not conflict with the rules, regulations and policies applicable to the Property as set forth in this Agreement and so long as such conditions and requirements do not preclude the uses or the density and intensity of use set forth in this Agreement. This Agreement shall not prevent the County from denying or conditionally approving any subsequent discretionary approvals on the basis of the existing or new rules, regulations, and policies as provided in this Agreement.

2. Pursuant to California Government Code Section 66452.6(a), the expiration of any tentative parcel map pertaining to the Property shall automatically be extended to the date of expiration of the Term.

3. To the maximum extent permitted by law and subject to compliance with all laws governing notice, hearing and deliberation, the County agrees to expedite processing for consideration by the appropriate approving authority; provided, however, that nothing in this section shall, or shall be construed to, constitute a promise or commitment by the County to approve such subsequent discretionary approvals with or without any particular requirements or

conditions, and provided further that prior to the date that such subsequent discretionary approvals may be so approved, the County reserves its full legislative police power authority with respect thereto consistent with its obligations set forth elsewhere in this Agreement. To the extent a subsequent discretionary approval is approved that pertains to the Property, such subsequent discretionary approval shall constitute for all purposes a Project Approval. Subsequent discretionary approvals include, but are not limited to, permits, development plan reviews, tentative maps, final maps, use permits, variances, grading permits, building permits, and occupancy permits that are required for Master Developer to develop all or any portion of the Project

D. Further Assurances to Master Developer. The Parties further acknowledge that the public benefits to be provided by the Master Developer to the County pursuant to this Agreement are in consideration for and in reliance upon assurance that the Project Approvals allow the Project to be developed. Accordingly, while recognizing that the development of the Project may be affected by the exercise of the authority and rights reserved and excepted as provided for herein, the Master Developer is concerned that the judiciary has historically extended to local agencies significant deference in the adoption of rules, regulations, and policies and that in the absence of an express provision set forth in this Agreement, such judicial deference might be construed to permit the County, in violation of the limitations on its reserved authority, to attempt to apply rules, regulations, and policies that are inconsistent with the Project and the Project Approvals. Accordingly, the Master Developer desires assurances that the County shall not, and except as otherwise provided herein, the County agrees that it shall not, further condition, restrict or limit the development of the Property in a manner that is inconsistent with the intent of this Agreement. In this regard, from and after the date that the County approves the Project, as contemplated by this Agreement, if the Master Developer judicially (including by way of a reference proceeding) challenges the County's purported exercise of its reserved authority as being inconsistent with the intent of this Agreement, the Master Developer shall bear the burden of alleging that such purported exercise by the County of its reserved authority is inconsistent with the intent of this Agreement and the County thereafter shall bear the burden of proof in establish by a preponderance of the evidence that such exercise of its reserved authority is consistent with the intent of this Agreement.

E. Development Timing. If the Master Developer exercises its vested right to develop the Project, the Master Developer shall be obligated to comply with the terms and conditions of the Project Approvals and this Agreement. Except as otherwise contemplated in the Project Approvals, the Parties acknowledge that the Master Developer cannot at this time predict with certainty when or the rate at which phases of the Property would be developed. Such decisions depend upon numerous factors which are not all within the control of the Master Developer, such as market orientation and demand, interest rates, competition and other factors. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Ca1.3d 465 (1984), that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development controlling the parties' agreement, it is the intent of the County and the Master Developer to hereby acknowledge and provide for the right of the Master Developer to develop the Project in such order and at such rate and times as the Master Developer deems appropriate within the exercise of its sole and subjective business judgment, subject to the terms, requirements and conditions of the Project Approvals and this

Agreement. The County acknowledges that such a right is consistent with the intent, purpose and understanding of the Parties to this Agreement, and that without such a right, the Master Developer's development of the Project would be subject to the uncertainties sought to be avoided by the Development Agreement Statute, (Government Code Section 65864 et seq.), and this Agreement. The Master Developer shall use commercially reasonable efforts, in accordance with its (sole and subjective) business judgment and taking into consideration market conditions and other economic factors influencing the Master Developer's (sole and subjective) business judgment, to commence or to continue development, and to develop the Project in a regular, progressive and timely manner in accordance with the provisions and conditions of this Agreement and with the Project Approvals. Subject to applicable law relating to the vesting provisions of development agreements, the Parties acknowledge that new rules, regulations, and policies, which do not conflict with those rules, regulations, and policies applicable to the Property at the time of this Agreement, may apply to subsequent discretionary approvals, the Master Developer and the County intend that this Agreement shall vest the Project Approvals against subsequent County resolutions, ordinances, growth control measures and initiatives or referenda, other than a referendum that specifically overturns County's approval of the Project Approvals, that would directly or indirectly limit the rate, timing or sequencing of development, or would prevent or conflict with the land use designations, permitted or conditionally permitted uses on the Property, design requirements, density and intensity of uses as set forth in the Project Approvals, and that any such resolution, ordinance, initiative or referendum shall not apply to the Project Approvals and the Project. The orderly and measured build-out of the Project will allow for the absorption of the new development into the community and the integration of the Project into the community.

Consistent with this Agreement and the Project Approvals each final map shall include a detailed description of the infrastructure improvements and other requirements for the phase shown in the particular final map. As necessary for orderly development, the County may modify the infrastructure requirements, such as water, sewer, utilities, and roads and road improvements, necessary to serve each phase as shown on particular final maps so long as such modifications substantially comply with this Agreement. The County agrees that the Master Developer may employ phased final maps, in order to implement the approved tentative parcel map.

F. Property Acquisition for Off-site Infrastructure. If the Master Developer exercises its vested right to develop the Project or a portion thereof, the Master Developer shall, in a timely manner as reasonably determined by the County and consistent with the Project Approvals and this Agreement, acquire the property rights necessary to construct or otherwise provide the public improvements contemplated by this Agreement and the Project Approvals. In any instance where the Master Developer is required to construct any public improvement on land to which neither the Master Developer nor the County has sufficient title or interest, including an easement or license that the County reasonably determines is necessary, the Master Developer shall make a good faith effort to acquire such title or interest. If the Master Developer is unable to acquire such title or interest, the County shall consider in good faith the acquisition of the required title or interest by negotiation or condemnation. If the County is unable to acquire such title or interest by negotiation or condemnation within the time frame provided for in Government Code Section 66462.5, the County may require the Master Developer to enter into a separate agreement to complete the offsite improvement pursuant to Government Code Section 66462 after the County acquires an interest in the land necessary for the offsite improvements to be made and, subject to

the requirement of a separate agreement as provided herein, the County shall continue to issue the Project Approvals, entitlements and subsequent discretionary approvals (if any) for the Property, despite the fact that the offsite improvement has not been completed.

G. [Intentionally Omitted].

H. Fees, Exactions, Conditions and Dedications.

1. Unless otherwise specified herein, the County-imposed development impact fees and sewer and water connection and capacity fees shall be those in effect at the time of the issuance of a building permit and due and payable by the Master Developer prior to the issuance of the building permit for the building in question.

2. As to the fees required to be paid, the Master Developer shall pay those fees in effect and in the amount in effect at the time the building permit is issued. The County retains discretion to prospectively revise such fees and adopt new fees as the County deems appropriate, in accordance with applicable law.

3. The County may charge and the Master Developer shall pay processing fees for land use approvals, building permits, and other similar permits and entitlements which are in force and effect on a county-wide basis at the time the application is submitted for those permits.

4. The County shall apply subsequently adopted development exactions to the Project if the exaction is applied uniformly to development either throughout the county or with a defined area of benefit that includes the Property. The Master Developer shall likewise be required to pay the regional development impact fees in effect and in the amount due at the time of applying for a building permit.

I. Completion of Improvements. The Parties hereto acknowledge that some of the backbone or in-tract improvements associated with the development of the Project may not need to be completed to adequately service phases of the Project as such development occurs. Therefore, and except as provided below, as and when phases of the Project are developed, all backbone or in-tract infrastructure improvements required to service such phase of the Project in accordance with the Project Approvals (*e.g.*, pursuant to specific tentative map conditions or other land use approvals) shall be completed prior to issuance of any certificate of occupancy for such phase of the Project. However, the Land Use Services Director in consultation with the Public Works Director may approve the issuance of building permits prior to completion of all such backbone or in-tract improvements if the improvements necessary to provide adequate service to the phases of the Project being developed are substantially complete to the satisfaction of the Land Use Services Director prior to the issuance of any temporary certificate of occupancy, or in certain cases at the discretion of the County, adequate security has been provided to assure the completion of the improvements in question prior to the issuance of any final certificate of occupancy.

J. Community Benefits. In the interest of providing maximum benefit to the community by way of implementation of the Project, if the Master Developer exercises its vested right to develop the Project or any portion of the Project, the Master Developer shall provide the following community benefits:

1. **Project Characteristics**. The Project design features proposed by Master Developer, the Environmental Impact Report mitigation measures accepted by Master Developer and the conditions on Project approval accepted by Master Developer (especially those related to air quality, noise, greenhouse gases and energy) will ensure to the community an environmentally sensitive project.

2. **Electric Vehicle Charging**. The Project shall provide electric passenger car charging infrastructure as required by all applicable codes and regulations, including infrastructure for a future autonomous truck area.

3. **Solar Energy**. The Project shall provide all necessary infrastructure to enable solar photovoltaic systems on the roofs of the buildings built at the Project. Within two years after the commencement of operations in each such building, Master Developer shall either install or require each occupant of a building to either install a photovoltaic system which is sufficient to provide 50% of the power needs of such building or some other renewable energy system which provides an equivalent percentage of the power needs of such building.

4. **Leadership in Energy and Environmental Design Standards**. All buildings in the Project shall be designed to Leadership in Energy and Environmental Design ("LEED") building standards.

5. **Job Training Program Contribution.** The Master Developer shall partner with the Chaffey College INTECH Center ("INTECH") and contribute $250,000 to INTECH for job training. Such contribution shall be made prior to the issuance of a certificate of occupancy for the first building built at the Project.

6. **Union Labor.** The Master Developer shall cause its general contractor to use commercially reasonable efforts to employ members of Laborers International Union of North America in connection with the construction of the Project to ensure the presence of a well-trained, high-quality construction workforce at the Project.

7. **Open Space.** The Project shall provide a multi-use trail connection that shall provide a 10-foot-wide connection along Street "A". The trail shall benefit the environment as it shall provide the opportunity for non-motorized transportation and potentially remove some automobiles from area roadways as people opt to bike/walk instead of taking a personal automobiles. The Project shall provide a wellness walk, which includes a designated walking path for employees with five exercise stations along a multi-use trail. The wellness walk shall provide signage regarding fitness and exercise opportunities. The Project shall also provide informal seating areas, and nodes of enhanced landscaping at major intersections in the Project. Finally, the Project shall provide approximately 3.3 acres of open space area within an existing stormwater basin in Planning Area 4b (shown on the Site Plan).

8. **Improved Streets and Fair Share Contribution.** The Project shall provide a network of fully improved streets on the Property (Streets A (Jimmie Johnson Drive), Street B (Dreamland Drive), Street C (Sunset Drive), Street D (Jeff Gordon Drive) and VIP Road) for the mobility of all users including electric trucks. The Project shall provide direct access to freeways/roads, and

nearby airports and the ports of Los Angeles and Long Beach. The foregoing shall provide access to job centers, emergency services, and commercial activities. The Project shall also pay fair share contributions representing its contribution to future regional circulation improvements.

9. **Art and Signage Program.** The Project shall provide an art and signage program, consisting of a NASCAR-themed art walk along the portion of the Property that abuts the Next Gen Motorsports Facility. Before issuance of a building permit for the third building built at the Project, the Master Developer shall provide a conceptual plan of such Art and Signage Program to the County and shall complete installation of the same, subject to all applicable County Code requirements, prior to the time that it receives a certificate of occupancy for the third building built at the Project.

10. **TDM Program.** The Master Developer shall encourage the occupants of the Project to implement a Transportation Demand Management ("TDM") Program.

11. **Employee Wellness Program**. The Master Developer shall encourage tenants to implement an Employee Wellness Program, such as the Healthy San Bernardino County program for industrial developers.

12. **Public Services.** The Project shall be designed to incorporate Crime Prevention Through Environmental Design ("CPTED") strategies to deter and prevent crime.

The Project shall include, without limitation:

- Strategic use of nighttime security lighting;
- Avoidance of landscaping and fencing that limit sightlines;
- Clear sightlines into the facility parking areas; and
- Use of clearly identifiable points of entry.

Improved roadways and new public roadways proposed throughout the Project site shall improve police access to the Project site and the surrounding area.

13. **Electric Truck and Car Grant Programs.** The Master Developer shall provide the Electric Truck and Car Grant Programs as set forth in Exhibit "C" attached hereto and incorporated herein by reference prior to the issuance of the certificate of occupancy for the first building built at the Project.

14. **Redwood Elementary School**. The Master Developer shall contribute $150,000 to Redwood Elementary School for the repair of its sidewalks. Redwood Elementary School shall be responsible to make such repairs. Such contribution shall be made prior to the issuance of a certificate of occupancy for the first building built at the Project.

15. **Community Benefit Fee**. The Master Developer shall contribute to the County, as a community benefit fee, an amount of money equal to $1.00 per leasable square foot of buildings built at the Project. Regarding each such building, the Master Developer shall make the

contribution (at the rate of $1.00 per leasable square foot of such building) prior to the issuance of a certificate of occupancy for such building.

K. Cumulative Traffic Impacts of Project. Based on a level of service analysis for the Project prepared by the Master Developer and approved by the County, the total contribution of the Master Developer related to the cumulative impacts of the Project on traffic facilities in and around the Property is Seven Hundred Sixty-Six Thousand Two Hundred and Forty and No/100 Dollars ($766,240.00). Prior to the issuance of a building permit for the first building at the Project, Master Developer shall provide the below payments to each of the respective agencies towards a Transportation Improvement Fund that shall be used solely for the purpose of enhancing traffic facilities at intersections listed in the level of service analysis and that may be utilized as needs are evaluated and determined at the sole discretion of the respective agency in which the traffic facility is located. However, each such agency shall hold the amount set forth below for the benefit of the California Department of Transportation ("Caltrans") to cover upgrading of facilities owned or maintained by Caltrans within its jurisdiction. The distribution of the Seven Hundred Sixty-Six Thousand Two Hundred and Forty and No/100 Dollars ($766,240.00) shall be as follows:

- **County**: Four Hundred Seventy-One Thousand One Hundred Thirty Three and No/100 Dollars ($471,133.00) – **Caltrans** - $22,564;

- **City of Fontana**: One Hundred Eighty-Five Thousand Nine Hundred and Five and No/100 Dollars ($185,905.00) – **Caltrans** - $48,268; and

- **City of Rancho Cucamonga**: One Hundred Nine Thousand Two Hundred and Two and No/100 Dollars ($109,202.00) – **Caltrans** $25,998.

Based on an understanding between the Master Developer and the affected agencies (County and Cities of Fontana and Rancho Cucamonga), Master Developer agrees that the total contribution to each affected agency may be increased, but in no event by more than thirty (30) percent, and such increase allocated to enhancing traffic facilities at intersections listed in the level of service analysis within the jurisdiction of the respective agency based on the judgement and agreement of the Master Developer and the affected agency. The Master Developer's total contribution, after any adjustments (if any), shall be administered by each of the respective agencies and, following payment, the Master Developer will have no further involvement in the same. Proof of final total payment shall be provided to the County prior to issuance of a building permit for the first building at the Project.

ARTICLE 3. Obligations of the Master Developer.

A. Improvements. If the Master Developer exercises its vested right to develop the Project or any portion thereof, the Master Developer shall develop the Property in accordance with and subject to the terms and conditions of this Agreement, the Project Approvals and the subsequent discretionary approvals referred to in Article 2, Section B, if any, and any amendments or revisions to the Project Approvals or this Agreement. The failure of the Master Developer to comply with any term or condition of or fulfill any obligation of the Master Developer under this Agreement,

the Project Approvals or the subsequent discretionary approvals or any amendments or revisions to the Project Approvals or this Agreement, shall constitute a default by the Master Developer under this Agreement. Any such default shall be subject to cure by the Master Developer as set forth in Article 4 hereof.

B. Master Developer's Obligations. The Master Developer shall be responsible, at its sole cost and expense, to make the contributions, improvements, dedications and conveyances set forth in this Agreement and the Project Approvals.

C. Expedited Plan Check. The Master Developer may utilize an expedited plan check process for the review of improvement plans and building plans for the Project; provided, however, the Master Developer shall pay the cost of any expedited plan check process, including the cost of any outside consultant selected by the County to carry out the expedited plan check process. Upon written request, the Master Developer shall advance a deposit sufficient to cover the County's estimated costs of retaining the outside consultant. Such deposit shall be replenished as necessary, from time to time, to assure that the County shall not bear any of the cost of the outside consultant.

ARTICLE 4. Default, Remedies, Termination.

A. General Provisions. Subject to extensions of time by mutual consent in writing, failure or unreasonable delay by either Party to perform any term or provision of this Agreement shall constitute a default. In the event of default or breach of any terms or conditions of this Agreement, the Party alleging such default or breach shall give the other Party not less than thirty (30) days' notice in writing specifying the nature of the alleged default and the manner in which said default may be satisfactorily cured; provided, however, that a reasonable amount of time to cure shall be given considering the nature and extent of the default. During any such cure period, the Party charged shall not be considered in default for purposes of termination or institution of legal proceedings. After notice and expiration of the cure period, if such default has not been cured or is not being diligently cured in the manner set forth in the notice, the other Party to this Agreement may at its option and as its sole and exclusive remedy:

1. Terminate this Agreement, in which event neither Party shall have any further rights against or liability to the other with respect to this Agreement or the Property; or

2. Institute legal or equitable action to cure, correct or remedy any default, including but not limited to an action for specific performance of the terms of this Agreement; provided, however, that in no event shall either Party be liable to the other for money damages for any default or breach of this Agreement.

B. Master Developer's Default; Permit Issuance. No building permit shall be issued or building permit application accepted for the building shell of any structure on the Property if the permit applicant is in default under the terms and conditions of this Agreement, unless such default is cured.

C. Annual Review. The Chief Executive Officer, or his or her delegee shall, at least every twelve (12) months during the Term, review the extent of good faith substantial compliance by the Master Developer with the terms and conditions of this Agreement. Such periodic review shall be

limited in scope to compliance with the terms and conditions of this Agreement pursuant to Government Code Section 65865.1 and San Bernardino County Code Section 86.13.070. The Chief Executive Officer, ~~,~~ or his or her delegee, shall provide thirty (30) days prior written notice of such periodic review to the Master Developer. Such notice shall require the Master Developer to demonstrate good faith compliance with the terms and conditions of this Agreement and to provide such other information as may be reasonably requested by the Chief Executive Officer, or his or her delegee, and deemed by him or her to be required in order to ascertain compliance with this Agreement. Notice of such annual review shall include the statement that any review may result in amendment or termination of this Agreement. If, following such review, the Chief Executive Officer, or his or her delegee, is not satisfied that the Master Developer has demonstrated good faith substantial compliance with all the terms and conditions of this Agreement, or for any other reason, the Chief Executive Officer may refer the matter along with his or her recommendations to the Board of Supervisors which body may amend or terminate the Agreement in accordance with San Bernardino County Code Section 86.13.080. The Master Developer shall not be penalized in the event that the County fails to request periodic review as contemplated in this section.

D. Limitation of Legal Actions. In no event shall the County, or its public officials, officers, agents or employees, be liable in damages for any breach or violation of this Agreement, it being expressly understood and agreed that the Master Developer's sole legal remedy for a breach or violation of this Agreement by the County shall be a legal action in mandamus, specific performance or other injunctive or declaratory relief to enforce the provisions of this Agreement. Similarly, in no event shall the Master Developer or its officers, directors, owners, agents or employees be liable in damages for any breach or violation of the Agreement, it being expressly understood and agreed that the County's sole legal remedy for a breach or violation of this Agreement by the Master Developer shall be as set forth in Article 4.

E. Applicable Law and Attorneys' Fees. This Agreement shall be construed and enforced in accordance with the laws of the State of California exclusive of its choice of law rules. The Master Developer acknowledges and agrees that the County has approved and entered into this Agreement in the sole exercise of its legislative discretion and that the standard of review of the validity or meaning of this Agreement shall be that accorded legislative acts of the County. Should any legal action be brought by a Party for breach of this Agreement or to enforce any provision herein, each Party shall bear its own costs and attorneys' fees regardless of who is the prevailing party. This section shall not apply to those costs and attorneys' fees directly arising from the hold harmless and indemnification provisions of this Agreement.

F. Invalidity of Agreement. If this Agreement shall be determined by a court to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment. If any provision of this Agreement shall be determined by a court to be invalid or unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any law which becomes effective after the date of this Agreement and either Party in good faith determines that such provision is material to its entering into this Agreement, either Party may elect to terminate this Agreement as to all obligations then remaining unperformed in accordance with the other provisions of this Agreement. In all other cases, the

Parties shall negotiate in good faith for amendments to this Agreement that will cure the invalidity or unenforceability.

G. Effect of Termination on Master Developer Obligations. Termination of this Agreement shall not affect the Master Developer's obligations to comply with the General Plan, the Specific Plan and the terms and conditions of any and all Project Approvals and land use entitlements approved with respect to the Property, nor shall it affect any other covenants of the Master Developer specified in this Agreement to continue after the termination of this Agreement. In that event, the Master Developer reserves all of its rights under the law.

H. Hold Harmless and Indemnification Against Third Party Claims. The Master Developer hereby agrees to defend (with counsel reasonably approved by County), indemnify and save harmless the County, its Board of Supervisors, commissions, officers, employees and agents ("Indemnities"), from and against any and all claims, suits, actions, liability, loss, damage, expense, and cost (including, without limitation, attorneys' fees, costs and fees of litigation) of every nature, kind or description, against Indemnities which may be brought by a third party to challenge, attack, set aside or void this Agreement, the Project Approvals or subsequent Project Approvals. The County shall notify the Master Developer promptly of any claim or action and cooperate fully in the defense.

ARTICLE 5. Prevailing Wages.

A. Prevailing Wages. Without limiting the foregoing, the Master Developer acknowledges the requirements of California Labor Code Section 1720, et seq., and 1770 et seq., as well as California Code of Regulations, Title 8, Section 1600 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects, as defined. If work pursuant to this Agreement is being performed by the Master Developer as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation under the contract in question is $1,000 or more, the Master Developer agrees to fully comply with such Prevailing Wage Laws. Upon the Master Developer's request, the County shall provide a copy of the then current prevailing rates of per diem wages. The Master Developer shall make available to interested parties upon request, copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the work subject to Prevailing Wage Laws, and shall post copies at the Master Developer's principal place of business and at the Property. The Master Developer shall defend, indemnify and hold the County, its elected officials, officers, employees and agents free and harmless pursuant to the indemnification provisions of this Agreement from any claim or liability arising out of any failure or alleged failure by the Master Developer to comply with the Prevailing Wage Laws associated with any "public works" or "maintenance" projects associated with Project development.

ARTICLE 6. Project as a Private Undertaking.

A. Project as a Private Undertaking. It is specifically understood and agreed by and between the Parties hereto that the development of the Property is a separately undertaken private development. No partnership, joint venture or other association of any kind between the Master Developer and the County is formed by this Agreement. The only relationship between the County

and the Master Developer is that of a governmental entity regulating the development of private property and the owner of such private property.

ARTICLE 7. Consistency with General Plan and Specific Plan.

A. Consistency with General Plan and Specific Plan. The County hereby finds and determines that execution of this Agreement is in the best interest of the public health, safety and general welfare and is consistent with the General Plan and the Specific Plan.

ARTICLE 8. Notices.

A. Notices. All notices, demands, correspondence and payments required by this Agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid or overnight mail delivery service, to the addresses of the Parties as set forth below. Notices, demands, correspondence and payments required to be given to the County shall be addressed as follows:

San Bernardino County
County Administrative Center
385 North Arrowhead Avenue
San Bernardino, CA 92415
Attention: _____
Telephone: _____
Email: _____

Notice required to be given to the Master Developer shall be addressed as follows:

Speedway SBC Development, LLC
c/o 901 Via Piemonte, Suite 175
Ontario, California 91764
Attention: Scott Morse
Telephone: (909) 380-7292
Email: scott.morse@hillwood.com

With a copy to:

Speedway SBC Development, LLC
3000 Turtle Creek Boulevard
Dallas, Texas 75219
Attention: Scott Norman
Telephone: (972) 201-2836
Email: scott.norman@hillwood.com

Either Party may change the address stated herein by giving notice in writing to the other Party, and thereafter notices shall be addressed and transmitted to the new address.

ARTICLE 9. Recordation. Within ten (10) business days after the Parties enter into this Agreement, this Agreement shall be recorded in the Official Records of San Bernardino County,

California. Within ten (10) business days following the date that the Master Developer obtains record title to any other portion of the Property in the Project area, this Agreement shall also be recorded in the Official Records of San Bernardino County, California to said parcel(s). Any amendments to this Agreement shall also be recorded in the Official Records of San Bernardino County.

ARTICLE 10. Estoppel Certificates. Either Party may, at any time, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that; to the knowledge of the certifying Party, (a) this Agreement is in full force and effect and a binding obligation of the Parties, (b) this Agreement has not been amended or modified or, if so amended or modified, identifying the amendments or modifications, and (c) the requesting Party is not in default in the performance of its obligations under this Agreement to the knowledge of the responding Party, or if in default, to describe therein the nature and extent of any such defaults. The Chief Executive Officer or his or her delegees shall be authorized to execute any certificate hereunder.

ARTICLE 11. Special District Formation.

A. Community Facilities District for Public Facilities and/or Services. The Master Developer and the County may form a Community Facilities District or Districts (or other public finance district under State law, as appropriate) for the purpose of financing the construction and/or acquisition and/or maintenance of public infrastructure and facilities within the Project area or for the provision of services ("Project CFD(s)"). If requested by the Master Developer, the County may determine whether to form one or more Project CFD(s) for the purpose of providing services or financing the acquisition or construction of some or all of the improvements and facilities eligible for CFD financing within and associated with the Project, including those improvements which will mitigate impacts of the Project upon areas inside and outside of the Project with a useful life of 5 years or longer, and will be owned, operated or maintained by the County or the County's Special Districts or another public agency as authorized under Government Code Section 53311 et seq. and County policy. Nothing in this Agreement commits the County to approve any future Project CFDs.

ARTICLE 12. Provisions Relating to Lenders

A. Lender Rights and Obligations.

1. Prior to Lender Possession. No Lender shall have any obligation or duty under this Agreement prior to the time the Lender obtains possession of all or any portion of the Property to construct or complete the construction of improvements, or to guarantee such construction or completion, and shall not be obligated to pay any fees or charges which are liabilities of the Master Developer or the Master Developer's successors-in-interest, but such Lender shall otherwise be bound by all of the terms and conditions of this Agreement which pertain to the Property or such portion thereof in which Lender holds an interest. Nothing in this section shall be construed to grant to a Lender rights beyond those of the Master Developer hereunder or to limit any remedy the County has hereunder in the event of a breach by the Master Developer, including termination or refusal to grant subsequent additional land use approvals with respect to the Property.

2. Lender in Possession. A Lender who comes into possession of the Property, or any portion thereof, pursuant to foreclosure of a mortgage or deed of trust, or a deed in lieu of foreclosure, shall not be obligated to pay any fees or charges which are obligations of the Master Developer and which remain unpaid as of the date such Lender takes possession of the Property or any portion thereof. Provided, however, that a Lender shall not be eligible to apply for or receive Approvals with respect to the Property, or otherwise be entitled to develop the Property or devote the Property to any uses or to construct any improvements thereon other than the development contemplated or authorized by this Agreement and subject to all of the terms and conditions hereof, including payment of all fees (delinquent, current and accruing in the future) and charges, and assumption of all obligations of the Master Developer hereunder; provided, further, that no Lender, or successor thereof, shall be entitled to the rights and benefits of the Master Developer hereunder or entitled to enforce the provisions of this Agreement against the County unless and until such Lender makes payment of all delinquent and current county fees and charges pertaining to the Property.

3. Notice of Master Developer's Breach Hereunder. If the County receives notice from a Lender having a secured interest in the Project real property requesting a copy of any notice of breach given to the Master Developer hereunder and specifying the address for notice thereof, then the County shall deliver to such Lender, concurrently with service thereon to the Master Developer, any notice given to the Master Developer with respect to any claim by the County that the Master Developer have committed a breach, and if the County makes a determination of non-compliance, the County shall likewise serve notice of such noncompliance on such Lender concurrently with service thereof on the Master Developer.

4. Lender's Right to Cure. If the County receives notice from a Lender having a secured interest in the Project real property requesting a copy of any notice of breach given to the Master Developer hereunder, and specifying the address for notice thereof, such Lender having a security interest in the Project real property shall have the right, but not the obligation, for the same period of time given to the Master Developer to cure or remedy, on behalf of the Master Developer, the breach claimed or the areas of non-compliance set forth in the County's notice. Such action shall not entitle a Lender to develop the Property or otherwise partake of any benefits of this Agreement unless such Lender shall assume and perform all obligations of the Master Developer hereunder.

5. Other Notices by County. A copy of all other notices given by the County to the Master Developer pursuant to the terms of this Agreement shall also be sent to any Lender who has requested such notices at the address provided to the County by the Lender.

B. Right to Encumber. The County agrees and acknowledges that this Agreement shall not prevent or limit the owner of any interest in the Property, or any portion thereof, at any time or from time to time in any manner, at such owner's sole discretion, from encumbering the Property, the improvements thereon, or any portion thereof with any mortgage, deed of trust, sale and leaseback arrangement or other security device.

ARTICLE 13. GENERAL

A. Entire Agreement. This Agreement is executed in duplicate originals, each of which is deemed to be an original. This Agreement constitutes the entire understanding and agreement of the Parties. Unless specifically stated to the contrary, the reference to an exhibit by designated letter or number shall mean that the exhibit is made a part of this Agreement.

B. Venue. The Parties acknowledge and agree that this Agreement was entered into and intended to be performed in San Bernardino County, California. The Parties agree that the venue of any action or claim brought by any party to this Agreement will be the Superior Court of California, San Bernardino County, San Bernardino District. Each Party hereby waives any law or rule of the court, which would allow them to request or demand a change of venue. If any action or claim concerning this Agreement is brought by an third party and filed in another venue, the Parties hereto agree to use their best efforts to obtain a change of venue to the Superior Court of California, San Bernardino County, San Bernardino District.

C. Singular and Plural. As used herein, the singular of any word includes the plural.

D. Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by the other Party, or the failure by a Party to exercise its rights upon the default of the other Party, shall not constitute a waiver of such Party's right to demand strict compliance by the other Party with the terms of this Agreement thereafter.

E. No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the Parties and their successors and assigns. No other person shall have any right to action based upon any provision of this Agreement.

F. Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the Parties had executed the same instrument.

G. Captions. The captions of this Agreement are for convenience and reference only and shall not define, explain, modify, construe, limit, amplify or aid in the interpretation, construction or meaning of any of the provisions of this Agreement.

H. Not Construed Against Drafter. Each Party acknowledges that both Parties have participated in the negotiation, drafting and preparation of this Agreement. No provisions of this Agreement shall be construed by any court or other judicial authority against any Party hereto by reason of such Party's being deemed to have drafted this Agreement.

[SIGNATURES FOLLOW]

COUNTY:

SAN BERNARDINO COUNTY,
a political subdivision of the State of California

By:_____
Name: _____
Its: _____

ATTEST:

_____
Clerk, Board of Supervisors

APPROVED AS TO FORM:

_____
County Counsel

MASTER DEVELOPER:

SPEEDWAY SBC DEVELOPMENT, LLC,
A Delaware limited liability company

By:_____
Name: _____
Its: _____

EXHIBIT “A”
(LEGAL DESCRIPTION)

EXHIBIT "B"
(PROJECT APPROVALS)

EXHIBIT "C"
(ELECTRIC TRUCK AND CAR GRANT PROGRAMS)

Electric Truck and Car Grant Programs

a) **Grants and Administration.**

i) **Heavy Duty Truck Grants.** Master Developer will provide funding for seven (7) grants for the purchase of Class 8 heavy duty electric trucks. The grants shall be provided pursuant to the attached table at Attachment A, Exhibit 1. The program shall prioritize applicants who will use the trucks in western San Bernardino County and along the Interstate 10 corridor and will give special priority for drayage trucks that will be used in western San Bernardino County along the Interstate 10 corridor. The grants will be made prior to the issuance of the Certificate of Occupancy (C of O) for the first building built at the Project.

These heavy duty grants will include the following two conditions: (1) a prohibition on the resale of the electric truck to an entity that will operate trucks outside of California; and (2) 85% of the mileage must occur in the SCAQMD region and be enforced using a geo-fencing electronic system on each truck.

Maximum aggregate sum of heavy duty grants - $525,000

ii) **Medium Duty Truck Grants.** Master Developer will provide six (6) grants for the purchase of Class 4 through Class 7 medium duty trucks. The grants shall be provided pursuant to the attached table at Attachment A, Exhibit 2. The program will prioritize (i) applicants who will use the trucks in western San Bernardino County and along the Interstate 10 corridor and (ii) Class 6 and 7 trucks. Only if there is no demand for the Class 6 and 7 truck classes shall grants be provided to Class 4 and 5 trucks with priority provided to Class 5 trucks over Class 4 trucks. The grants will be made prior to the issuance of the Certificate of Occupancy (C of O) for the first building built at the Project.

These medium duty grants will include the following two conditions: (1) a prohibition on the resale of the electric truck to an entity that will operate trucks outside of California; and (2) 85% of the mileage must occur in the SCAQMD region and be enforced using a geo-fencing electronic system on each truck.

Maximum aggregate sum of medium duty grants - $243,000

iii) **Local Delivery Truck Grants.** Master Developer will provide six (6) grants for their tenants to purchase light-duty delivery vehicles (generally referred to Class 1, 2, and 3 trucks) for use for deliveries in western San Bernardino County and the immediately proximate area. The grants shall be provided pursuant to the attached table at Attachment A, Exhibit 3. The program will prioritize the highest class of Class 1, 2, and 3 trucks and vehicles for which there is demand. The grants will be made prior to the issuance of the Certificate of Occupancy (C of O) for the first building built at the Project.

These local delivery grants will include a condition that 50% of the mileage must occur in western San Bernardino County and the Interstate 10 corridor and be enforced using a geo-fencing electronic system on each truck.

Maximum aggregate sum of local delivery grants - $162,000

iv) Local Community Passenger Vehicle & Zero Emission Transportation Grants. Master Developer shall (1) fund a $75,000 community clean vehicle grant program that will provide up to 75, $1,000 electric vehicle car grants to San Bernardino County residents and/or (2) fund other programs to advance zero emission transportation (as described in Items (b) and (c) below). Car grants for San Bernardino County residents shall be prioritized to households earning not more than150% of the Area Median Income, as calculated by the U.S. Department of Housing and Urban Development. The grants will be made prior to the issuance of the Certificate of Occupancy (C of O) for the first building built at the Project.

Maximum aggregate grants - $75,000

v) Grant Programs Administration and Education.

(1) The electric truck and electric car grant programs shall be administered by one or more mutually agreeable third party(ies). Grant funds shall be entered into an escrow account until such time as an administrator is selected and administrator has established the necessary mechanisms to disburse funds.

(2) The electric truck and electric car grant programs shall be phased proportionately with the grants made prior to the issuance of Certificate of Occupancy for the warehouse building per Sections i), ii), iii), and iv) above.

(3) For all of the electric truck and electric car grant programs, the Parties may meet and confer regarding any mutually agreeable opportunity to seek more deployment of zero emission trucks through the augmentation of these grant funds with other funding sources. The Parties may also meet and confer to address conditions of grants that may inhibit applicants from using the programs, including but not limited to resale requirements and geofencing in sections 1(a)(i), 1(a)(ii), and 1(a)(iii) above.

Attachment A, Exhibit 1
Class 8, Heavy Duty Truck Grant Program

Truck Model Year	Grant ($) per Truck
2024	24,391
2025	23,523
2026	22,823
2027	22,228
2028	21,687
2029	21,198
2030 and later	20,709

Notes and Source: All assumptions are based on CARB data developed in the Advanced Clean Trucks rulemaking. Class 8 trucks are defined by Federal Highway Administration as trucks with Gross Vehicle Weight Rating (GVWR) of more than 33,000 lbs. The grants specified in this table equal the down payments projected to be required to purchase a Class 8 heavy duty electric truck for each specified truck model year, using the CARB Total Cost of Ownership Calculator available at: ********ww2.arb.ca.gov/sites/default/files/2019-05/190508tcocalc_2.xlsx. Consistent with industry practice, the down payment represents 10% of the amount due at the truck purchase, which includes the truck purchase price, the taxes and the registration (but not the fuel and maintenance).

EV Heavy Duty Truck Grant

LATHAM & WATKINS LLP
WORLD LOGISTICS CENTER

Helping Truckers Transition to EV by Eliminating Up-front Cash Needed

Biggest Barrier to EV Truck Conversion?

- **Where does the buyer get the money for the down payment**

Solution: Zero Cash Down for Zero Emissions Grant Program

- WLC will provide Grant to cover the projected down payment on new HD EV truck based on CARB data
- Grant program will continue throughout the construction period

Class 8 Model Year	Purchase Price[1] (capital cost, registration, taxes)		Upfront Costs (capital cost, registration, taxes)				Benefits to Purchaser	
	Diesel (CARB)	Electric (CARB)	Diesel Down Payment[2]	EV Down Payment (CARB)[2]	WLC EV Truck Grant[3]	EV Down Payment (net of grant)	Day 1 Cash Savings to Switch to Electric[4]	Year 1 Fuel & Maintenance Savings vs Diesel[5]
MY 2024	$172,220	$243,913	($17,222)	($24,391)	$24,391	$0	$17,222	$5,850

1. Cost data for diesel and electric trucks estimated using the CARB TCO Calculator, available at: https://ww2.arb.ca.gov/sites/default/files/2019-05/190508tcocalc_2.xlsx. All assumptions are based on CARB data developed in the Advanced Clean Trucks rulemaking. The (lower) Tesla Semi price projections represent a less conservative scenario and accordingly the Tesla data was not used to set Grant levels.
2. Consistent with industry practice, the down payment represents 10% of the purchase price, tax and registration (but not fuel and maintenance).
3. The CARB price projections represent a conservative scenario and accordingly CARB data has been used to set Grant levels.
4. Incremental cost of EV Truck assumes no additional incentives or subsidies, which is highly conservative given the many existing EV subsidy programs. Note that no incentives are available for diesel trucks.
5. Annual maintenance and fuels costs (and savings) based on CARB data. This does not include revenues from the sale of LCFS credits.

Confidential Settlement Communication – Not for Dissemination

Attachment A, Exhibit 2
Medium Duty Truck Grant Program

Truck Model Year	Grant ($) per Truck (Class 4-5)	Grant ($) per Truck (Class 6-7)
2024	8,466	13,040
2025	8,274	12,728
2026	8,118	12,476
2027	7,983	12,261
2028	7,859	12,065
2029	7,746	11,887
2030 and later	7,632	11,710

Notes and Source: All assumptions are based on CARB data developed in the Advanced Clean Trucks rulemaking. Federal Highway Administration (FHA) defines Class 4, Class 5, Class 6 and Class 7 trucks as trucks with GVWRs as follows: (i) Class 4 between 14,001 lbs and 16,000 lbs; (ii) Class 5 between 16,001 lbs and 19,500 lbs; (iii) Class 6 between 19,501 lbs and 26,000 lbs; (iv) and, Class 7 between 26,001 lbs and 33,000 lbs. FHA classifies Class 4, Class 5 and Class 6 trucks as Medium Duty and classifies Class 7 trucks as Heavy Duty. In terms of emission standards, the U.S. Environmental Protection Agency (EPA) classifies Class 4-5 trucks as Light Heavy Duty and Class 6-7 trucks as Medium Heavy Duty. The grants specified in this table equal the down payments projected to be required to purchase either a Class 4-5 or Class 67 electric truck for each specified truck model year, using the CARB Total Cost of Ownership Calculator available at: ********ww2.arb.ca.gov/sites/default/files/2019-05/190508tcocalc_2.xlsx. Consistent with industry practice, the down payment represents 10% of the amount due at the truck purchase, which includes the truck purchase price, the taxes and the registration (but not the fuel and maintenance).

Attachment A, Exhibit 3
Local Delivery Truck Grant Program

Truck Model Year	Grant ($) per Truck (Class 2B-3)
2024	8,949
2025	8,762
2026	8,607
2027	8,467
2028	8,336
2029	8,213
2030 and later	8,090

Notes and Source: All assumptions are based on CARB data developed in the Advanced Clean Trucks rulemaking. The EPA classifies Class 2B trucks as trucks with GVWR between 8,500 lbs and 10,000 lbs and Class 3 trucks as trucks with GVWRs between 10,001 lbs and 14,000 lbs. The grants specified in this table equal the down payments projected to be required to purchase a Class 2B-3 electric truck for each specified truck model year, using the CARB Total Cost of Ownership Calculator available at: ********ww2.arb.ca.gov/sites/default/files/2019-05/190508tcocalc_2.xlsx. Consistent with industry practice, the down payment represents 10% of the amount due at the truck purchase, which includes the truck purchase price, the taxes and the registration (but not the fuel and maintenance).

Exhibit C-1

Tentative Map

EX. STORMWATER BASIN

EX. FENCE

EX. R/W

EX. FENCE

EX. R/W

EX. TRAIN TRACKS

RAILROAD CROSSING BY OTHERS

PR. MAINTENANCE DRIVEWAY

PR. RR GATE ARM

EX. ROADWAY

PR. C&G

PR. RR GATE ARM

PR. FENCE

PR. ROADWAY STREET LIGHT

PR. PARKING LOT

PR. ONSITE STREET LIGHT

PR. DRIVEWAY

VIP ROAD

JEFF GORDON DRIVE

PR. BUILDING

PR. PARKING LOT

PR. ONSITE CURB

PR. DRIVEWAY

PR. R/W

PR. SIDEWALK

PR. C&G

PR. C&G

PR. SIDEWALK

PR. R/W

PR. RRFB

PR. STREET LIGHT

PR. STREET LIGHT

EX. DRIVEWAY

PR. DRIVEWAY

PR. ONSITE STREET LIGHT

PR. ONSITE STREET LIGHT

EX. FENCE

EX. FENCE

EX. PADS

PR. PARKING LOT

EX. WATER TREATMENT TANK TO REMAIN

EX. FENCE

PR. ONSITE STREET LIGHT

PR. ONSITE STREET LIGHT

N

W WEBB E

S

1" = 25'

25 0 25

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

W.O.

SHEET

OF SHEETS

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Exhibit C-2

Right of Way Map – Jimmie Johnson Drive

EX. BUILDING
EX. R/W
EX. SIDEWALK
EX. C&G
EX. PARKING LOT
EX. FENCE
PR. ONSITE STREETLIGHT
PR. FENCE
EX. PROPERTY BOUNDARY LINE
EX. TRAIN TRACK
RAILROAD CROSSING BY OTHERS
PR. PARKING LOT
PR. ONSITE STREETLIGHT
PR. GATED DRIVEWAY
EX. C&G
EX. R/W
EX. WALL
PR. ROADWAY STREET LIGHT
PR. RR GATE ARM
PR. FENCE
PR. ONSITE STREETLIGHT
PR. FENCE
PR. R/W
PR. SIDEWALK
PR. C&G
NAPA STREET
PR. CURB RETURN
PR. RR GATE ARM
PR. ROADWAY STREET LIGHT
PR. ROADWAY STREET LIGHT
EX. PARKING LOT
PR. MAINTENANCE DRIVEWAY
PR. C&G
PR. SIDEWALK
PR. R/W
PR. DRIVEWAY
JIMMIE JOHNSON DRIVE
PR. BUILDING
PR. GATED
PR. FENCE
EX. CHANNEL

N
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WEBB

1" = 25'
25 0 25

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OF SHEETS

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Exhibit C-3

Parcel Map 20478

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

GROSS AREA = 522.30 ACRES
NET AREA = 488.25 ACRES
NUMBER OF PARCELS = 26

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

OWNER'S STATEMENT

WE HEREBY STATE WE ARE ALL AND THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND SUBDIVIDED AS SHOWN ON THIS MAP, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS PARCEL MAP. WE HEREBY DEDICATE TO SAN BERNARDINO COUNTY AN EASEMENT FOR PUBLIC ROADS, COUNTY HIGHWAYS, AND PUBLIC UTILITY PURPOSES LOT "C" (JEFF GORDON DRIVE), LOT "D" (JIMMIE JOHNSON DRIVE), LOT "E" (DREAMLAND DRIVE) AND LOT "F" (SUNSET DRIVE) AS SHOWN ON THIS MAP.

WE HEREBY DEDICATE TO SAN BERNARDINO COUNTY AN EASEMENT FOR DRAINAGE AND WATER QUALITY PURPOSES LOT "A" AND LOT "B" AS SHOWN ON SAID MAP WITHIN SAID SUBDIVISION.

WE HEREBY DEDICATE TO OURSELVES, OUR HEIRS AND ASSIGNS FOR THE USE AND BENEFIT OF SAN BERNARDINO COUNTY AND TO ANY OF THE SEVERAL PUBLIC UTILITY COMPANIES WHICH ARE AUTHORIZED TO SERVE IN SAID SUBDIVISION, AN EASEMENT FOR PUBLIC UTILITY PURPOSES DELINEATED ON SAID MAP AS "PUBLIC UTILITY EASEMENT", OR "P.U.E."

WE HEREBY RESERVE TO OURSELVES, OUR HEIRS AND ASSIGNS, THE EASEMENTS FOR PRIVATE UTILITY PURPOSES DELINEATED ON SAID MAP AS "PRIVATE UTILITY EASEMENT".

WE HEREBY DEDICATE TO SAN BERNARDINO COUNTY AN EASEMENT FOR LANDSCAPING, IRRIGATION, PLANTING, AND MAINTENANCE PURPOSES DELINEATED ON SAID MAP AS "LANDSCAPE EASEMENT".

WE HEREBY RESERVE TO OURSELVES, OUR HEIRS AND ASSIGNS, THE FOLLOWING EASEMENTS FOR PRIVATE ACCESS PURPOSES DELINEATED ON SAID MAP:

ACCESS "A" FOR THE USE AND BENEFIT OF THE PRESENT AND FUTURE OWNERS OF PARCEL 9;

ACCESS "B" FOR THE USE AND BENEFIT OF THE PRESENT AND FUTURE OWNERS OF PARCEL 15 AND PARCEL 16;

ACCESS "C" FOR THE USE AND BENEFIT OF THE PRESENT AND FUTURE OWNERS OF PARCEL 21;

ACCESS "D" FOR THE USE AND BENEFIT OF THE PRESENT AND FUTURE OWNERS OF PARCEL 24;

CALIFORNIA SPEEDWAY, LLC, A DELAWARE LIMITED LIABILITY COMPANY, SUCCESSOR IN INTEREST BY CONVERSION FROM CALIFORNIA SPEEDWAY CORPORATION, A DELAWARE CORPORATION, FORMERLY KNOWN AS THE CALIFORNIA SPEEDWAY CORPORATION, A DELAWARE CORPORATION, SUCCESSOR BY MERGER TO SPEEDWAY DEVELOPMENT CORPORATION, A CALIFORNIA CORPORATION.

_____ _____ _____
NAME: DAVID P. ALLEN DATE
TITLE: PRESIDENT

SPEEDWAY SBC DEVELOPMENT, LLC, A DELAWARE LIMITED LIABILITY COMPANY

_____ _____ _____
NAME: SCOTT MORSE DATE
TITLE: EXECUTIVE VICE PRESIDENT

BENEFICIARY STATEMENT

BANK OZK, AS BENEFICIARY UNDER DEED OF TRUST SEPTEMBER 19, 2023 AS INSTRUMENT NO. 2023–0232290 OF OFFICIAL RECORDS.

_____ _____ _____
NAME: DAVID P. ALLEN DATE
TITLE: PRESIDENT

_____ _____ _____
NAME: SCOTT MORSE DATE
TITLE: EXECUTIVE VICE PRESIDENT

AUDITOR–CONTROLLER/TREASURER/TAX COLLECTOR'S CERTIFICATE

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THIS OFFICE, AS OF THIS DATE, THERE ARE NO LIENS AGAINST THE REAL PROPERTY SHOWN UPON THIS MAP FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES, OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT TAXES OR SPECIAL ASSESSMENTS, NOT YET PAYABLE, ESTIMATED TO BE $_____,_____.___.

DATED: __/__/_____ ENSEN MASON,
AUDITOR–CONTROLLER /TREASURER/TAX COLLECTOR
SAN BERNARDINO COUNTY

BY: _____DEPUTY

BOARD OF SUPERVISORS' CERTIFICATE

I HEREBY CERTIFY THAT A BOND IN THE SUM OF $_____ HAS BEEN EXECUTED AND FILED WITH THE BOARD OF SUPERVISORS OF COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, CONDITIONED UPON PAYMENT OF ALL TAXES, (STATE, COUNTY, MUNICIPAL OR LOCAL) AND ALL SPECIAL ASSESSMENTS, COLLECTED AS TAXES, WHICH AT THE TIME OF THE FILING OF THIS MAP WITH THE COUNTY OF SAN BERNARDINO ASSESSOR–RECORDER–COUNTY CLERK, ARE A LIEN AGAINST SAID PROPERTY, BUT NOT YET PAYABLE; AND THAT THE SUBDIVIDER HAS FILED WITH ME A CERTIFICATE BY THE PROPER OFFICER GIVING HIS ESTIMATE OF THE AMOUNT OF SAID TAXES AND SPECIAL ASSESSMENTS; AND SAID BOND IS HEREBY ACCEPTED.

DATED: __/__/_____ LYNNA MONELL
CLERK OF THE BOARD OF SUPERVISORS
SAN BERNARDINO COUNTY

_____

BY: DEPUTY

ACCEPTANCE CERTIFICATE:

THE UNDERSIGNED OFFICER ON BEHALF OF THE BOARD OF SUPERVISORS, PURSUANT TO AUTHORITY CONFERRED BY SECTION 87.03.060 OF THE SAN BERNARDINO COUNTY DEVELOPMENT CODE, HEREBY APPROVES THIS MAP AND ACCEPTS THE FOLLOWING AS SHOWN ON THIS MAP.

DRAINAGE AND WATER QUALITY EASEMENTS WITHIN LOT "A" AND "B", EASEMENTS FOR PUBLIC ROADS WITHIN LOT "C" (JEFF GORDON DRIVE), LOT "D" (JIMMIE JOHNSON DRIVE), LOT "E" (DREAMLAND DRIVE), AND LOT "F" (SUNSET DRIVE), AND "LANDSCAPE" EASEMENTS. SUBJECT TO THEIR IMPROVEMENTS IN ACCORDANCE WITH COUNTY STANDARDS.

DATE:_____

LICENSED LAND SURVEYOR
THOMAS P. HERRIN
NO. 8062
STATE OF CALIFORNIA

THOMAS P. HERRIN, COUNTY SURVEYOR
SAN BERNARDINO COUNTY

BY:_____DEPUTY

L.S. NO. _____

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF THE CALIFORNIA SPEEDWAY CORPORATION, A DELAWARE CORPORATION, IN APRIL 2023. ALL MONUMENTS SHOWN HEREON ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR WILL BE SET IN SUCH POSITIONS WITHIN (2) TWO YEARS FROM THE FILING/RECORDATION DATE OF THIS MAP, IN COMPLIANCE WITH SECTIONS 66495 AND 66496 OF THE SUBDIVISION MAP ACT. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

_____ DATE: ___–___–_____
MICHAEL E. JOHNSON LS 7673
REGISTRATION EXPIRES 12/31/2024

LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

COUNTY SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP, AND THAT THE SUBDIVISION SHOWN THEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, IF REQUIRED, AND ANY APPROVED ALTERATIONS THEREOF, AND THAT ALL THE PROVISIONS OF SUBDIVISION MAP ACT AND DIVISION 7 OF THE SAN BERNARDINO COUNTY DEVELOPMENT CODE HAVE BEEN COMPLIED WITH, AND I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

DATE:_____

LICENSED LAND SURVEYOR
THOMAS P. HERRIN
NO. 8062
STATE OF CALIFORNIA

THOMAS P. HERRIN, COUNTY SURVEYOR
SAN BERNARDINO COUNTY

BY:_____DEPUTY

L.S. NO. _____

SIGNATURE OMISSIONS

THE SIGNATURES OF THE PARTIES NAMED HEREINAFTER AS OWNERS OF THE INTEREST SET FORTH, HAVE BEEN OMITTED UNDER THE PROVISIONS OF SECTION 66436 OF THE SUBDIVISION MAP ACT, THEIR INTEREST IS SUCH THAT IT CANNOT RIPEN INTO A FEE TITLE.

SIERRA MADRE VINTAGE COMPANY, A CORPORATION – BOOK 798, PAGE 198, REC. 05/19/1923, DEEDS.
FONTANA LAND CO. – BOOK 82, PAGE 237, REC. 03/24/1926, O.R., BLANKET IN NATURE.
FONTANA LAND COMPANY – BOOK 805, PAGE 29, REC. 02/18/1932, O.R., BLANKET IN NATURE.
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA– BOOK 1107, PAGE 413, REC. 01/11/1936, O.R.
BOOK 1122, PAGE 42, REC. 02/14/1936, O.R.
BOOK 1122, PAGE 46, REC. 02/14/1936, O.R.
BOOK 1091, PAGE 186, REC. 09/19/1935, O.R.
SOUTHERN CALIFORNIA EDISON COMPANY – BOOK 4557, PAGE 247, REC. 07/18/1958, O.R.
BOOK 9280, PAGE 895, REC. 10/10/1977, O.R.
BOOK 9471, PAGE 74, REC. 07/11/1978, O.R.
BOOK 9550, PAGE 837, REC. 10/31/1978, O.R.
INST. 81–034363, REC. 02/18/1981, O.R.
DOC. 2016–0047185, REC. 02/05/2016, O.R.
DOC. 2017–0213146, REC. 05/24/2017, O.R.
DOC. _____–_____, REC. __/__/_____, O.R.
KAISER VENTURES, INC. – DOC. 19950404555 & 19950404558, REC. 11/22/1995, O.R.
PACIFIC BELL – DOC. 19970029185, REC. 01/28/1997, O.R.
SAN GABRIEL VALLEY WATER COMPANY – DOC. 19990007409, REC. 01/08/1999, O.R.
CCG ONTARIO, LLC – DOC. 20000294488, REC. 08/16/2000, O.R.
SOUTHERN CALIFORNIA GAS COMPANY – INST. 2003–0904122, REC. 12/05/2003, O.R.
& 2005–0041082, REC. 01/19/2005, O.R.
FONTANA WATER COMPANY – DOC. #_____–_____, REC. __/__/_____, O.R.

SAN BERNARDINO COUNTY RECORDER'S CERTIFICATE
THIS MAP HAS BEEN FILED UNDER DOCUMENT NUMBER _____–_____, THIS _____ DAY OF _____ ___ 202_ AT _:__ _.M.
IN BOOK ___ OF PARCEL MAPS, AT PAGE(S) __–__, AT THE REQUEST OF FIRST AMERICAN TITLE INSURANCE COMPANY IN THE AMOUNT OF $ __.__

CHRIS WILHITE
ASSESSOR–RECORDER
SAN BERNARDINO COUNTY

_____
BY: DEPUTY RECORDER

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

NOTARY ACKNOWLEDGEMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA_____)
COUNTY OF _____) SS

ON _____ BEFORE ME, _____
A NOTARY PUBLIC, PERSONALLY APPEARED _____
_____,
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND AND OFFICIAL SEAL.

MY PRINCIPAL PLACE OF BUSINESS
IS IN _____ COUNTY.
_____ MY COMMISSION EXPIRES: _____
SIGNATURE MY COMMISSION NUMBER: _____

_____
PRINT NAME

NOTARY ACKNOWLEDGEMENT

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STATE OF CALIFORNIA_____)
COUNTY OF _____) SS

ON _____ BEFORE ME, _____
A NOTARY PUBLIC, PERSONALLY APPEARED _____
_____,
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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STATE OF CALIFORNIA_____)
COUNTY OF _____) SS

ON _____ BEFORE ME, _____
A NOTARY PUBLIC, PERSONALLY APPEARED _____
_____,
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND AND OFFICIAL SEAL.

MY PRINCIPAL PLACE OF BUSINESS
IS IN _____ COUNTY.
_____ MY COMMISSION EXPIRES: _____
SIGNATURE MY COMMISSION NUMBER: _____

_____
PRINT NAME

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

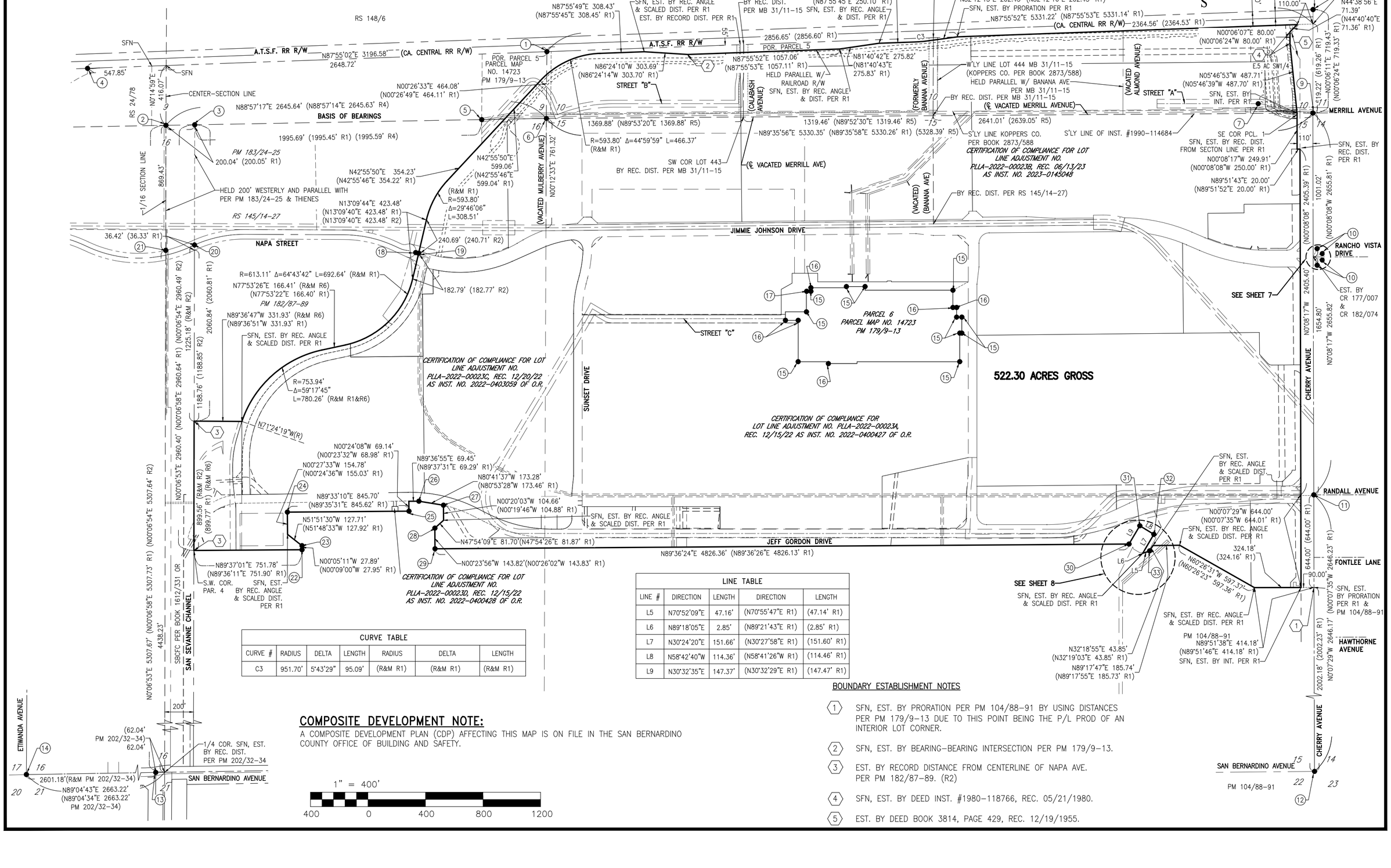
PARCEL MAP 20478

SHEET 3 OF 16 SHEETS

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA-2022-00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022-0400427, CERTIFICATE OF COMPLIANCE NO. PLLA-2022-00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023-0145048, CERTIFICATE OF COMPLIANCE NO. PLLA-2022-00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022-0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA-2022-00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022-0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023



CURVE TABLE						
CURVE #	RADIUS	DELTA	LENGTH	RADIUS	DELTA	LENGTH
C3	951.70'	5°43'29"	95.09'	(R&M R1)	(R&M R1)	(R&M R1)

LINE TABLE				
LINE #	DIRECTION	LENGTH	DIRECTION	LENGTH
L5	N70°52'09"E	47.16'	(N70°55'47"E R1)	(47.14' R1)
L6	N89°18'05"E	2.85'	(N89°21'43"E R1)	(2.85' R1)
L7	N30°24'20"E	151.66'	(N30°27'58"E R1)	(151.60' R1)
L8	N58°42'40"W	114.36'	(N58°41'26"W R1)	(114.46' R1)
L9	N30°32'35"E	147.37'	(N30°32'29"E R1)	(147.47' R1)

COMPOSITE DEVELOPMENT NOTE:

A COMPOSITE DEVELOPMENT PLAN (CDP) AFFECTING THIS MAP IS ON FILE IN THE SAN BERNARDINO COUNTY OFFICE OF BUILDING AND SAFETY.

1" = 400'

400 0 400 800 1200

BOUNDARY ESTABLISHMENT NOTES

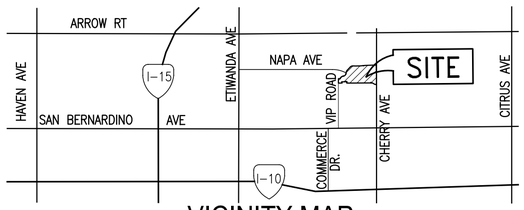
1. SFN, EST. BY PRORATION PER PM 104/88-91 BY USING DISTANCES PER PM 179/9-13 DUE TO THIS POINT BEING THE P/L PROD OF AN INTERIOR LOT CORNER.
2. SFN, EST. BY BEARING-BEARING INTERSECTION PER PM 179/9-13.
3. EST. BY RECORD DISTANCE FROM CENTERLINE OF NAPA AVE. PER PM 182/87-89. (R2)
4. SFN, EST. BY DEED INST. #1980-118766, REC. 05/21/1980.
5. EST. BY DEED BOOK 3814, PAGE 429, REC. 12/19/1955.

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023



VICINITY MAP

NOT TO SCALE

T1S, R6W, S9, 10, 15, & 16 S.B.M.

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

RS 148/6

A.T.S.F. RR R/W

(CA. CENTRAL RR R/W)

POR. PARCEL 5 PARCEL MAP NO. 14723 PM 179/9–13

STREET "B"

PARCEL 16 5.12 AC

ACCESS "B"

PARCEL 15 13.16 AC

SEE SHEET 6

STREET "A"

MERRILL AVENUE

RS 24/78

BASIS OF BEARINGS

PM 183/24–25

SEE SHEET 12

PARCEL 5 42.33 AC

SEE SHEET 11

PARCEL 4 39.55 AC

PARCEL 3 53.90 AC

PARCEL 17 8.73 AC

(VACATED MULBERRY AVENUE)

RS 145/14–27

NAPA STREET

JIMMIE JOHNSON DRIVE

LOT "D"

PARCEL 14 4.08 AC

RANCHO VISTA DRIVE

PARCEL 18 26.58 AC

ACCESS "C"

PARCEL 6 41.76 AC

SEE SHEET 13

ACCESS "A"

PARCEL 2 22.99 AC

PARCEL 13 10.84 AC

SEE SHEET 7

PM 182/87–89

PARCEL 21 3.60 AC

STREET "C"

PARCEL 9 12.84 AC

SEE SHEET 10

LOT "F"

SUNSET DRIVE

LOT "E"

DREAMLAND DRIVE

522.30 ACRES GROSS

CHERRY AVENUE

SEE SHEET 15

PARCEL 7 27.05 AC

PARCEL 1 53.96 AC

SEE SHEET 14

PARCEL 8 76.50 AC

SEE SHEET 9

PARCEL 19 5.82 AC

SEE SHEET 8

LOT "A" 3.74 AC

ACCESS "D"

JEFF GORDRON DR.

RANDALL AVENUE

PARCEL 23 4.15 AC

PARCEL 26 0.57 AC

PARCEL 20 3.38 AC

PARCEL 12 5.64 AC

PARCEL 11 7.40 AC

PARCEL 10 4.64 AC

FONTLEE LANE

PARCEL 25 1.98 AC

LOT "C"

JEFF GORDON DRIVE

LOT "B" 6.14 AC

PARCEL 22 1.68 AC

PARCEL 24 0.03 AC

SAN SEVAINE CHANNEL

PM 104/88–91

HAWTHORNE AVENUE

COMPOSITE DEVELOPMENT NOTE:

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1" = 400'

400 0 400 800 1200

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

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ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

MONUMENT NOTES

(1) FD. NAIL & TAG, LS 3913, PER PM 89/37–43 & PM 179/9–13.

(2) FD. 1" IP W/ PP, ILLEGIBLE, DN. 0.70' N 1/4 COR., SEC 16 PER PM 89/37–43 & RS 145/14–27.

(3) FD. 1" IP W/ N&T, SBCO SURV, FLUSH PER RS 145/14–27 & CSFB 4015/1873.

(4) FD. 1" IP W/ PP, ILLEGIBLE, DN. 0.70'; ACCEPTED AS N.E. COR. NATIONAL CAN CORP. PER RS 24/78.

(5) FD. 1" IP W/ PP, LS 5409, DN. 0.20' PER PM 183/24–25.

(6) FD. BRASS DISK, LS 4430, FLUSH "T1SR6W S9/S16/LOT 442 TR 2102/LOT 976 STL–WC" PER PM 179/9–13 & RS 145/14–27 (NW COR LOT 976, MB 11/12 SW COR LOT 442, MB 31/11–15).

(7) FD. SHAFT OF BOAT SPIKE, DN. 0.20', NO REFERENCE, N78°22'20"E 0.67' OFF BC, NOT ACCEPTED.

(8) FD. PK & WASHER, SB COUNTY SURV, FLUSH PER RS 137/68–69; N 00°06'11"E 0.14' FROM R/W, ACCEPTED AS POINT ON CENTERLINE PER CSFB 4015/1918.

(9) FD. 1" IP W/ N&T, SBCO SURV, FLUSH IN LIEU OF NAIL & TAG, LS 5409, IN CONCRETE PER PM NO. 14757 PMB 183/24–25; ACCEPTED AS NW COR PCL. 1 OF P.M.B 183, PAGES 24–25.

(10) FD. MAGNAIL, FLUSH NOT ACCEPTED AS C/L INT., DOES NOT FIT C/L INT. POSITION PER CR 182/074

(11) FD. GEAR SPIKE & WASHER, SBCO SURV, FLUSH IN LIEU OF 1" IP, LS 4430, PER PM 179/9–13, ACCEPTED AS C/L INT.

(12) FD. BRASS DISK, SBCO SURV T1S R6W SBM 14/15/22/23, FLUSH IN LIEU OF 1" CSM PER PM 179/9–13; ACCEPTED AS SEC. COR.

(13) FD. GEAR SPIKE & WASHER, LS 7766, FLUSH IN LIEU OF 1" IP, LS 7066, PER PM 202/32–34; ACCEPTED AS C/L PROD INT.

(14) FD. 1" IP W/ N&T, LS 5529, FLUSH IN LIEU OF 2" BRASS DISK, LS 4430, PER PM 202/32–34, ACCEPTED AS SEC. COR.

(15) FD. COPPERWELD, LS 4430, FLUSH PER PM 179/9–13.

(16) FD. RAMSET & TAG, LS 4430, FLUSH PER PM 179/9–13.

(17) FD. C–NAIL & WASHER, LS 4430, FLUSH PER PM 179/9–13; S89°59'55"E 1.57' OFF COR., HELD FOR LINE

(18) FD. NAIL & TAG, LS 5409, FLUSH PER PM 182/87–89.

(19) FD. 1" IP W/ PP, ILLEGIBLE, FLUSH PER PM 182/87–89.

(20) FD. 1" IP W/ N&T, ILLEGIBLE, FLUSH PER PM 182/87–89.

(21) FD. 1" IP W/ PP, LS 4430, FLUSH PER PM 194/28–32 & PM 210/38–39.

(22) FD. 1" IP, OPEN, DN. 0.40' PER PM 89/37–43 & PM 179/9–13.

(23) FD. 1" IP, OPEN, DN. 0.30' PER PM 89/37–43 & PM 179/9–13.

(24) FD. 1" IP W/ PP, LS 3_13, DN. 0.30' PER PM 89/37–43 & PM 179/9–13.

(25) FD. 1" IP, OPEN, DN. 0.20' PER PM 89/37–43 & PM 179/9–13.

(26) FD. 1" IP, OPEN, FLUSH PER PM 89/37–43 & PM 179/9–13.

(27) FD. 1" IP W/ PP, LS 3913, DN. 0.50' PER PM 89/37–43 & PM 179/9–13.

(28) FD. 1" IP, OPEN, DN. 0.20' PER PM 89/37–43 & PM 179/9–13.

(29) FD. 1" IP, OPEN, DN. 0.30' PER PM 89/37–43 & PM 179/9–13.

(30) FD. 1" IP, OPEN, DN. 0.20' PER PM 89/37–43 & PM 179/9–13.

(31) FD. 1" IP, OPEN, DN. 0.20' PER PM 89/37–43 & PM 179/9–13.

(32) FD. 1" IP, OPEN, DN. 0.20' PER PM 89/37–43 & PM 179/9–13.

(33) FD. 1" IP, OPEN, UP 0.10' PER PM 104/88–91 & PM 179/9–13.

EASEMENT NOTES

△1 AN EASEMENT FOR PIPE LINES, WITH RIGHT OF ENTRY AND INCIDENTAL PURPOSES, RECORDED MAY 19, 1923 IN BOOK 798 OF DEEDS, PAGE 198. IN FAVOR OF: SIERRA MADRE VINTAGE COMPANY, A CORPORATION.

△2 AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED MARCH 24, 1926 IN BOOK 82, PAGE 237 OF OFFICIAL RECORDS, IN FAVOR OF FONTANA LAND CO., BLANKET IN NATURE.

△3 AN EASEMENT FOR PIPELINES AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 18, 1932 IN BOOK 805, PAGE 29 OF OFFICIAL RECORDS. IN FAVOR OF: FONTANA LAND COMPANY, BLANKET IN NATURE.

△4 AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 19, 1935 IN BOOK 1091, PAGE 186 OF OFFICIAL RECORDS. IN FAVOR OF: METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA.

AND RECORDING DATE: JANUARY 11, 1936
AND RECORDING NO: BOOK 1107, PAGE 413 OF OFFICIAL RECORDS

AND RECORDING DATE: FEBRUARY 14, 1936
AND RECORDING NO: BOOK 1122, PAGE 42 OF OFFICIAL RECORDS

AND RECORDING DATE: FEBRUARY 14, 1936
AND RECORDING NO: BOOK 1122, PAGE 46 OF OFFICIAL RECORDS

A FIRST AMENDMENT TO PERMANENT EASEMENTS BY KAISER VENTURES INC., A DELAWARE CORPORATION, AND THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION OF THE STATE OF CALIFORNIA, RECORDED NOVEMBER 09, 1995 AS INSTRUMENT NO. 95–389267 OF OFFICIAL RECORDS.

△5 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 18, 1958 IN BOOK 4557, PAGE 247 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

△6 AN EASEMENT FOR _____ AND INCIDENTAL PURPOSES, RECORDED _____ AS INSTRUMENT NO. _____ OF OFFICIAL RECORDS. IN FAVOR OF: FONTANA WATER COMPANY.

△7 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASEMENTS, COVENANTS, CONDITIONS, AND RESTRICTIONS AGREEMENT" RECORDED FEBRUARY 9, 2023 AS DOCUMENT NO. 2023–0030599 OF OFFICIAL RECORDS.

△8 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 10, 1977 IN BOOK 9280, PAGE 895 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

△9 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 11, 1978 IN BOOK 9471, PAGE 74 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

△10 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 31, 1978 IN BOOK 9550, PAGE 837 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

△11 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MAY 21, 1980 AS DOCUMENT NO. 80–118767 OF OFFICIAL RECORDS.

△12 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 18, 1981 AS DOCUMENT NO. 81–034363 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

△13 AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP NO. 14723 RECORDED OCTOBER 06, 1995 AND ON FILE IN BOOK BOOK 179, PAGE PAGES 9 THROUGH 13, OF PARCEL MAPS. FOR: STREET & RAIL & INCIDENTAL PURPOSES.

△14 AN EASEMENT FOR ACCESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404555 OF OFFICIAL RECORDS. IN FAVOR OF: KAISER VENTURES, INC.

△15 AN EASEMENT FOR UTILITY, RAIL AND ACCESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 22, 1995 AS DOCUMENT NO. 19950404558 OF OFFICIAL RECORDS. IN FAVOR OF: KAISER VENTURES, INC.
AS MODIFIED BY QUIT CLAIM DEED RECORDED JANUARY 31, 2022 AS DOCUMENT NO. 2022–0038910 OF O.R.

△16 AN EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 28, 1997 AS DOCUMENT NO. 19970029185 OF OFFICIAL RECORDS. IN FAVOR OF: PACIFIC BELL.

△17 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED JANUARY 08, 1999 AS DOCUMENT NO. 19990007409 OF OFFICIAL RECORDS. IN FAVOR OF: SAN GABRIEL VALLEY WATER COMPANY.

△18 AN EASEMENT FOR HIGHWAY AND ROAD AND INCIDENTAL PURPOSES, RECORDED DECEMBER 12, 1999 AS DOCUMENT NO. 19990515621 OF OFFICIAL RECORDS. IN FAVOR OF: THE COUNTY OF SAN BERNARDINO

△19 AN EASEMENT FOR ACCESS AND REMEDIATION AND INCIDENTAL PURPOSES, RECORDED AUGUST 16, 2000 AS DOCUMENT NO. 20000294488 OF OFFICIAL RECORDS. IN FAVOR OF: CCG ONTARIO, LLC. (AFFECTS ALL PARCELS)

△20 AN EASEMENT FOR PIPELINES AND CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 05, 2003 AS DOCUMENT NO. 2003–0904122 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY.

△21 AN EASEMENT FOR PIPELINES AND CONDUITS AND INCIDENTAL PURPOSES, RECORDED JANUARY 19, 2005 AS DOCUMENT NO. 2005–0041082 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY.

△22 AN EASEMENT FOR ELECTRICAL UNDERGROUND SYSTEMS AND COMMUNICATION SYSTEMS AND OTHER APPURTENANT FIXTURES AND EQUIPMENT AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 05, 2016 AS DOCUMENT NO. 2016–0047185 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

△23 AN EASEMENT FOR HIGHWAY AND ROADWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 2018 AS DOCUMENT NO. 2018–0312448 OF OFFICIAL RECORDS. IN FAVOR OF: THE COUNTY OF SAN BERNARDINO.

△24 AN EASEMENT FOR HIGHWAY AND ROADWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 2018 AS DOCUMENT NO. 2018–0312449 OF OFFICIAL RECORDS. IN FAVOR OF: THE COUNTY OF SAN BERNARDINO.

△25 AN EASEMENT FOR HIGHWAY AND ROADWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 2018 AS DOCUMENT NO. 2018–0312450 OF OFFICIAL RECORDS. IN FAVOR OF: THE COUNTY OF SAN BERNARDINO.

△26 AN EASEMENT FOR _____ AND INCIDENTAL PURPOSES, RECORDED _____ AS INSTRUMENT NO. _____ OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY.

PROPOSED EASEMENT NOTES

[1] PUBLIC UTILITY EASEMENT, P.U.E. DEDICATED HEREON.

[2] PRIVATE UTILITY EASEMENT, RESERVED HEREON.

[3] LANDSCAPE EASEMENT, DEDICATED HEREON.

[4] PRIVATE ACCESS EASEMENT, RESERVED HEREON.

SURVEYOR'S NOTES

1. THE **BASIS OF BEARINGS** IS NORTH LINE SECTION 16 PER PM 179/9–13 BEING NORTH 88°57'17" EAST.
2. —●— INDICATES FOUND MONUMENTS AS NOTED.
3. —○— INDICATES SET 1" I.P. WITH TAGGED LS 7673, FLUSH. SEE MONUMENTS NOTES FOR ADDITIONAL TAGS TO BE SET.
4. —◉— INDICATES FOUND MONUMENT AS NOTED AND SET TAG LS 7673, FLUSH.
5. ALL DIMENSIONS ARE MEASURED IN FEET AND DECIMAL PARTS THEREOF.
6. TOTAL AREA OF THE SUBJECT PROPERTY IS **522.30** ACRES, MORE OR LESS.
7. (R1) INDICATES RECORD DATA **SCALED TO GROUND** DATA PER PM 179/9–13, UNLESS OTHERWISE NOTED. (GROUND TO GRID COMBINED FACTOR = 0.99993670).
8. (R2) INDICATES RECORD DATA PER PM 182/87–89.
9. (R3) INDICATES RECORD DATA PER RS 116/68.
10. (R4) INDICATES RECORD DATA PER RS 145/14–27.
11. (R5) INDICATES RECORD DATA PER MB 31/11–15.
12. (R6) INDICATES RECORD & MEASURED DATA PER GRANT DEED CERTIFICATE OF COMPLIANCE PLLA–2022–0023, DOC. #2023–0014828, REC. 01/20/2023, UNLESS OTHERWISE NOTED.
13. (R7) INDICATES RECORD & MEASURED DATA PER CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, DOC. #2022–0400428, REC. 12/15/2022, UNLESS OTHERWISE NOTED.
14. (R8) INDICATES RECORD & MEASURED PER CERTIFICATE OF COMPLIANCE NO. PLLA–2022–0000023, DOC. #2022–0400427, REC. 12/15/2022, UNLESS OTHERWISE NOTED.
15. (R9) INDICATES RECORD DATA PER DOC. #1995–389267, REC 11/09/1995.
16. *SOILS REPORT–PURSUANT TO THE PROVISIONS OF SECTION 66434(F) OF THE SUBDIVISION MAP ACT, A SOILS REPORT WAS PREPARED BY KLEINFELDER, DATED AUGUST 19, 2022 FOR THIS PARCEL MAP AND IS ON FILE IN THE RANCHO CUCAMONGA BUILDING DIVISION.*
17. ,,,,,,,,, INDICATED EXISTING NON VEHICULAR ACCESS RESTRICTIONS.

ABBREVIATIONS

C/L – CENTER LINE
COC – CERTIFICATE OF COMPLIANCE
CR – CORNER RECORD
DN. – DOWN
IP – IRON PIPE
LS – LAND SURVEYOR
MB – MAP BOOK
NO. – NUMBER
N&T – NAIL AND TAG
PM – PARCEL MAP
PP – PLASTIC PLUG
R&M – RECORD AND MEASURED
REC. – RECORDED
RR – RAIL ROAD
RS – RECORD OF SURVEY
SEC – SECTION
SURV – SURVEYOR
ALUM – ALUMINUM
CONC – CONCRETE
CSFB – COUNTY SURVEYOR FIELD BOOK
INST. – INSTRMENT
KSC – KAISER STEEL CORPORATION
PROD – PRODUCED
PROP. – PROPERTY
REF. – REFERENCE
SBCO – SAN BERNARDINO COUNTY
BC – BEGINNING OF CURVE
EC – END OF CURVE
PRC – POINT OF REVERSE CURVE
S – SECTION
T – TOWNSHIP
R – RANGE

COMPOSITE DEVELOPMENT NOTE:

A COMPOSITE DEVELOPMENT PLAN (CDP) AFFECTING THIS MAP IS ON FILE IN THE SAN BERNARDINO COUNTY OFFICE OF BUILDING AND SAFETY.

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

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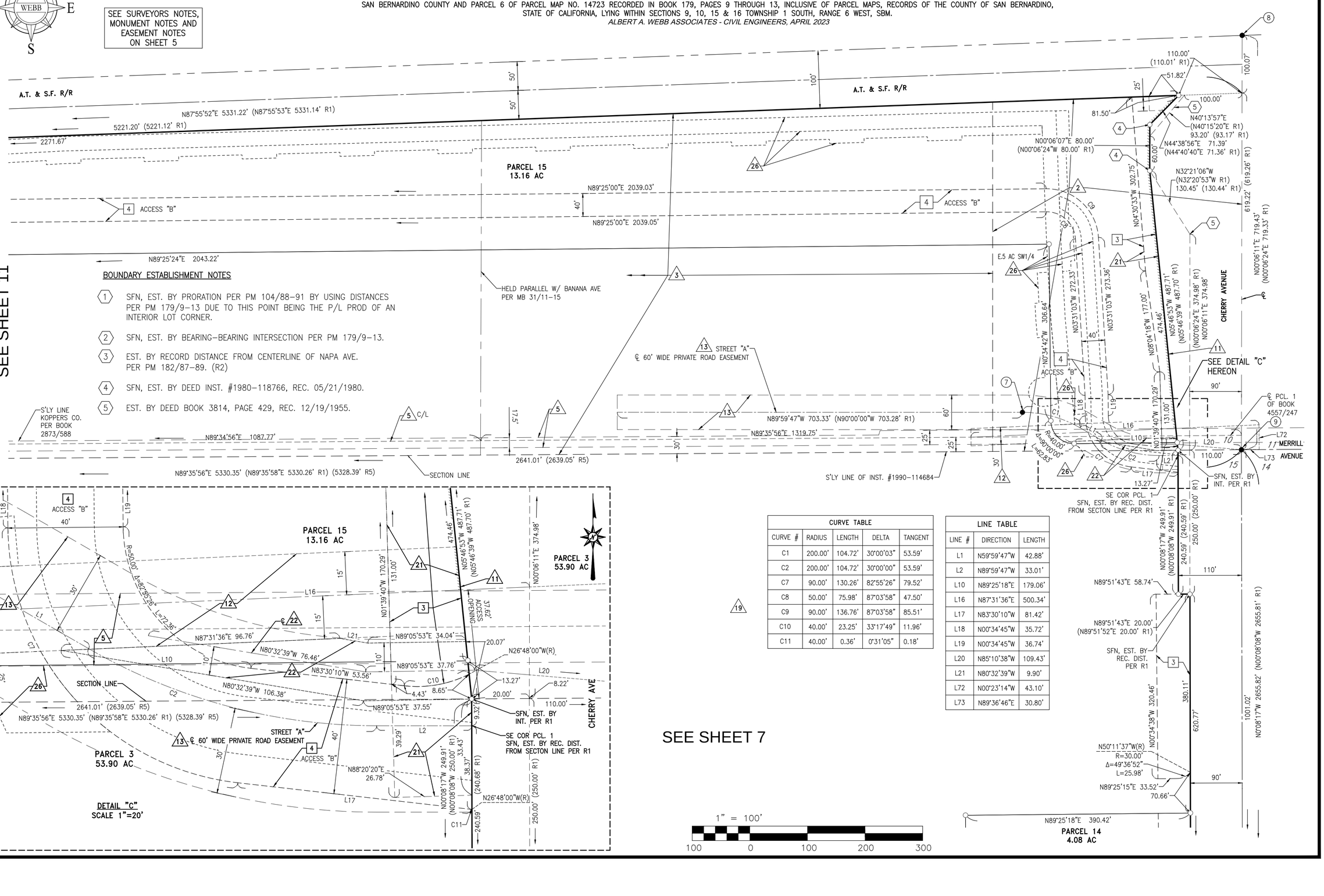
SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

SEE SHEET 11

BOUNDARY ESTABLISHMENT NOTES

1. SFN, EST. BY PRORATION PER PM 104/88–91 BY USING DISTANCES PER PM 179/9–13 DUE TO THIS POINT BEING THE P/L PROD OF AN INTERIOR LOT CORNER.
2. SFN, EST. BY BEARING–BEARING INTERSECTION PER PM 179/9–13.
3. EST. BY RECORD DISTANCE FROM CENTERLINE OF NAPA AVE. PER PM 182/87–89. (R2)
4. SFN, EST. BY DEED INST. #1980–118766, REC. 05/21/1980.
5. EST. BY DEED BOOK 3814, PAGE 429, REC. 12/19/1955.



CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C1	200.00'	104.72'	30°00'03"	53.59'
C2	200.00'	104.72'	30°00'00"	53.59'
C7	90.00'	130.26'	82°55'26"	79.52'
C8	50.00'	75.98'	87°03'58"	47.50'
C9	90.00'	136.76'	87°03'58"	85.51'
C10	40.00'	23.25'	33°17'49"	11.96'
C11	40.00'	0.36'	0°31'05"	0.18'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N59°59'47"W	42.88'
L2	N89°59'47"W	33.01'
L10	N89°25'18"E	179.06'
L16	N87°31'36"E	500.34'
L17	N83°30'10"W	81.42'
L18	N00°34'45"W	35.72'
L19	N00°34'45"W	36.74'
L20	N85°10'38"W	109.43'
L21	N80°32'39"W	9.90'
L72	N00°23'14"W	43.10'
L73	N89°36'46"E	30.80'

SEE SHEET 7

1" = 100'

100 0 100 200 300

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

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SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

SEE SHEET 6

SEE SHEET 10

303.27' N86°34'29"W 200.49' 451.32'
N89°25'11"E 2501.31' (C/L EASEMENT)
1024.57' LOT "D"
N89°25'16"E 3724.31' (C/L LOT "D")
909.89'
54' 56' 40' 40' VAR.
N89°25'11"E 67.79' R=450.00' Δ=15°52'06" L=124.63'
N89°25'11"E 67.79' R=550.00' Δ=15°52'06" L=152.33'
N00°34'49"W 100.00' N00°34'46"W(R) N15°17'17"E(R) 100.00'
50' 50' 40'
PARCEL 3 53.90 AC
R=1240.00' Δ=23°46'06" L=514.39'
R=1200.00' Δ=23°46'01" L=497.77'
R=500.00' Δ=48°38'24" L=424.46'
R=1144.00' Δ=22°16'01" L=444.56'
R=1200.00' Δ=23°46'01" L=474.54'
N23°11'17"E(R) Δ=1°10'35" L=22.01'
N66°48'43"W 99.90' 40' 56' 99.53' 99.53'
N21°41'12"E(R) Δ=1°30'04" L=29.98'
R=1256.00' Δ=14°35'29" L=319.86'
S23°11'17"W(R) S08°35'48"W(R)
N81°24'12"W 188.08'
20' 20'
N0°34'42"W 626.10'
PARCEL 2 22.99 AC
PARCEL 13 10.84 AC
N89°25'18"E 390.42' N0°34'42"W 60.00' 55.82'
N89°21'26"E 252.07'
PARCEL 14 4.08 AC
N0°34'45"W 178.72' S22°00'42"W(R)
SEE DETAIL "B" HEREON
N79°39'46"W(R) N45°05'57"W(R) N45°05'57"W(R) N45°11'50"E 56.03'
R=60.00' Δ=45°02'21" L=47.16'
N00°03'36"E(R) N00°03'36"W(R)
R=1072.00' Δ=22°04'18" L=412.96' Δ=23°14'53" L=434.97'
R=1200.00' Δ=23°14'53" L=486.90'
JIMMIE JOHNSON DRIVE
N89°56'24"E 293.59' C.L. LOT "D"
N81°24'12"W 188.08' S08°35'48"W(R)
168.21' 49.17' N45°04'07"W 50.42' N45°05'57"W 29.78' S44°54'03"W(R)
R=60.00' Δ=44°51'09" L=46.91' S89°45'13"W(R)
N0°34'46"W 270.29' 240.66' 620.77' 1001.02'
R=60.00' Δ=34°33'50" L=36.20'
47.40' N44°54'03"E
145.30' 47' 263.01' 90.00'
EST. BY CR 177/007 & CR 182/074
RANCHO VISTA AVE
54.09' 67.06' 66.60' 76.63'
1435.81' N89°25'18"E 1963.81'
528.00'
152.67' N0°34'42"W
N41°56'25"W 1624.51'
N42°21'51"W 83.12'
R=40.00' Δ=48°12'51" L=33.66'
N89°25'18"E 198.60' 114.86' 63.79'
N03°03'09"E(R) N64°59'21"E(R)
CHERRY AVE
47.19' 40' 90'
R=55.00' Δ=51°56'12" L=49.86'
N0°34'43"W 644.79' 616.69' 1396.10' N0°08'17"W 2655.40' (N00°08'08" 2655.39' R1) 1654.80' N0°08'17"W 2655.82' (N00°08'08"W 2655.81' R1)
N0°34'47"W 776.70' N0°34'47"W 793.28' N0°34'52"W 692.40' 762.38' VAR.

CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C13	1072.00'	49.50'	2°38'44"	24.75'
C16	1072.00'	61.26'	3°16'28"	30.64'

PARCEL 14 4.08 AC
N0°34'45"W 178.72' N22°00'42"E(R)
N69°29'28"W 64.89' N73°25'16"W 78.95' Δ=22°04'18" L=412.96' R=1072.00' Δ=23°14'53" L=434.97'
N78°14'25"W 96.47' R=1200.00' Δ=23°14'53" L=486.90'
R=30.00' Δ=54°11'10" L=28.37' N89°22'23"E(R) N31°31'55"E 22.83' N82°36'02"W 62.26'
N00°34'46"W 4.85' R=30.00' Δ=44°32'01" L=23.32' N00°34'46"W 0.33' N33°18'04"W 17.81' N89°25'14"E 132.81'
N89°43'43"E 60.07' N45°11'50"E 56.03'
N00°34'46"W 270.29' 240.66' 620.77' VAR.
N79°39'46"W(R) R=60.00' Δ=34°33'50" L=36.20'
47.40' N44°54'03"E
145.30' 47' 263.01' 90.00'
R=60.00' Δ=45°02'21" L=47.16' N89°56'24"E 293.59'
S36°28'28"E(R) (R=30.00') S5°51'36"W(R) (R=1072.00') S44°53'13"W(R) (R=30.00') S02°35'08"W(R) (R=1072.00')
C16 C13
PARCEL 13 10.84 AC
56'
JIMMIE JOHNSON DRIVE LOT "D"
DETAIL "B" SCALE 1"=60'

1" = 100'
100 0 100 200 300

SEE SHEET 8

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SHEET 7

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

LINE TABLE				
LINE #	DIRECTION	LENGTH	DIRECTION	LENGTH
L5	N70°52'09"E	47.16'	(N70°55'47"E R1)	(47.14' R1)
L6	N89°18'05"E	2.85'	(N89°21'43"E R1)	(2.85' R1)
L7	N30°24'20"E	151.66'	(N30°27'58"E R1)	(151.60' R1)
L8	N58°42'40"W	114.36'	(N58°41'26"W R1)	(114.46' R1)
L9	N30°32'35"E	147.37'	(N30°32'29"E R1)	(147.47' R1)
L66	N00°34'42"W	20.00'	N/A	N/A

SEE SHEET 9

PARCEL 1
53.96 AC

PARCEL 12
5.64 AC

PARCEL 11
7.40 AC

PARCEL 10
4.64 AC

N89°25'02"E 968.87'
N89°59'54"W 1524.17'
R=124.01' Δ=45°00'00" L=97.40'
N89°25'22"E 999.27'
13 STREET "C"
℄ 60' WIDE PRIVATE ROAD EASEMENT
N0°00'06"E 55.00'
R=1261.00' Δ=25°06'45" L=552.69'
N89°59'56"W 1231.56'
JEFF GORDON DR.
R=1200.00' Δ=25°06'45" L=525.95'
LOT "C"
N89°59'56"W 746.54'
N89°59'54"W 970.41' (C/L LOT "C")
N89°59'56"W 601.14'
308.27'
N0°34'45"W 168.86'
99.13'
61'
0.87'
N45°00'04"E 203.79'
N64°53'20"E 100.00'
R=1291.00' Δ=24°20'56" L=548.64'
N16°11'35"W(R)
N25°32'16"W 122.92'
R=1139.00' Δ=25°06'45" L=499.22'
419.35'
LOT "C"
N89°59'56"W 3744.22'
516.35'
631.97'
R=1200.00' Δ=25°06'45" L=525.95'
R=1200.00' Δ=25°06'45" L=589.86'
R=1388.00' Δ=24°20'56" L=589.86'
Δ=16°41'36" L=404.40'
R=300.02' Δ=45°00'00" L=235.64'
C12
S51°48'41"E(R)
Δ=7°39'20" L=185.46'
N07°39'16"W(R)
N89°59'56"W 3445.47'
LOT "B"
4142.49'
N00°34'42"W 58.91'
L66
383.69'
N89°36'24"E 4826.36' (N89°36'26"E 4826.14' R1)
N58°42'40"W 132.34'
L8
L9
13.95'
70.24'
N31°14'00"E
SFN, EST. BY REC. ANGLE & SCALED DIST. PER R1
SEE DETAIL "O" HEREON
N89°17'47"E 185.74'
(N89°17'55"E 185.73' R1)
N32°18'55"E 43.85'
(N32°19'03"E 43.85' R1)
N47°48'17"E 428.63'
571.32'
(N60°26'23" 597.36' R1)
N60°26'51"W 597.37'
26.05'
SFN, EST. BY REC. ANGLE & SCALED DIST. PER R1
324.18' (324.16' R1)
N89°51'38"E 414.18'
(N89°51'46"E 414.18' R1)
SEE DETAIL "C" HEREON
SFN, EST. BY PRORATION PER R1 & PM 104/88–91
2002.18' (2002.23' R1)
N0°07'29"W 2646.17' (N0°07'35"W 2646.23' R1)
N0°34'47"W 776.70'
N0°34'47"W 793.28'
N0°34'52"W 692.40'
762.38'
1379.21'
N41°56'25"W 1624.81'
90'
℄
CHERRY AVENUE
N0°08'17"W 2655.82' (N0°08'08"W 2655.81' R1)
521.92' (521.92' R4)
1654.80'
140.91'
SEE DETAIL "M" ON SHEET 16
N46°29'47"E 35.54'
R=57.50' Δ=46°38'04" L=46.80'
N89°25'14"E 76.25'
R=50.00' Δ=43°30'13" L=37.97'
N0°34'46"W 60.17'
61'
30'
10'
90.00'
RANDALL AVE
33.49'
292.88'
N38°26'04"E(R)
R=60.00' Δ=8°54'55" L=9.34'
N42°39'02"W 77.91'
N42°39'02"W 57.78'
R=40.00' Δ=36°39'21" L=25.59'
N5°59'41"W 22.33'
154.97'
644.00' (644.00' R1)
N0°34'52"W 572.48'
N0°34'45"W 454.18'
490.53'
FONTEE LN.
PM 104/88–91

N0°00'04"E 203.79'
N0°34'45"W 454.18'
N44°25'15"E 52.90'
N89°51'43"E 20.00'
N0°07'38"W 37.00'
N0°07'38"W 25.00'
N89°51'43"E 33.00'
N44°51'53"E 24.30'
N0°00'07"W 17.18'
N0°00'04"E 35.44'
19.88'
35.82'
17.18'
90.00'
490.53'
CHERRY AVENUE
324.18' (324.16' R1)
N89°51'38"E 414.18'
(N89°51'46"E 414.18' R1)
DETAIL "C"
SCALE 1"=20'
SFN, EST. INT. PER R1

L7
137.71'
N29°54'19"E 117.44'
N32°18'55"E 43.85'
(N32°19'03"E 43.85' R1)
12.03'
19.22'
N89°58'53"W 31.25'
L5
L6
DETAIL "O"
SCALE 1"=20'

CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C5	100.00'	110.10'	63°04'55"	61.38'
C6	80.00'	71.51'	51°12'59"	38.34'
C12	1388.00'	63.03'	2°36'07"	31.52'

1" = 100'
100 0 100 200 300

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

N
W WEBB E
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SEE SHEET 10

SEE SHEET 14

SEE SHEET 8

PARCEL 8
76.50 AC

PARCEL 8
76.50 AC

PARCEL 1
53.96 AC

PARCEL 19
5.82 AC

PARCEL 20
3.38 AC

PARCEL 12
5.64 AC

1" = 100'

100 0 100 200 300

DREAMLAND DRIVE

JEFF GORDON DRIVE

LOT "E"

LOT "C"

LOT "B"

STREET "C"
℄ 60' WIDE PRIVATE ROAD EASEMENT

SEE DETAIL "P" HEREON

SEE DETAIL "D" HEREON

SEE DETAIL "J" ON SHEET 16

N89°59'54"W 1871.66'

N89°36'24"E 4826.36' (N89°36'26"E 4826.14' R1)

N89°59'56"W 3445.47'(C/L JEFF GORDON DRIVE)

N89°59'56"W 3744.22' (C/L EASEMENT)

N90°00'00"W 1126.69'(R8)

N89°59'56"W 416.06'

N89°59'56"W 515.76'

N77°46'43"E 613.67'(R8)

N90°00'00"E 958.51'(R8)

N89°59'56"W 487.64'

N89°59'56"W 896.51'

N0°00'00"E 362.21'(R8)

N0°00'06"E 346.80'

N0°00'00"E 1222.10'(R8)

N0°00'00"E 2145.10'

N5°42'38"E 120.60'

N89°25'02"E 968.87'

N89°59'54"W 1524.17'

N45°00'02"E 96.17'

N90°00'00"E 114.00'

N0°00'04"E 2.00'

N42°50'17"E(R)

N42°50'04" E(R)

N42°49'57"W(R)

N05°33'33"E 155.02'

N05°48'41"E 387.46'

N05°48'41"E 391.93'

R=72.00'
Δ=90°00'04"
L=113.10'

R=67.00'
Δ=89°59'56"
L=105.24'

R=30.00'
Δ=10°17'48"
L=5.39'

1049.97'

1602.16'

1605.47'

127.77'

631.97'

516.35'

419.35'

4142.49'

2533.96'

2744.96'

1126.69'

VAR.

93.13'

408.46'

35.41'

48.08'

20.10'

3.52'

9.58'

5.72'

3.70'

0.28'

DETAIL "D"
SCALE 1"=10'

DETAIL "P"
SCALE 1"=1'

SEE DETAIL "J" FOR THIS AREA

PARCEL 20
3.38 AC

PARCEL 8
76.59 AC

PARCEL 19
5.82 AC
N'LY LINE OF STREET "C"
℄ 60' WIDE PRIVATE ROAD EASEMENT

PARCEL 20
3.38 AC

PARCEL 8
56.79 AC

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SHEET 11

SEE SHEET 13

SEE SHEET 7

SEE SHEET 9

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

DETAIL "N"
SCALE 1"=5'

PARCEL 8
76.59 AC

PARCEL 9
12.84 AC

PARCEL 4
39.55 AC

PARCEL 5
42.33 AC

PARCEL 3
53.90 AC

PARCEL 18
26.58 AC

PARCEL 2
22.99 AC

PARCEL 1
53.93 AC

JIMMIE JOHNSON DR.

DREAMLAND DRIVE

LOT "D"

LOT "E"

ACCESS "A"

SEE DETAIL "N" HEREON

C/L 40' MWD EASEMENT AS SHOWN ON RS 145/14–27

1" = 100'

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

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ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

N
W WEBB E
S

SEE SHEET 12

SEE SHEET 6

EST. BY RECORD DIST. PER R1
A.T. & S.F. R/R
BY REC. DIST. PER MB 31/11–15
N87°55'52"E 1057.06' (N87°55'53"E 1057.11' R1)
105'
POR. PARCEL 5 PM 20478
55'
363.75'
190.97'
693.31'
N87°55'52"E 5221.20' (5221.12' R1)
N81°40'42"E 275.82' (N81°40'43"E 275.83' R1)
N87°55'44"E 250.08' (N87°55'45"E 250.10' R1)
C3
N82°12'15"E 202.43'
92.89'
BY REC. DIST. PER MB 31/11–15
SFN, EST. BY PRORATION PER R1
A.T. & S.F. R/R
2271.67'
PARCEL 16 5.12 AC
SFN, EST. BY REC. ANGLE & DIST. PER R1
SFN, EST. BY REC. ANGLE & DIST. PER R1
PARCEL 15 13.16 AC
N89°25'00"E 2039.03'
40'
4 ACCESS "B"
N89°25'00"E 2039.05'
N0°35'10"W 196.97'
100.92'
56.06'
N89°25'24"E 2043.22'
N0°00'11"W 96.52'
N80°08'41"W 20.42'
HELD PARALLEL W/ RAILROAD R/W
26
N89°25'15"E 1584.78'
W'LY LINE KOPPERS CO. PER BOOK 2873/588
N0°10'57"E 542.33'
(℄ OF FORMERLY BANANA AVENUE)
R=300.02'
Δ=11°28'42"
L=60.10'
19 14 13
3
N0°00'11"W 100.01'
48'
N89°59'49"E 870.16'
5
12.5'
25'
N89°35'56"E 2719.74'
25'
12.5'
1369.88' (N89°53'20"E 1369.88' R5)
SW COR LOT 443 BY REC. DIST. PER MB 31/11–15
N89°35'56"E 5330.35' (N89°35'58"E 5330.26' R1) (5328.39' R5)
10
30.00'
17.5'
BY REC. DIST. PER MB 31/11–15
15
5
N89°34'56"E 1087.77'
S'LY LINE KOPPERS CO. PER BOOK 2873/588
30'
2641.01' (2639.05' R5)
N0°35'10"W 1019.01'
PARCEL 5 42.33 AC
N0°34'57"W 1175.21'
1078.69'
7
PARCEL 4 39.55 AC
19
9
40'
30'
10'
N44°54'33"E 622.35'
N44°54'33"E 672.18'
PARCEL 3 53.90 AC
N71°16'39"E 380.22'
60'
40'
N71°16'39"E 286.96'
N29°02'39"W 40.00'
4'
N2°24'50"W 57.00'
4'
4'
N86°43'27"W 50.00'
N0°24'11"W 565.31'
25'
N86°43'27"W 50.00'
25'
N0°24'11"W 559.59'

CURVE TABLE						
CURVE #	RADIUS	DELTA	LENGTH	RADIUS	DELTA	LENGTH
C3	951.70'	5°43'29"	95.09'	(R&M R1)	(R&M R1)	(R&M R1)

1" = 100'
100 0 100 200 300

SEE SHEET 10

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

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ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

N
W WEBB E
S

A.T. & S.F. R/R

100'

N87°55'52"E 5331.22' (N87°55'53"E 5331.14' R1)

5221.20' (5221.12' R1)

2856.65' (2856.60' R1)

N87°55'49"E 308.43' (N87°55'45"E 308.45' R1)

N86°24'10"W 303.69' (N86°24'14"W 303.70' R1)

N87°55'52"E 1057.06' (N87°55'53"E 1057.11' R1)

363.75'

R=593.80' Δ=44°59'59" L=466.37' (R&M R1)

SFN, EST. BY REC. ANGLE & SCALED DIST. PER R1

PARCEL MAP NO. 14723 PM 179/9–13

R=49.00' Δ=90°00'00" L=76.97'

POR. PARCEL 5

13 STREET "B" ℄ 48' WIDE PRIVATE ROAD EASEMENT

N00°26'33"E 464.08' (N00°26'49"E 464.11' R1)

N47°04'24"W 63.93'

R=200.01' Δ=25°19'47" L=88.42'

N21°44'37"W 108.11'

N42°55'50"E 599.06' (N42°55'46"E 599.04' R1)

394.33'

R=1050.07' Δ=21°44'26" L=398.44'

24' 24' 48'

25'

N89°59'49"E 870.16'

N89°35'56"E 2719.74'

SEE SHEET 11

N88°57'17"E 2645.64' (N88°57'14"E 2645.63' R4)

1995.69' (1995.69' R4)

N79°28'43"E 182.22'

N88°57'17"E 270.38'

N89°35'56"E 5330.35' (N89°35'58"E 5330.26' R1) (5328.39' R5)

2'

N88°12'55"E 36.62'

N42°55'50"E 354.23' (N42°55'46"E 354.22' R1)

558.95'

(R&M R1) R=593.80' Δ=29°46'06" L=308.51'

PARCEL 17
8.73 AC

N00°12'33"E 761.32'

N0°34'42"W 876.64'

PARCEL 5
42.33 AC

SEE SHEET 13

1" = 100'

100 0 100 200 300

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

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ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

SEE SHEET 12

SEE SHEET 15

SEE SHEET 14

SEE SHEET 10

CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C33	790.00'	59.14'	4°17'21"	29.58'
C34	790.00'	182.18'	13°12'45"	91.49'
C35	30.00'	6.51'	12°26'10"	3.27'
C36	785.00'	186.83'	13°38'11"	93.86'
C37	30.00'	6.65'	12°42'33"	3.34'
C38	790.00'	68.31'	4°57'15"	34.18'

CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C18	886.00'	123.13'	7°57'44"	61.66'
C19	1200.00'	381.89'	18°14'02"	192.57'
C20	886.00'	40.88'	2°38'36"	20.44'
C21	643.11'	415.92'	37°03'18"	215.52'
C22	886.00'	74.33'	4°48'24"	37.19'
C23	790.00'	116.24'	8°25'50"	58.23'
C24	30.00'	20.78'	39°41'36"	10.83'
C27	790.00'	62.85'	4°33'31"	31.44'
C28	30.00'	6.09'	11°37'22"	3.05'
C29	790.00'	217.64'	15°47'05"	109.51'
C30	785.00'	223.61'	16°19'16"	112.57'
C31	30.00'	6.37'	12°09'31"	3.20'
C32	92.01'	49.40'	30°45'40"	25.31'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L24	N76°50'14"W	67.68'
L25	N71°45'51"W	5.22'
L26	N18°14'08"E	5.00'
L27	N00°00'00"E	39.55'
L28	N59°26'23"E	45.76'
L29	N00°34'42"W	70.65'
L30	N20°02'53"E	24.07'
L31	N37°13'38"W	33.46'
L32	N60°17'35"W	31.18'
L33	N60°17'35"W	31.66'
L34	N14°59'02"E	37.24'
L36	N82°12'03"E	97.44'
L37	N10°33'04"E	20.56'
L40	N59°14'16"W	107.90'
L41	N28°25'30"E	72.04'
L45	N78°47'20"W	121.03'

1" = 100'

100 0 100 200 300

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

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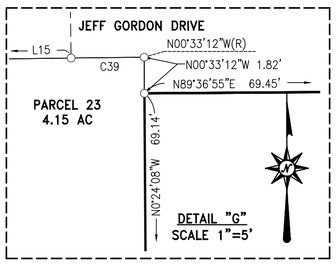
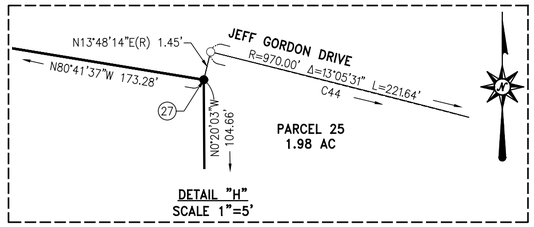
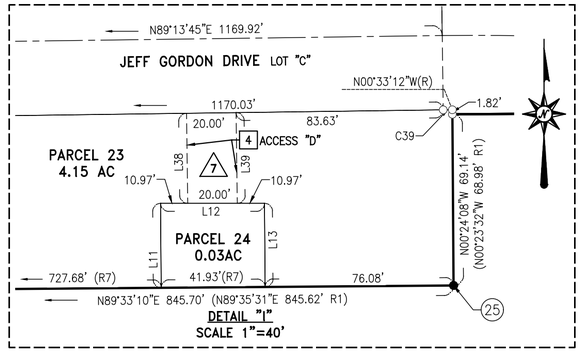


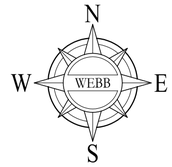




SEE SHEET 13

SEE SHEET 15

SEE SHEET 9



LINE TABLE			
LINE #	DIRECTION	LENGTH	
L11	N00°26'50"W	34.08'	(R&M R7)
L12	N90°00'00"E	41.94'	(R&M R7)
L13	N00°26'50"W	33.75'	(R&M R7)
L15	N89°13'45"E	1170.03'	
L38	N00°46'15"W	36.37'	
L39	N00°46'15"W	36.64'	
L42	N00°00'00"E	147.80'	
L44	N02°56'34"E	154.48'	
L46	N02°56'34"E	154.48'	
L47	N00°17'52"W	154.29'	
L48	N00°17'52"W	122.55'	
L49	N90°00'00"E	259.82'	
L51	N90°00'00"E	259.93'	
L52	N90°00'00"W	175.16'	
L53	N90°00'00"W	175.16'	
L67	N00°00'00"E	132.02'	
L68	N30°24'01"W	196.14'	
L69	N30°24'01"W	196.77'	
L70	N90°00'00"E	15.83'	

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C14	1030.00'	6°26'21"	115.75'
C15	105.00'	22°11'15"	40.66'
C17	115.00'	59°11'10"	118.79'
C39	970.00'	0°13'03"	3.68'
C43	85.00'	59°35'59"	88.42'
C44	970.00'	1°00'07"	16.96'
C45	970.00'	3°15'44"	55.23'

PARCEL 7
27.05 AC

PARCEL 6
41.76 AC

PARCEL 26
0.57 AC

PARCEL 20
3.38 AC

PARCEL 25
1.98 AC

PARCEL 24
0.03 AC

PARCEL 23
4.15 AC

LOT "B"
6.14 AC

LOT "C"

LOT "F"

SUNSET DRIVE

JEFF GORDON DRIVE

STREET "C"

℄ 60' WIDE PRIVATE ROAD EASEMENT

SEE DETAIL "G" HEREON

SEE DETAIL "H" HEREON

SEE DETAIL "I" HEREON

SEE DETAIL "J" ON SHEET 16

SFN, EST. BY REC. ANGLE & SCALED DIST. PER R1

1" = 100'

100 0 100 200 300

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023

SEE SHEET 13

SEE SHEET 14

SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

N
W WEBB E
S

PARCEL 21
3.60 AC

PARCEL 7
27.05 AC

PARCEL 22
1.68 AC

PARCEL 23
4.15 AC

LOT "A"
3.74 AC

LOT "C"

JEFF GORDON DR.

SAN SEVANNE CHANNEL

SBCFC PER BOOK 1612/331 OR

RAIL OPERATION #1995–404558
&
PCL. S–2 #2000–294489

MWD EQUIPMENT STORAGE AREA
#1995–389267

SEE DETAIL "L" ON SHEET 16

SEE DETAIL "K" HEREON

DETAIL "K"
SCALE 1"=20'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L35	N00°34'43"W	49.26'
L43	N42°02'49"E	44.55'
L54	N87°45'24"E	21.62'
L55	N87°15'24"E	62.86'
L56	N00°47'10"W	77.49'
L57	N89°13'45"E	58.00'
L58	N00°00'00"E	65.77'
L59	N69°43'18"W	9.67'
L60	N45°46'15"W	88.09'
L61	N89°13'45"E	50.91'
L62	N00°34'43"W	241.97'
L63	N00°34'43"W	242.14'
L71	N06°05'35"W	201.00'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C25	60.00'	42°37'32"	44.64'

1" = 100'
100 0 100 200 300

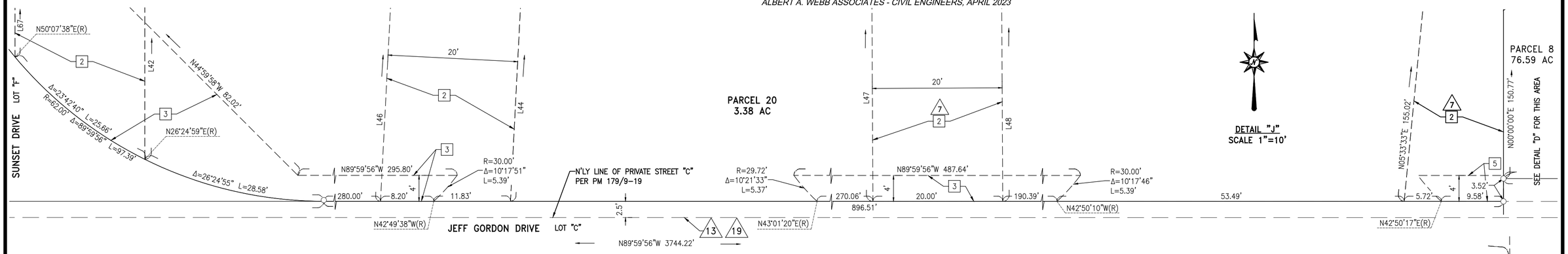
SEE SURVEYORS NOTES, MONUMENT NOTES AND EASEMENT NOTES ON SHEET 5

IN SAN BERNARDINO COUNTY, STATE OF CALIFORNIA

PARCEL MAP 20478

BEING A SUBDIVISION OF PARCELS "A" THROUGH "D" INCLUSIVE, OF CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023A RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400427, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023B, RECORDED JUNE 13, 2023 AS DOCUMENT NO. 2023–0145048, CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023C, RECORDED DECEMBER 20, 2022 AS DOCUMENT NO. 2022–0403059 AND CERTIFICATE OF COMPLIANCE NO. PLLA–2022–00023D, RECORDED DECEMBER 15, 2022 AS DOCUMENT NO. 2022–0400428, ALL IN OFFICIAL RECORDS, SAN BERNARDINO COUNTY AND PARCEL 6 OF PARCEL MAP NO. 14723 RECORDED IN BOOK 179, PAGES 9 THROUGH 13, INCLUSIVE OF PARCEL MAPS, RECORDS OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LYING WITHIN SECTIONS 9, 10, 15 & 16 TOWNSHIP 1 SOUTH, RANGE 6 WEST, SBM.

ALBERT A. WEBB ASSOCIATES - CIVIL ENGINEERS, APRIL 2023



LINE TABLE		
LINE #	DIRECTION	LENGTH
L24	N76°50'14"W	67.68'
L25	N71°45'51"W	5.22'
L26	N18°14'08"E	5.00'
L27	N00°00'00"E	39.55'
L28	N59°26'23"E	45.76'
L29	N00°34'42"W	70.65'
L30	N20°02'53"E	24.07'
L31	N37°13'38"W	33.46'
L32	N60°17'35"W	31.18'
L33	N60°17'35"W	31.66'
L34	N14°59'02"E	37.24'
L36	N82°12'03"E	97.44'
L37	N10°33'04"E	20.56'
L40	N59°14'16"W	107.90'
L41	N28°25'30"E	72.04'
L45	N78°47'20"W	121.03'

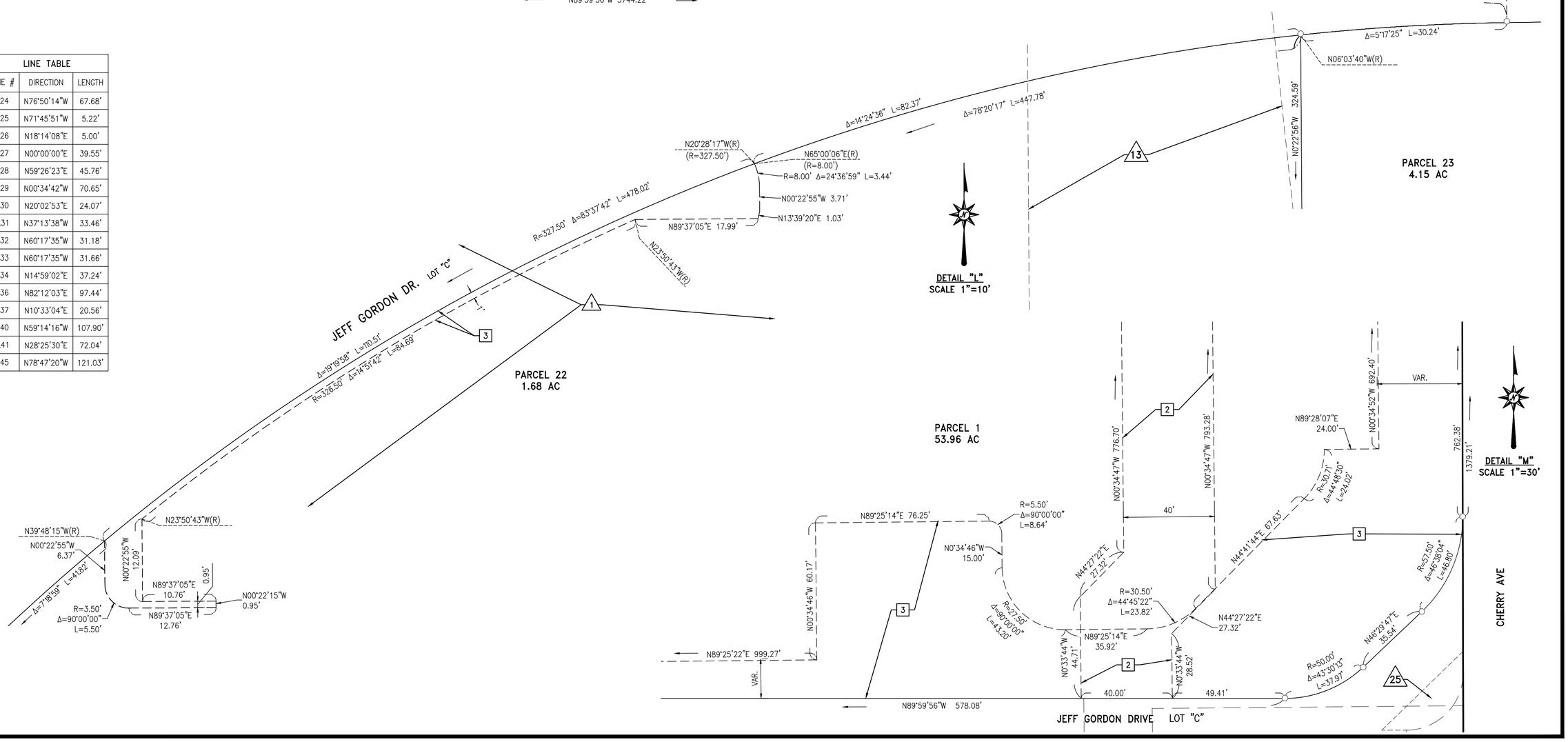
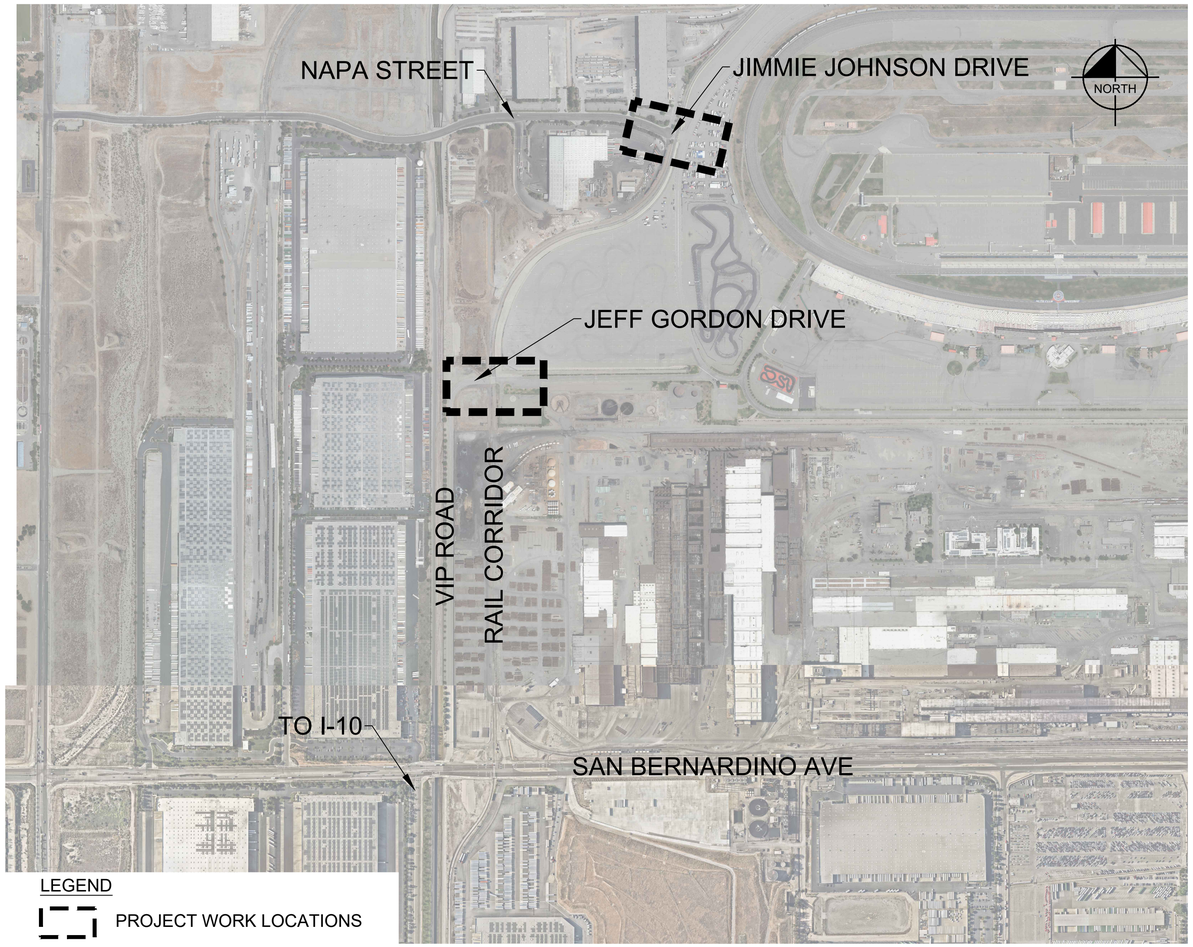


Exhibit D

DRAFT 100% Plans

SPEEDWAY COMMERCE CENTER II
AT-GRADE RAIL CROSSING IMPROVEMENT PLANS



LEGEND

PROJECT WORK LOCATIONS

LOCATION MAP

NOT TO SCALE

PROJECT CONTACTS

OWNER

SPEEDWAY SBC DEVELOPMENT LLC
901 VIA PIEMONTE, SUITE 175
ONTARIO, CA 91764
PHONE: (900) 382-0033
CONTACT: NED SCIORTINO

HILLWOOD INVESTMENT PROPERTIES

HILLWOOD INVESTMENT PROPERTIES
36 DISCOVERY, SUITE 120
IRVINE, CA 92618
PHONE: (909) 380 7156
CONTACT: JOSHUA COX

DESIGN CONSULTANT

KIMLEY-HORN AND ASSOCIATES, INC
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
PHONE: (619) 234-9411
CONTACT: LAUREN JUMANAN

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 78278 — CIVIL — STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
NO SCALE
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

SPEEDWAY COMMERCE CENTER II
AT-GRADE RAIL CROSSING IMPROVEMENT PLANS

COVER SHEET

DRAWING NO.
CV-010
SHEET NO.
1

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION

SHEET INDEX

SHEET No.	SHEET DESIGNATION	SHEET TITLE
1	CV-010	COVER SHEET
2	GN-010	GENERAL NOTES
3	PR-010	JEFF GORDON DRIVE - ROADWAY PROFILE PLAN
4	L-010	JEFF GORDON DRIVE - LAYOUT PLANS
5 - 7	SS-010 - SS-012	JEFF GORDON DRIVE - SIGNING AND STRIPING PLANS
8	GD-010	JEFF GORDON DRIVE - GRADING AND DRAINAGE PLANS
9	PR-020	JIMMIT JOHNSON DRIVE - ROADWAY PROFILE PLAN
10	L-020	JIMMIE JOHNSON DRIVE - LAYOUT PLANS
11 - 12	SS-020 - SS-022	JIMMIE JOHNSON DRIVE - SIGNING AND STRIPING PLANS
13	GD-020	JIMMIE JOHNSON DRIVE - GRADING AND DRAINAGE PLANS
14	DT-010	DETAILS

GENERAL NOTES

1. ALL MATERIAL AND WORKMANSHIP SHALL FULLY CONFORM WITH THE MOST RECENT SPECIFICATIONS, STANDARDS, AND ORDINANCES OF THE APPROPRIATE AGENCIES.
2. THE LOCATION AND DEPTHS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES. THE UNDERGROUND CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION TO FIELD LOCATE UTILITIES. CONTACT UNDERGROUND SERVICE ALERT AT 1-800-227-2600. ANY ADDITIONAL COST INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF IDENTIFIED OR UNIDENTIFIED UTILITIES, PRIOR TO BEGINNING OF CONSTRUCTION, SHALL BE BORNE BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL PROVIDE ADEQUATE COVER FOR THE PROTECTION OF ALL PROPOSED AND EXISTING UTILITIES DURING THE CONSTRUCTION OF THE PROJECT.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO IMMEDIATELY NOTIFY THE COUNTY ENGINEER UPON DISCOVERY OF ANY FIELD CONFLICTS.
5. ANY DEVIATION OR CHANGES IN THESE PLANS WITHOUT OFFICIAL APPROVAL OF THE DESIGN ENGINEER SHALL ABSOLVE THE DESIGN ENGINEER OF ANY AND ALL RESPONSIBILITY OF SAID DEVIATION OR CHANGE.
6. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE ENGINEER.
7. THE CONTRACTOR SHALL PROVIDE ADEQUATE TRAFFIC CONTROLS AND SHALL SUBMIT TO EACH AGENCY A TRAFFIC CONTROL PLAN 21 WORKING DAYS PRIOR TO START OF CONSTRUCTION.
8. TRAFFIC CONTROL: PRIOR TO BEGINNING ANY WORK ON EXISTING STREETS, ADVANCE WARNING SIGNS SHALL BE INSTALLED. TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE MOST RECENT CALIFORNIA EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ANY ADDITIONAL AGENCY REQUIREMENTS. FAILURE TO COMPLY MAY RESULT IN IMMEDIATE STOPPAGE OF WORK UNTIL THE PROPER TRAFFIC CONTROL IS IN PLACE.
9. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR SAFETY.
10. TRAFFIC CONTROL MAINTENANCE AND OPERATION SHALL COMPLY WITH THE FOLLOWING CALTRANS STANDARD SPECIFICATION SECTIONS:
    A. SECTION 7-1.08 "PUBLIC CONVENIENCE"
    B. SECTION 7-1.09 "PUBLIC SAFETY"
    C. SECTION 12 "CONSTRUCTION AREA TRAFFIC CONTROL DEVICES."
11. THE CONTRACTOR SHALL HAVE EMERGENCY TELEPHONE NUMBERS FOR POLICE, FIRE, AMBULANCE, AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF THE JOB SITES.
12. ALL EXISTING UTILITIES AND PRIVATE IMPROVEMENTS, INCLUDING ALL PULL BOXES, THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE ENGINEER, AT THE CONTRACTOR'S SOLE EXPENSE.
13. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, AND THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT JUST DURING NORMAL WORKING HOURS. THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CIVIL ENGINEER.
14. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
15. EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE AND IN PLACE BY THE CONTRACTOR DURING CONSTRUCTION UNLESS OTHERWISE SHOWN.
16. ALL EXISTING SIGNS AND POSTS SHALL REMAIN UNLESS OTHERWISE NOTED.
17. WORK ON THESE PLANS SHALL CONFORM TO THE MOST RECENT EDITION OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS), STANDARD SPECIFICATIONS, STANDARD PLANS, SIGN SPECIFICATION SHEETS, TRAFFIC MANUAL AND SPECIAL PROVISIONS.
18. LOCATIONS OF CONTROLLER, SERVICE ENCLOSURE, STANDARDS, CONDUITS, PULLBOXES AND OTHER EQUIPMENT ARE APPROXIMATE AND WILL BE LOCATED IN THE FIELD AS DIRECTED BY THE ENGINEER.
19. ALL SIGN CODES REFER TO THE MOST RECENT CALIFORNIA EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
20. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL THE NECESSARY PERMITS TO PERFORM THE WORK SHOWN IN THESE PLANS FROM THE APPROPRIATE AGENCY. OBTAIN AND PAY ENCROACHMENT PERMITS REQUIRED FOR WORKING WITHIN EXISTING PUBLIC RIGHT-OF-WAYS.
21. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS TO AREAS ADJACENT TO WORK THROUGHOUT THE PERIOD OF CONSTRUCTION, UNLESS AUTHORIZED OTHERWISE BY THE ENGINEER.
22. THE CONTRACTOR SHALL DISPOSE OF EXCESS MATERIAL OFF-SITE IN CONFORMANCE WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
23. THE CONTRACTOR SHALL MINIMIZE CONSTRUCTION NOISE.
24. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE, THE UNIFORM BUILDING CODE, CAL-OSHA, COUNTY, AND STATE REQUIREMENTS, THE GOVERNING BUILDING AUTHORITY, AND ANY SPECIAL REQUIREMENTS OF THE BUILDING PERMIT. ALL CODES, STANDARDS, AND SPECIFICATIONS SHALL BE AS AMENDED TO DATE. ANY VIOLATION WILL RESULT IN STOPPING OF ALL WORK UNTIL THE VIOLATION IS CORRECTED.
25. THE DRAWINGS AND SPECIFICATIONS DESCRIBE IN GENERAL THE QUALITY AND CHARACTER OF THE MATERIALS, SHAPE, AND CONFIGURATION OF IMPROVEMENTS AND THE DESIGN INTENT OF THE COMPLETED, INSTALLED WORK. MISCELLANEOUS ITEMS OF WORK, MATERIAL, EQUIPMENT, ETC., NECESSARY TO COMPLETE THE INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR WHETHER OR NOT MENTIONED IN THE SPECIFICATIONS OR SHOWN ON THE DRAWINGS. SPECIFIC NOTES AND DETAILS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.
26. PROVIDE ALL TOOLS, TRANSPORTATION, UTILITIES, TEMPORARY FACILITIES, AND OTHER SERVICES AS NECESSARY FOR PROPER EXECUTION OF THE WORK, AND ASSUME FULL RESPONSIBILITY FOR PROTECTION AND SAFEKEEPING OF THESE ELEMENTS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STORAGE OF MATERIAL OFF-SITE AT NO EXTRA COST TO ALAMEDA COUNTY TRANSPORTATION COMMISSION OR THE CITIES.
27. MAINTAIN "GOOD HOUSEKEEPING" PRACTICES AT THE JOB SITE. LIMIT ON-SITE STAGING OF EXCESS BUILDING MATERIALS AND REMOVE DEBRIS PROMPTLY FROM THE JOB SITE AND DISPOSE OF AT AN APPROVED DUMPSITE. LEAVE THE JOB SITE "BROOM CLEAN" AT THE END OF EACH WORKDAY. BEFORE ACCEPTANCE BY THE ENGINEER AND COUNTY'S REPRESENTATIVE, THE COMPLETED CONSTRUCTION SHALL BE CLEANED, ANY APPLICABLE LABELS REMOVED, AND ALL OTHER TOUCHUP WORK COMPLETED. ALL FINISH MATERIALS SHALL BE PROTECTED AT ALL TIMES AGAINST SUBSEQUENT DAMAGE UNTIL FINAL ACCEPTANCE BY THE ENGINEER AND THE COUNTY'S REPRESENTATIVE.
28. FIELD INVESTIGATE, VERIFY, AND BE RESPONSIBLE FOR ALL CONDITIONS, ELEVATIONS, AND DIMENSIONS OF THE PROJECT, AS SHOWN ON OR REFERENCED ON THE DRAWINGS, AND NOTIFY THE ENGINEER ABOUT ANY CONDITION REQUIRING MODIFICATION OR CHANGE PRIOR TO THE START OF CONSTRUCTION. EXAMINE THE DRAWINGS AND SPECIFICATIONS AND CLEARLY UNDERSTAND THE EXISTING CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED PRIOR TO BIDDING. ENTERING INTO AN AGREEMENT WITH THE COUNTY OF SAN BERNARDINO INDICATES THAT THE CONTRACTOR HAS VISITED THE SITES, FAMILIARIZED HIMSELF OR HERSELF WITH EXISTING CONDITIONS AND REVIEWED REQUIREMENTS OF THE CONTRACT DOCUMENTS. NO ALLOWANCES OF ANY KIND WILL BE MADE FOR ANY EXTRA COST DUE TO THE CONTRACTOR'S FAILURE TO INFORM THE ENGINEER OF DISCREPANCIES IN TIME TO ISSUE CORRECTIVE ADDENDA PRIOR TO BIDDING.
29. CONSTRUCTION OPERATIONS: WASTEWATER GENERATED DURING CONSTRUCTION SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM. THIS INCLUDES WASTE FROM PAINTING, SAWCUTTING, CONCRETE WORK, ETC. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO ELIMINATE DISCHARGE TO THE STORM DRAIN SYSTEM AND, IF NECESSARY, PROVIDE AN AREA FOR ON-SITE WASHING ACTIVITIES DURING CONSTRUCTION. MATERIALS THAT COULD CONTAMINATE STORM RUNOFF SHALL BE STORED IN AREAS WHICH ARE DESIGNED TO PREVENT EXPOSURE TO RAINFALL AND NOT ALLOW STORM WATER TO RUN ONTO THE AREA.
30. DRAWINGS INDICATE THE LOCATION OF DEVICES, FIXTURES, AND EQUIPMENT AND THE CIRCUIT NUMBER AND PANEL DESIGNATION WHICH SUPPLIES THEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETELY CONNECTING ALL ELECTRICAL DEVICES TO CIRCUITS INDICATED ON THE DRAWINGS.
31. ALL EQUIPMENT GROUNDING SHALL CONFORM TO ARTICLE 250 OF THE NATIONAL ELECTRIC CODE, LATEST EDITION. ALL ELECTRICAL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRIC CODE, AS WELL AS STATE AND LOCAL CODES AND REQUIREMENTS.
32. ALL CONDUIT SHALL BE CONCEALED, UNLESS OTHERWISE NOTED.
33. ALL CIRCUITS IN ALL JUNCTION BOXES AND DEVICES SHALL BE CLEARLY IDENTIFIED BY MEANS OF "EZ" NUMBERING TAGS OR EQUIVALENT TO IDENTIFY THE CIRCUIT NUMBER OR RELAY SUPPLYING THE CONDUCTOR.
34. WITHIN SIXTY (60) DAYS FOLLOWING COMPLETION AND ACCEPTANCE OF THE PROJECT CONSTRUCTION CONTRACT, A FULL AND COMPLETE AS-BUILT DRAWING SET SHALL BE DEVELOPED BY THE CONTRACTOR FOR EACH CROSSING. THE CONTRACTOR SHALL MEET WITH THE ENGINEER AND THE COUNTY OF SAN BERNARDINO AND ITS PROJECT INSPECTOR PRIOR TO DEVELOPING AS-BUILT PLANS SO A CONSENSUS CAN BE REACHED ON HOW TO SHOW FIELD CHANGES THAT WERE NOT DIRECTLY REFLECTED IN THIS PLAN SET. AS-BUILT DRAWINGS SHALL NOT BE SUBMITTED FOR AGENCY REVIEW UNTIL ALL CONSTRUCTION ITEMS ARE IN PLACE AND COMPLETE. THE AS-BUILT DRAWINGS ARE TO BE A TRUE REPRESENTATION OF ELEMENTS THAT EXIST AS A RESULT OF THE COMPLETED CONSTRUCTION PROJECT AS OUTLINED IN THIS PLAN SET. THE AS-BUILT PLAN SET SHALL BE IN A FORMAT EXACTLY AS REPRESENTED IN THIS DRAWING. THREE (3) FULL SIZED SETS (24"X36") OF THE AS-BUILTS DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER AND THE COUNTY OF SAN BERNARDINO FOR REVIEW. ONCE REVISIONS ARE MADE BY THE CONTRACTOR, AS DICTATED BY THE ENGINEER AND THE COUNTY OF SAN BERNARDINO, THE CONTRACTOR SHALL RESUBMIT THREE (3) FULL SIZED SETS (24"X36") TO THE ENGINEER AND THE COUNTY OF SAN BERNARDINO FOR THEIR REVIEW UNTIL THE PLAN IS APPROVED IN WRITING BY THE ENGINEER AND THE COUNTY.
35. THE CONTRACTOR SHALL LAY OUT CONDUIT RUNS TO SUIT FIELD CONDITIONS AND THE COORDINATION REQUIREMENTS OF UTILITIES OR ANY OTHER TRADES.
36. ALL NEW CONDUIT SHALL BE A RIGID, NON METALLIC TYPE UNLESS OTHERWISE NOTED ON PLAN.
37. COMPACTION TESTS WILL BE PERFORMED ON ALL TRENCHES AND STREET WORK TO VERIFY THAT COMPACTION CONFORMS TO COUNTY STANDARDS. ALL TESTING SHALL BE DONE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. RELATIVE COMPACTION SHALL CONFORM TO CALTRANS STANDARD SPECIFICATIONS.
38. ALL WORK ADJACENT TO EXISTING PAVEMENT SECTION SHALL BUTT UP TO FULL EXISTING SECTION. WHERE FULL SECTION IS NOT ENCOUNTERED, CONTINUE REMOVAL OF ADDITIONAL PAVEMENT UNTIL A FULL SECTION IS FOUND.
39. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IMPLEMENTED BETWEEN OCTOBER 15TH-APRIL 30TH.
40. NOTHING CONTAINED IN THE CONTRACT DOCUMENTS SHALL CREATE, NOR SHALL BE CONSTRUED TO CREATE ANY CONTRACTUAL RELATIONSHIP BETWEEN THE ENGINEER AND THE CONTRACTOR OR SUBCONTRACTOR.
41. THE ENGINEER WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES OR FOR SAFETY PRECAUTIONS OR PROGRAMS, UTILIZED IN CONNECTION WITH THE WORK, AND WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
42. CONTRACTOR SHALL PROVIDE ACCESS TO ADJACENT BUSINESS AT ALL TIMES DURING CONSTRUCTION ACTIVITY.
43. REFER TO ELECTRICAL SHEETS FOR CONDUIT AND EQUIPMENT PLACEMENT.
44. ALL UTILITIES AND FEATURES WITHIN OR ADJACENT TO THE SHOWN LIMITS OF PROPOSED CONSTRUCTION SHALL BE PRESERVED AND PROTECTED IN PLACE UNLESS OTHERWISE NOTED IN PLANS.
45. OFFSETS AND DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
46. TOP OF CURB ELEVATIONS ARE TO THE PROJECTED TOP OF CURB.
47. STRIPING AND PAVEMENT MARKERS ARE TO CONFORM TO "CHAPTER 3" OF THE MOST RECENT EDITION OF THE CALIFORNIA MUTCD.
48. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
49. THE LOCATIONS OF NEW SIGNS AND POSTS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER IN THE FIELD. ALL NEW SIGNS AND POSTS SHALL BE INSTALLED TO MAINTAIN A MINIMUM OF 48" CLEAR PATH OF TRAVEL ON THE SIDEWALK AND SHALL MEET COUNTY AND ADA STANDARDS.
50. CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING TREES AND ROOTS IN PLACE. CONTRACTOR SHALL EXCAVATE USING HAND METHODS WITHIN THE DRIP LINE OF EXISTING TREES. TREE TRIMMING OR ROOT PRUNING SHALL BE COMPLETED UNDER THE SUPERVISION OF A CERTIFIED ARBORIST WITH APPROVAL OF THE ENGINEER.

ADA NOTES

1. ALL SITE WORK SHALL BE IN CONFORMANCE WITH TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.

UTILITY NOTES

THE CONTRACTOR SHALL TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ANY EXISTING UTILITIES OR STRUCTURES LOCATED AT THE WORK SITE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE OWNERS OF UTILITIES OR STRUCTURES PRIOR TO ANY EXCAVATION.

APPLICABLE STANDARD PLANS

1. CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 2014 EDITION REVISION 6 (MARCH 10, 2023)
2. CALTRANS STANDARD PLANS, 2022 EDITION
3. CPUC GENERAL ORDER 75-D
4. COUNTY OF SAN BERNARDINO STANDARD DRAWINGS

ABBREVIATIONS:

ABBREVIATIONS USED IN THE FOLLOWING PLANS CAN BE FOUND ON CALTRANS 2022 STANDARD PLANS A3A THROUGH A3C. ADDITIONAL ABBREVIATIONS USED IN THESE PLANS ARE AS FOLLOWS.

B/W	BACK OF WALK
CA	CALIFORNIA
CAMUTCD	CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
CPUC	CALIFORNIA PUBLIC UTILITIES COMMISSION
C&G	CURB AND GUTTER
DEMO	DEMOLITION
EG	EXISTING GRADE
ELECT	ELECTRIC
FL	FLOW LINE
LF	LINEAR FOOT
MAX	MAXIMUM
MIN	MINIMUM
ML	MAINLINE
TG	TOP OF GRATE
TOC	TOP OF CURB
UPRR	UNION PACIFIC RAILROAD
WV	WATER VALVE

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
NO SCALE
VERTICAL
N/A

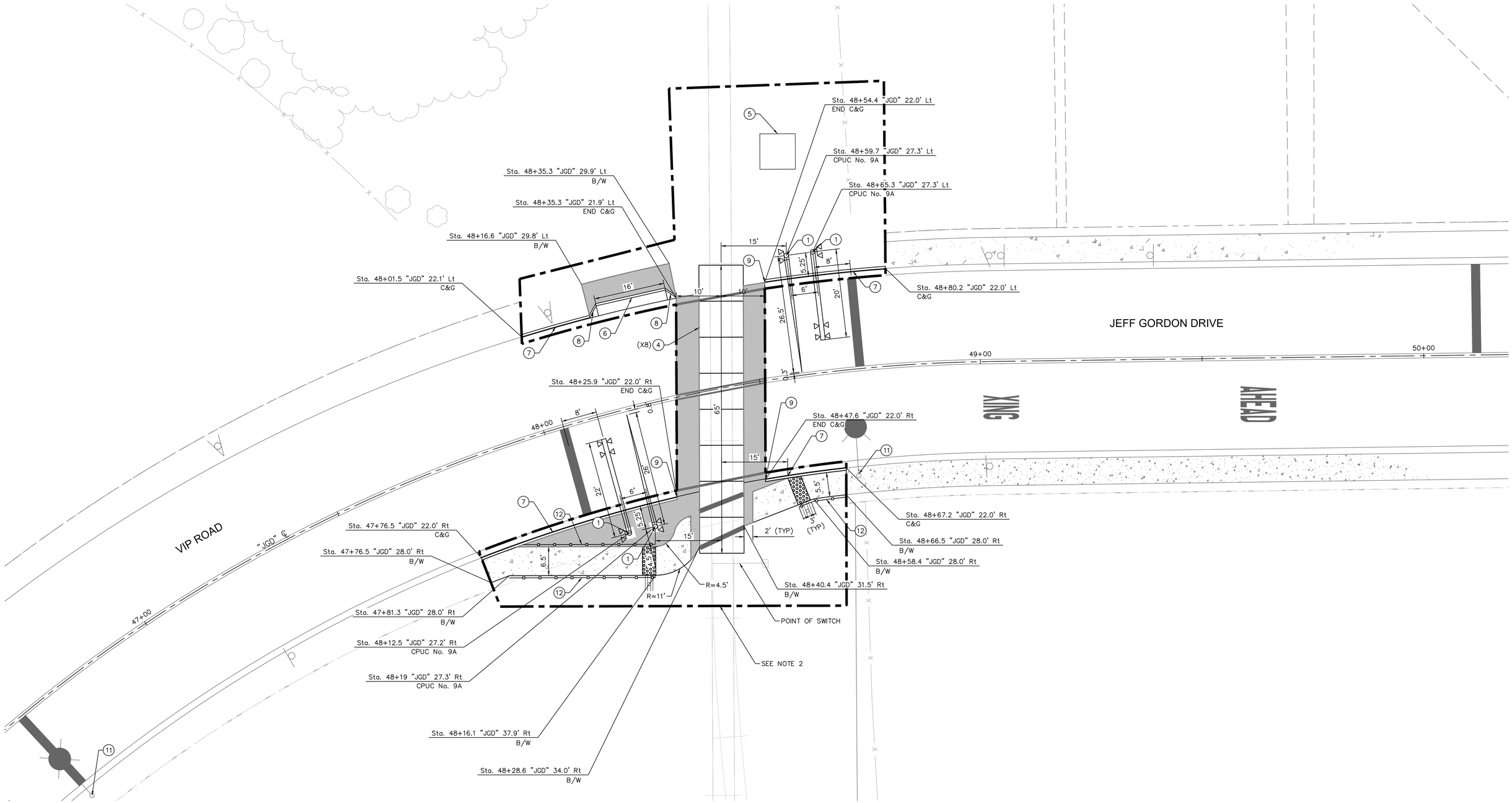
Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

SPEEDWAY COMMERCE CENTER II
AT-GRADE RAIL CROSSING IMPROVEMENT PLANS

GENERAL NOTES

DRAWING NO.
GN-010
SHEET NO.
2



GENERAL NOTES

1. SEE SIGNING AND STRIPING PLANS FOR PAVEMENT MARKING AND SIGNAGE INFORMATION.
2. INFORMATION FOR IMPROVEMENTS OUTSIDE OF THIS DETAIL SHEET IS PROVIDED PER SEPARATE PLAN.

LEGEND

- SIDEWALK PER COUNTY OF SAN BERNARDINO DETAIL 109
- DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DETAIL A88A
- ASPHALT Conc PAVEMENT MATCH Exist ROADWAY SECTION
- 3' CHANNELIZATION FENCE PER DETAIL A ON DT-010.

LAYOUT NOTES

1. PROVIDE AND INSTALL CPUC No. 9A.
4. PROVIDE AND INSTALL PRECAST CONCRETE CROSSING PANELS PER UPRR STANDARDS.
5. PROVIDE AND INSTALL SIGNAL CABINET. SIGNAL DESIGN BY OTHERS.
6. CONSTRUCT 6" ROLLED CURB AND GUTTER PER DETAIL D ON DT-010.
7. CONSTRUCT 6" CURB AND GUTTER PER COUNTY OF SAN BERNARDINO DETAIL 116.
8. CONSTRUCT CURB AND GUTTER TRANSITION PER DETAIL E-1 ON DT-010.
9. CONSTRUCT CURB AND GUTTER TRANSITION PER DETAIL E-2 ON DT-010
11. STREETLIGHT PER SEPERATE PLAN.
12. CONSTRUCT 3' CHANNELIZATION FENCE PER DETAIL A ON DT-010.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — PHILIP MEYERHOFER — No. 23178 — CIVIL — STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

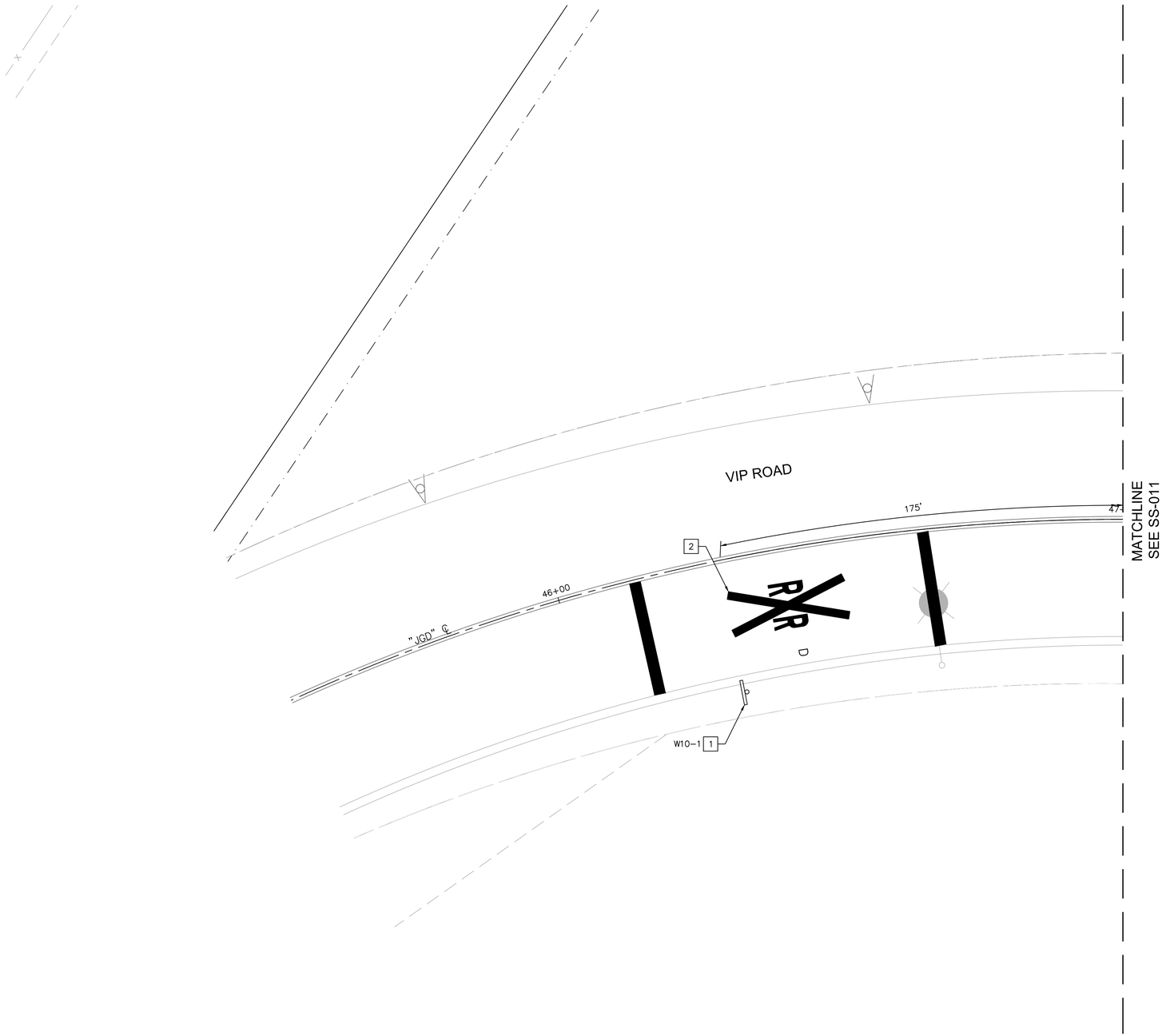
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.714
SAN BERNARDINO COUNTY, CA DOT# 978414E
JEFF GORDON DRIVE AT-GRADE CROSSING

LAYOUT PLANS

DRAWING NO.
L-010
SHEET NO.
4

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

1. SEE LAYOUT PLANS FOR CIVIL IMPROVEMENTS
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING
3. SIGNS NOTED IN PLANS ARE PER CA MUTCD 2014 EDITION UNLESS OTHERWISE NOTED. A SIGN LEGEND IS PROVIDED ON CD-020.
4. SIGNAGE AND STRIPING NOTED IN PLANS ARE LIMITED TO RAILROAD-SPECIFIC SIGNAGE AND STRIPING. GENERAL ROADWAY SIGNAGE AND STRIPING PER SEPARATE PLAN.

LEGEND

NEW SIGN

EXIST SIGN

(R) REMOVE EXISTING MARKING BY GRINDING

SIGNING AND STRIPING NOTES

1 INSTALL NEW SIGN(S) ON NEW POST. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.

2 INSTALL WHITE RXR PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24B.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER 78 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

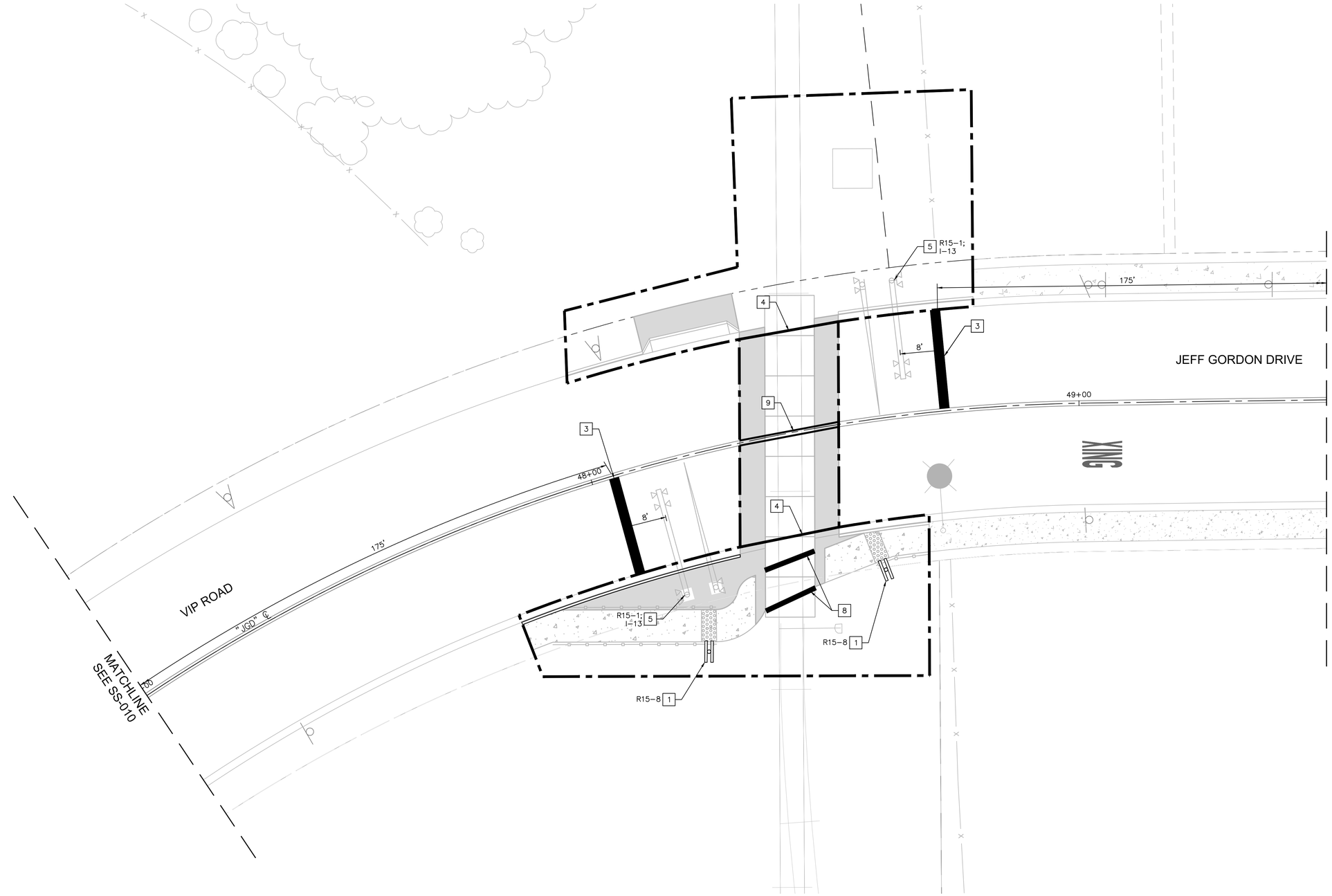
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.714
SAN BERNARDINO COUNTY, CA DOT# 978414E
JEFF GORDON DRIVE AT-GRADE CROSSING

SIGNING AND STRIPING PLANS

DRAWING NO.
SS-010
SHEET NO.
5

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

1. SEE LAYOUT PLANS FOR CIVIL IMPROVEMENTS
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING
3. SIGNS NOTED IN PLANS ARE PER CA MUTCD 2014 EDITION UNLESS OTHERWISE NOTED. A SIGN LEGEND IS PROVIDED ON CD-020.
4. SIGNAGE AND STRIPING NOTED IN PLANS ARE LIMITED TO RAILROAD-SPECIFIC SIGNAGE AND STRIPING. GENERAL ROADWAY SIGNAGE AND STRIPING PER SEPARATE PLAN.

LEGEND

NEW SIGN

EXIST SIGN

SIGNING AND STRIPING NOTES

1. INSTALL NEW SIGN(S) ON NEW POST. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.
3. INSTALL 24" WHITE LIMIT LINE PER CALTRANS STANDARD PLAN A24G.
4. INSTALL EDGELINE STRIPE PER CALTRANS STANDARD PLAN A20B, DETAIL 27B.
5. INSTALL NEW SIGN(S) ON STANDARD ASSEMBLY NO. 9A. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.
8. INSTALL 12" WHITE LIMIT LINE PER CALTRANS STANDARD PLAN A24G.
9. INSTALL NO PASSING ZONE PER CALTRANS STANDARD PLAN A20B, DEAIL 22.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER 78 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

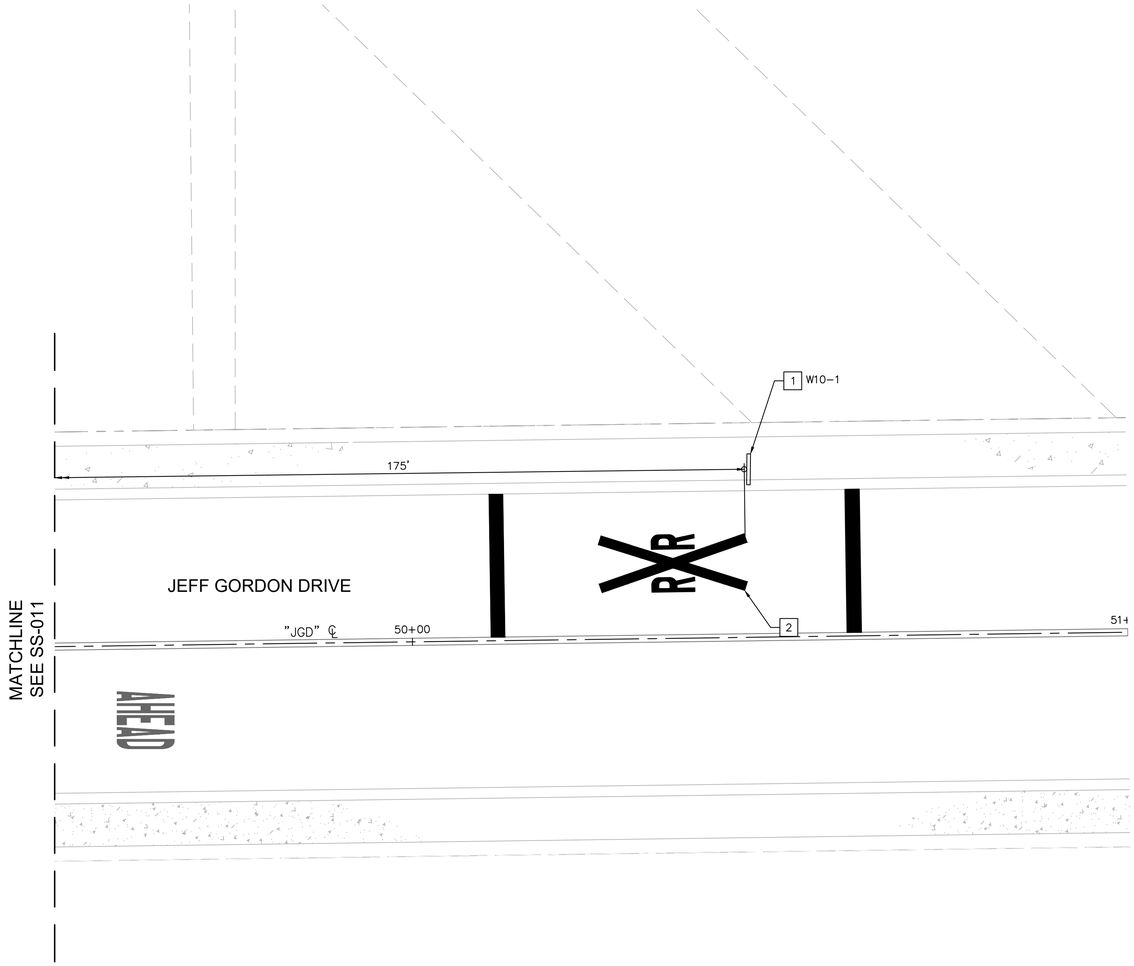
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.714
SAN BERNARDINO COUNTY, CA DOT# 978414E
JEFF GORDON DRIVE AT-GRADE CROSSING

SIGNING AND STRIPING PLANS

DRAWING NO.
SS-011
SHEET NO.
6

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

1. SEE LAYOUT PLANS FOR CIVIL IMPROVEMENTS
2. CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING
3. SIGNS NOTED IN PLANS ARE PER CA MUTCD 2014 EDITION UNLESS OTHERWISE NOTED. A SIGN LEGEND IS PROVIDED ON CD–020.
4. SIGNAGE AND STRIPING NOTED IN PLANS ARE LIMITED TO RAILROAD–SPECIFIC SIGNAGE AND STRIPING. GENERAL ROADWAY SIGNAGE AND STRIPING PER SEPARATE PLAN.

LEGEND

NEW SIGN

EXIST SIGN

(R) REMOVE EXISTING MARKING BY GRINDING

SIGNING AND STRIPING NOTES

1 INSTALL NEW SIGN(S) ON NEW POST. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD–010.

2 INSTALL WHITE RXR PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24B.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

		DATE
DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 24778 — CIVIL — STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

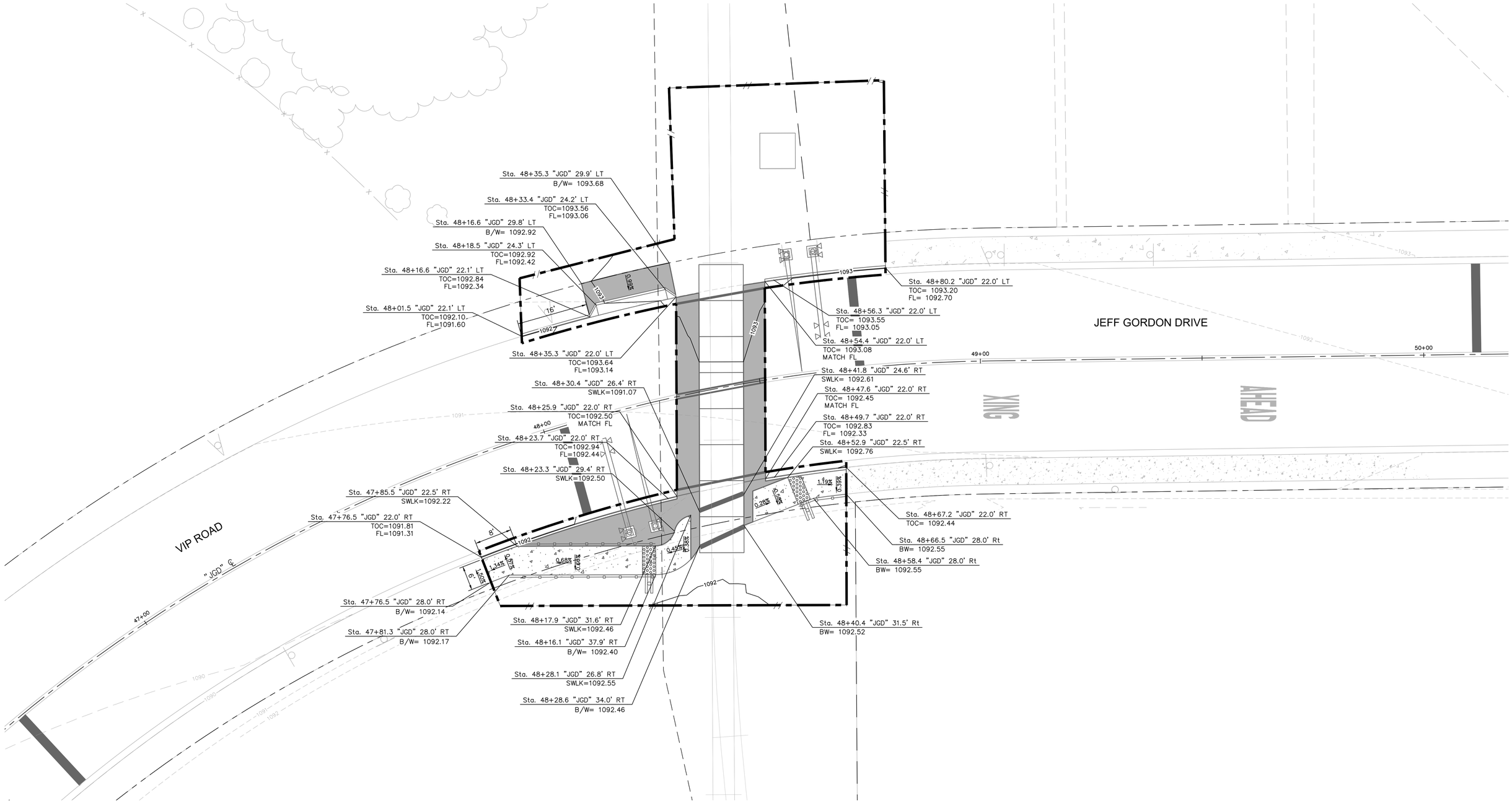
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.714
SAN BERNARDINO COUNTY, CA DOT# 978414E
JEFF GORDON DRIVE AT-GRADE CROSSING

SIGNING AND STRIPING PLANS

DRAWING NO.
SS-012
SHEET NO.
7

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

1. SEE LAYOUT PLANS FOR CIVIL IMPROVEMENTS.
2. ALL SLOPE ARROWS POINT IN THE DIRECTION OF DECREASING ELEVATIONS.
3. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.

LEGEND

35	PROPOSED MAJOR CONTOUR
34	PROPOSED MINOR CONTOUR
35	EXISTING MAJOR CONTOUR
34	EXISTING MINOR CONTOUR
	GRADE BREAK
//	GRADING LIMITS
FG 36.00	PROPOSED GRADE ELEVATION
EG (36.00)	EXISTING GRADE ELEVATION

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

		DATE
DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 20'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

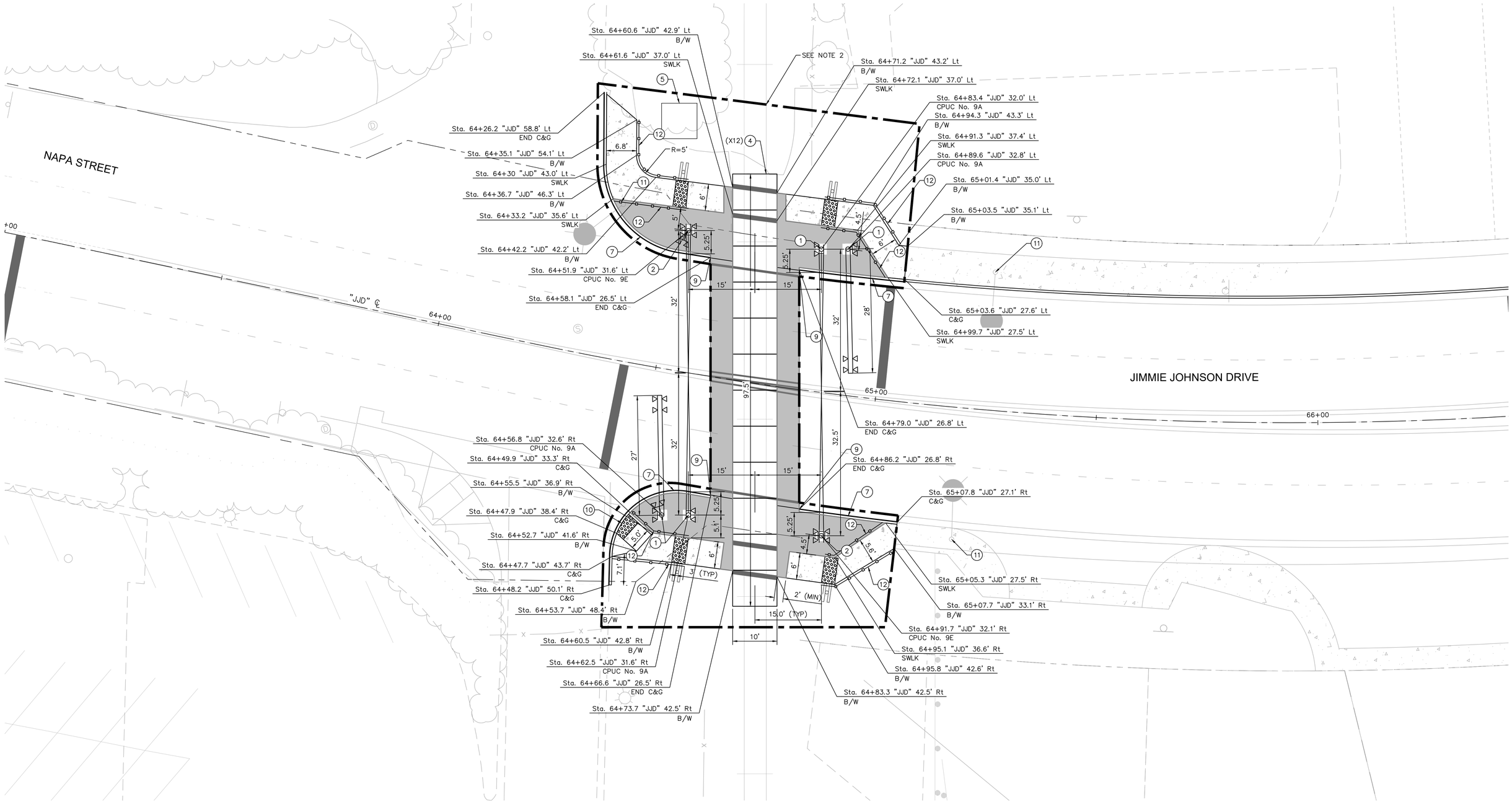
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.714
SAN BERNARDINO COUNTY, CA DOT# 978414E
JEFF GORDON DRIVE AT-GRADE CROSSING

GRADING AND DRAINAGE PLANS

DRAWING NO.
GD-010
SHEET NO.
8

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

1. SEE SIGNING AND STRIPING PLANS FOR PAVEMENT MARKING AND SIGNAGE INFORMATION.
2. INFORMATION FOR IMPROVEMENTS OUTSIDE OF THIS DETAIL SHEET IS PROVIDED PER SEPARATE PLAN.

LEGEND

- SIDEWALK PER COUNTY OF SAN BERNARDINO DETAIL 109
- DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DETAIL A88A
- ASPHALT Conc PAVEMENT MATCH Exist ROADWAY SECTION
- 3' CHANNELIZATION FENCE PER DETAIL A ON DT-010.

LAYOUT NOTES

1. PROVIDE AND INSTALL CPUC No. 9A.
2. PROVIDE AND INSTALL CPUC No. 9E.
4. PROVIDE AND INSTALL PRECAST CONCRETE CROSSING PANELS PER UPRR STANDARDS.
5. PROVIDE AND INSTALL SIGNAL CABINET. SIGNAL DESIGN BY OTHERS.
7. CONSTRUCT 6" CURB AND GUTTER PER COUNTY OF SAN BERNARDINO DETAIL 116.
9. CONSTRUCT CURB AND GUTTER TRANSITION PER DETAIL E-2 ON DT-010
10. CONSTRUCT CASE G CURB RAMP PER CALTRANS STANDARD DETAIL A88A.
11. STREETLIGHT PER SEPERATE PLAN.
12. CONSTRUCT 3' CHANNELIZATION FENCE PER DETAIL A ON DT-010.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
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		DATE
DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 74978 — CIVIL — STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

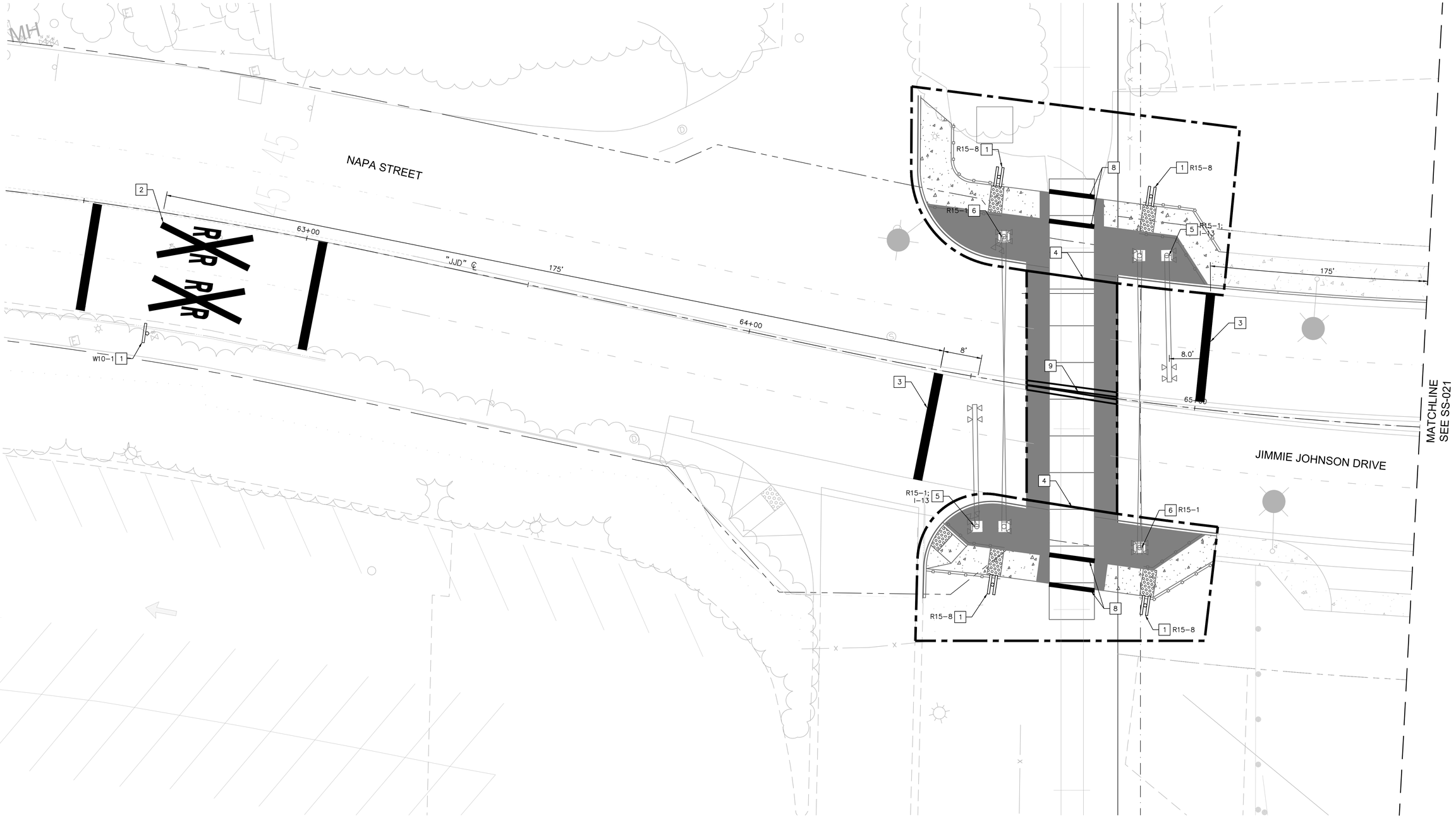
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.267
SAN BERNARDINO COUNTY, CA DOT #978415L
JIMMIE JOHNSON DRIVE AT-GRADE CROSSING

LAYOUT PLANS

DRAWING NO.
L-020
SHEET NO.
10

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

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LEGEND

NEW SIGN

EXIST SIGN

SIGNING AND STRIPING NOTES

1. INSTALL NEW SIGN(S) ON NEW POST. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.
2. INSTALL WHITE RXR PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24B.
3. INSTALL 24" WHITE LIMIT LINE PER CALTRANS STANDARD PLAN A24G.
4. INSTALL EDGELINE STRIPE PER CALTRANS STANDARD PLAN A20B, DETAIL 27B.
5. INSTALL NEW SIGN(S) ON STANDARD ASSEMBLY NO. 9A. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.
6. INSTALL NEW SIGN(S) ON STANDARD ASSEMBLY NO. 9E. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.
8. INSTALL 12" WHITE LIMIT LINE PER CALTRANS STANDARD PLAN A24G.
9. INSTALL NO PASSING ZONE PER CALTRANS STANDARD PLAN A20B, DEAIL 22.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 84178 — CIVIL — STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

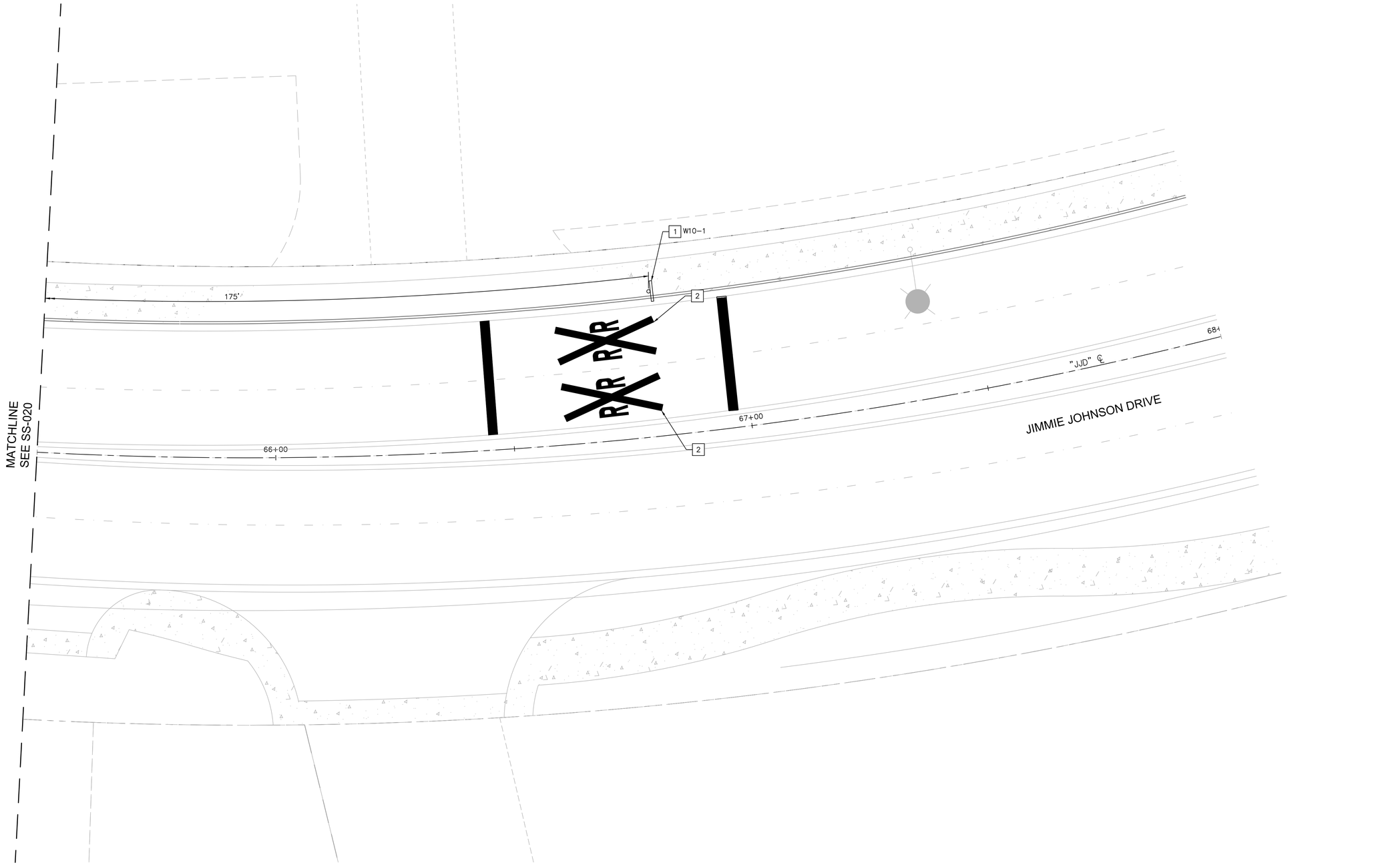
UPRR ALHAMBRA SUB MP 526.267
SAN BERNARDINO COUNTY, CA DOT #978415L
JIMMIE JOHNSON DRIVE AT-GRADE CROSSING

SIGNING AND STRIPING PLANS

DRAWING NO.
SS-020

SHEET NO.
11

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



GENERAL NOTES

1. SEE LAYOUT PLANS FOR CIVIL IMPROVEMENTS
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LEGEND

NEW SIGN

EXIST SIGN

SIGNING AND STRIPING NOTES

1 INSTALL NEW SIGN(S) ON NEW POST. SIGN(S) AS NOTED ON PLANS AND PER SIGN LEGEND ON CD-010.

2 INSTALL WHITE RXR PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24B.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 24978 — CIVIL — STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.267
SAN BERNARDINO COUNTY, CA DOT #978415L
JIMMIE JOHNSON DRIVE AT-GRADE CROSSING

SIGNING AND STRIPING PLANS

DRAWING NO.
SS-021
SHEET NO.
12

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION

Sta. 64+60.6 "JIMMIE JOHNSON DRIVE" 42.9' LT
B/W= 1117.07

Sta. 64+61.6 "JIMMIE JOHNSON DRIVE" 37.0' LT
B/W= 1117.00

Sta. 64+71.2 "JIMMIE JOHNSON DRIVE" 43.2' LT
BW= 1116.96

Sta. 64+72.1 "JIMMIE JOHNSON DRIVE" 37.2' LT
BW= 1116.93

Sta. 64+26.8 "JIMMIE JOHNSON DRIVE" 58.5' LT
TOC=1116.75

Sta. 64+35.1 "JIMMIE JOHNSON DRIVE" 54.1' LT
B/W= 1116.94

Sta. 64+94.3 "JIMMIE JOHNSON DRIVE" 43.3' LT
BW= 1116.86

Sta. 64+91.3 "JIMMIE JOHNSON DRIVE" 37.4' LT
BW= 1116.88

Sta. 64+29.5 "JIMMIE JOHNSON DRIVE" 42.9' LT
TOC=1117.00

Sta. 64+36.7 "JIMMIE JOHNSON DRIVE" 46.3' LT
B/W= 1116.98

Sta. 65+01.4 "JIMMIE JOHNSON DRIVE" 35.0' LT
BW= 1116.80

Sta. 65+03.5 "JIMMIE JOHNSON DRIVE" 35.1' LT
BW= 1116.77

Sta. 64+33.2 "JIMMIE JOHNSON DRIVE" 35.6' LT
B/W= 1116.99

Sta. 64+42.2 "JIMMIE JOHNSON DRIVE" 42.2' LT
B/W= 1117.01

Sta. 64+50.6 "JIMMIE JOHNSON DRIVE" 26.4' LT
TOC=1117.19

Sta. 64+56 "JIMMIE JOHNSON DRIVE" 26.5' LT
TOC=1117.23

Sta. 64+58.1 "JIMMIE JOHNSON DRIVE" 26.5' LT
TOC=1116.79

Sta. 64+63.2 "JIMMIE JOHNSON DRIVE" 27.1' Lt
FC=1116.92

Sta. 65+03.6 "JIMMIE JOHNSON DRIVE" 27.6' LT
TOC= 1117.09

Sta. 64+99.7 "JIMMIE JOHNSON DRIVE" 27.5' LT
BW= 1117.02

Sta. 64+81 "JIMMIE JOHNSON DRIVE" 26.8' LT
BW= 1117.35

Sta. 64+79 "JIMMIE JOHNSON DRIVE" 26.8' LT
TOC= 1116.88

Sta. 64+73.7 "JIMMIE JOHNSON DRIVE" 27.1' LT
FG= 1116.87

Sta. 64+71.6 "JIMMIE JOHNSON DRIVE" 27.1' Rt
FC=1115.96

Sta. 64+66.6 "JIMMIE JOHNSON DRIVE" 26.5' RT
TOC=1116.30

Sta. 64+72.9 "JIMMIE JOHNSON DRIVE" 36.5' RT
B/W= 1115.68

Sta. 64+64.6 "JIMMIE JOHNSON DRIVE" 26.5' RT
TOC=1116.77

Sta. 64+61.5 "JIMMIE JOHNSON DRIVE" 26.5' RT
TOC=1116.92

Sta. 64+81.4 "JIMMIE JOHNSON DRIVE" 27.2' RT
FG= 1115.81

Sta. 64+86.2 "JIMMIE JOHNSON DRIVE" 26.8' RT
TOC= 1115.96

Sta. 64+88.2 "JIMMIE JOHNSON DRIVE" 26.8' RT
TOC= 1116.43

Sta. 64+55.5 "JIMMIE JOHNSON DRIVE" 36.9' RT
B/W= 1116.60

Sta. 64+49.5 "JIMMIE JOHNSON DRIVE" 33.0' RT
TOC=1116.78
FL=1116.28

Sta. 64+49.7 "JIMMIE JOHNSON DRIVE" 33.7' RT
TOC=1116.78
FL=1116.28

Sta. 65+05.3 "JIMMIE JOHNSON DRIVE" 27.5' RT
BW= 1116.14

Sta. 65+07.8 "JIMMIE JOHNSON DRIVE" 27.1' RT
TOC= 1116.18

Sta. 64+47.9 "JIMMIE JOHNSON DRIVE" 38.4' RT
TOC=1116.43

Sta. 64+52.7 "JIMMIE JOHNSON DRIVE" 41.6' RT
B/W= 1116.68

Sta. 64+47.3 "JIMMIE JOHNSON DRIVE" 43.6' RT
TOC=1117.39

Sta. 64+47.7 "JIMMIE JOHNSON DRIVE" 43.7' RT
B/W= 1116.86

Sta. 64+48.7 "JIMMIE JOHNSON DRIVE" 50.1' RT
TOC=1116.43

Sta. 65+07.7 "JIMMIE JOHNSON DRIVE" 33.1' RT
BW= 1116.28

Sta. 64+95.1 "JIMMIE JOHNSON DRIVE" 36.6' RT
BW= 1115.89

Sta. 64+55.3 "JIMMIE JOHNSON DRIVE" 37.4' RT
TOC=1116.60
FL=1116.10

Sta. 64+95.8 "JIMMIE JOHNSON DRIVE" 42.6' RT
BW= 1115.89

Sta. 64+82.6 "JIMMIE JOHNSON DRIVE" 36.5' RT
BW= 1115.61

Sta. 64+60.5 "JIMMIE JOHNSON DRIVE" 42.8' RT
B/W= 1116.30

Sta. 64+73.7 "JIMMIE JOHNSON DRIVE" 42.5' RT
B/W= 1115.59

Sta. 64+83.3 "JIMMIE JOHNSON DRIVE" 42.5' RT
BW= 1115.56

NAPA STREET

JIMMIE JOHNSON DRIVE

"JIMMIE JOHNSON DRIVE" ℄

+00 64+00 65+00 66+00

1.56% 0.69% 0.38% 1.11% 0.28% 0.45% 2.38% 0.10% 1.42% 2.35% 2.58% 0.78% 5.00% 0.25% 5.60% 1.25%

1117 1116 1115

GENERAL NOTES

1. SEE LAYOUT PLANS FOR CIVIL IMPROVEMENTS.
2. ALL SLOPE ARROWS POINT IN THE DIRECTION OF DECREASING ELEVATIONS.
3. NOT ALL GRADE BREAKS ARE SHOWN. CONTRACTOR TO GRADE ALL IMPERVIOUS SURFACES TO DRAIN STORMWATER RUNOFF TO APPROPRIATE DRAINAGE FACILITY AS INDICATED BY THE PROPOSED CONTOURS SHOWN ON THESE PLANS.

LEGEND

- 35 — PROPOSED MAJOR CONTOUR
- 34 — PROPOSED MINOR CONTOUR
- 35 — EXISTING MAJOR CONTOUR
- 34 — EXISTING MINOR CONTOUR
- GRADE BREAK
- GRADING LIMITS
- FG 36.00 — PROPOSED GRADE ELEVATION
- EG (36.00) — EXISTING GRADE ELEVATION

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 84978 — CIVIL — STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 20'
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

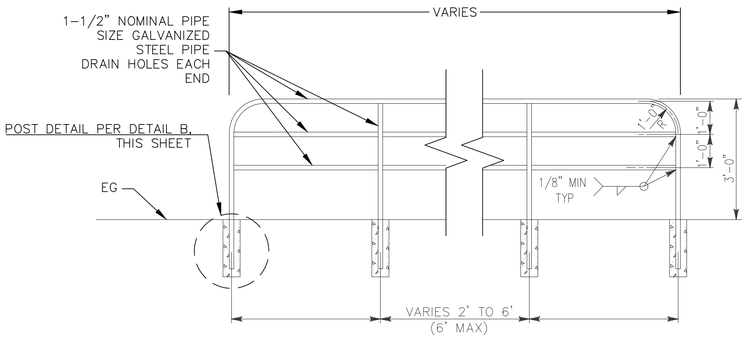
HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.267
SAN BERNARDINO COUNTY, CA DOT #978415L
JIMMIE JOHNSON DRIVE AT-GRADE CROSSING

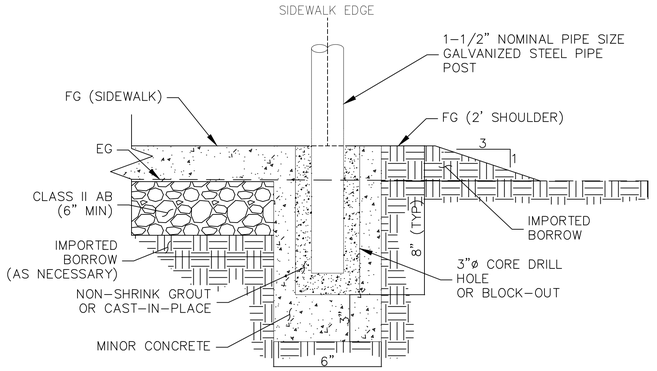
GRADING AND DRAINAGE PLANS

DRAWING NO.
GD-020

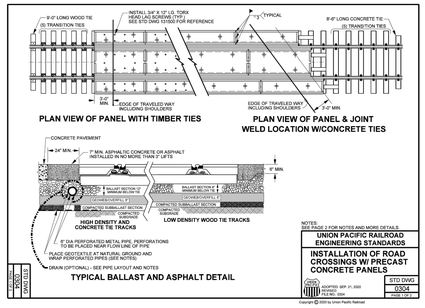
SHEET NO.
13

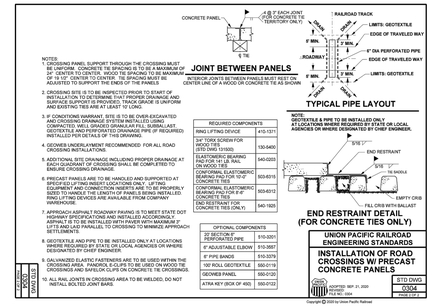


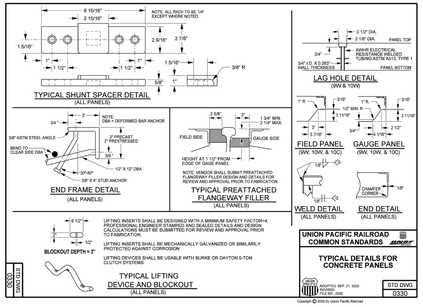
A CHANNELIZATION FENCE
NOT TO SCALE



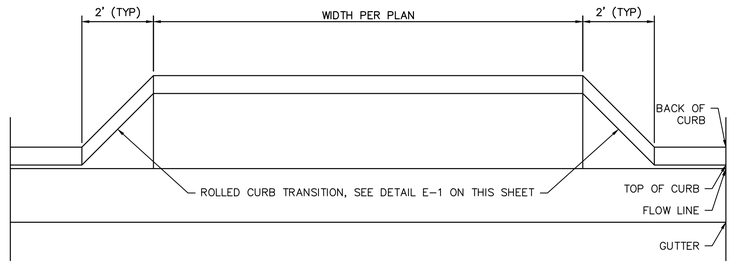
B CHANNELIZATION FENCE POST
NOT TO SCALE



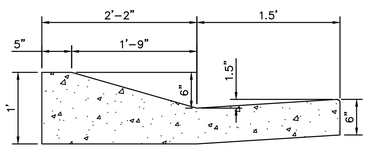




C PRECAST CONCRETE PANELS
NOT TO SCALE

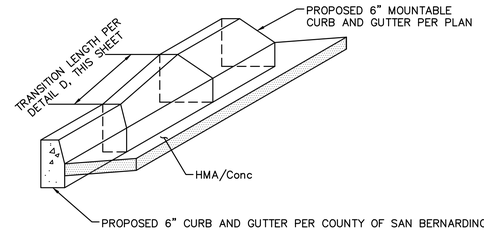


6" ROLLED CURB AND GUTTER PLAN VIEW
NOT TO SCALE

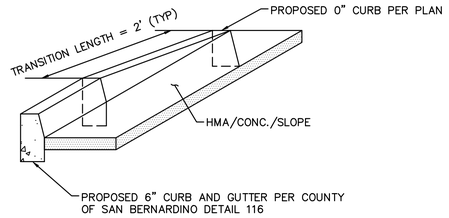


6" ROLLED CURB AND GUTTER SECTION VIEW
NOT TO SCALE

D ROLLED CURB AND GUTTER
NOT TO SCALE



DETAIL E–1:
6" TO 6" ROLLED CURB AND GUTTER TRANSITION
NOT TO SCALE

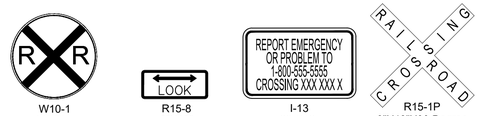


DETAIL E–2:
6" TO 0" CURB AND GUTTER TRANSITION
NOT TO SCALE

E CURB AND GUTTER TRANSITION
NOT TO SCALE

SIGN LEGEND

NOTE: ALL SIGNS PER CA MUTCD 2014 EDITION REVISION 6 UNLESS OTHERWISE NOTED IN THESE PLANS.



JANUARY 2024
FOR REVIEW ONLY
100% DESIGN

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	1/31/2024
DRAWN BY	CHAN, M.	1/31/2024
CHECKED BY	MEYERHOFER, P.	1/31/2024
IN CHARGE	JUMANAN, L.	1/31/2024

REGISTERED PROFESSIONAL ENGINEER — 78 — CIVIL — STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
NO SCALE
VERTICAL
N/A

Kimley»Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

SPEEDWAY COMMERCE CENTER II
AT-GRADE RAIL CROSSING IMPROVEMENT PLANS

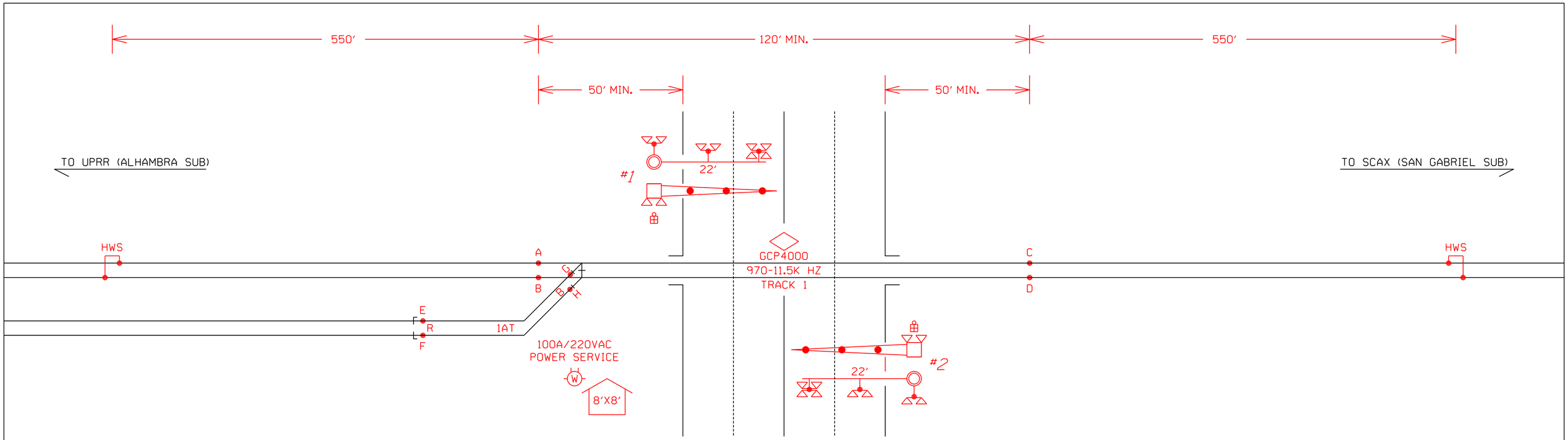
DETAILS

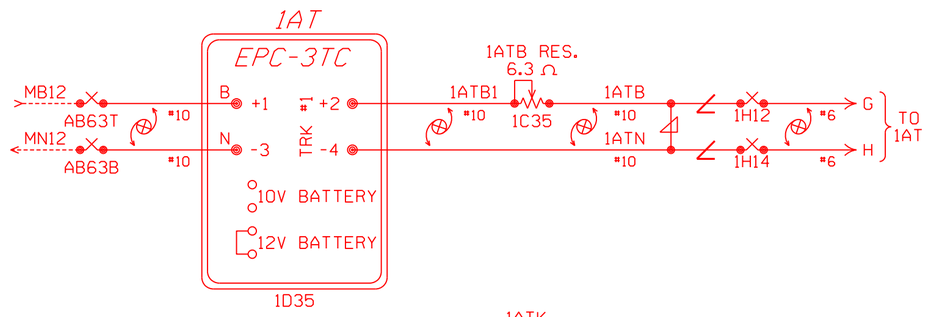
DRAWING NO.
DT-010

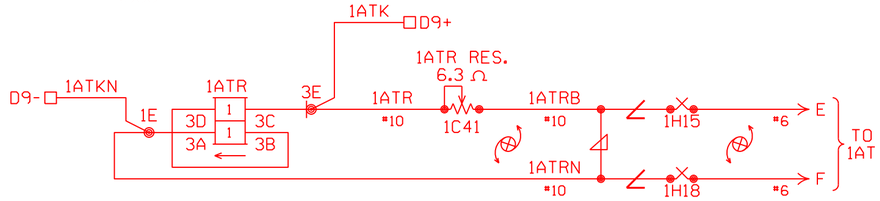
SHEET NO.
15

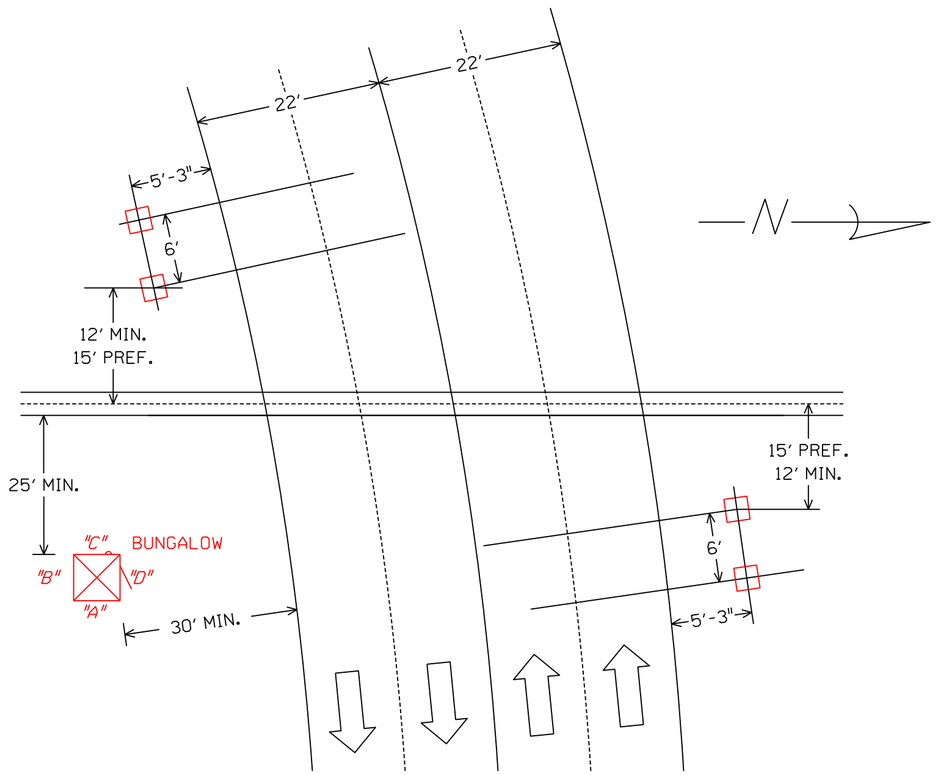
Exhibit E-1

Rail Signal Design Plans – Jeff Gordon Drive









FOUNDATION PLACEMENT SKETCH
NOT TO SCALE

NOTES:

EQUIPMENT IS DESIGNED FOR 20 SECONDS MINIMUM WARNING TIME AT 10 MPH.
APPROACHES WERE LENGTHENED 10 SECONDS FOR SPEED VARIANCE AND BALLAST CHANGES (BT).
APPROACHES WERE LENGTHENED 5 SECONDS FOR EQUIPMENT RESPONSE TIME (ERT).
ALL LAMPS TO BE LED

NOTES:

-TEST TERMINAL
-EQUALIZER
-LINE ARRESTER
-HEAVY DUTY ARRESTER
-TWISTED WIRE 2 TURNS PER FOOT
-CONNECTION TO REC.

ALL WIRES #16 AWG UNLESS OTHERWISE NOTED

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

CROSSING CIRCUIT PLAN
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 01 OF 13

CSI_526.71_01.dgn

RED = IN

NOTE: TRACK OUT OF SERVICE TERMINALS.
DO NOT INSTALL PERMANENT STRAP
OR TEST LINK.

XB14 — 1D11T — TRACK 1 OOS — OOS — CA16 — CA19

CA24 — CA27 — TRACK 1AT OOS

XB14 — 1D10T — TESTKEY (2, 3) — MOUNTED ON OUTSIDE OF HOUSE — TEST2 — XR TEST — AB36 — TEST1 — 1ATR — 12 — TEST

XN14 — 1D10B

ISLRKN — D2-
ISLRK — D2+
XRKN — D1-
XRK — D1+

ECH
ECH
ECH
ECH
LONTALK PROTOCOL

DIAG PORT

OUT 1.1
OUT 1.2
IN 1.1
IN 1.2

MB12 — AB61T — *10 — B
MB12 — AB62T — *10 — B
MN12 — AB61B — *10 — N
MN12 — AB62B — *10 — N

MAINT CALL
FLASH SYNC

RCV1 — TRK
RCV2 — TRK
CHK1 — TRK
CHK2 — TRK
XMT1 — TRK
XMT2 — TRK

1R1 1R2 1CHK1 1T1 1T2 1CHK2

CPU | TRACK-1 | TRACK-2

AC10

1H8 1H11 1H5 1H7

*6

1R1 1R2 1T1 1T2

D C B A

TO TRACK 1

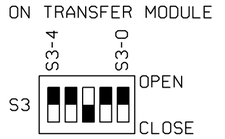
CONTINUED ON SH. 3

VACANT

TRANSFER MODULE INFORMATION

SET TRANSFER JUMPER TO AUTO
SET TRANSFER SWITCH TO AUTO
SET TRANSFER TIME (S3) FOR 4 MINUTES

ON TRANSFER MODULE



GCP4000
BIDIRECTIONAL
TRK 1 970 - 11.5K HZ

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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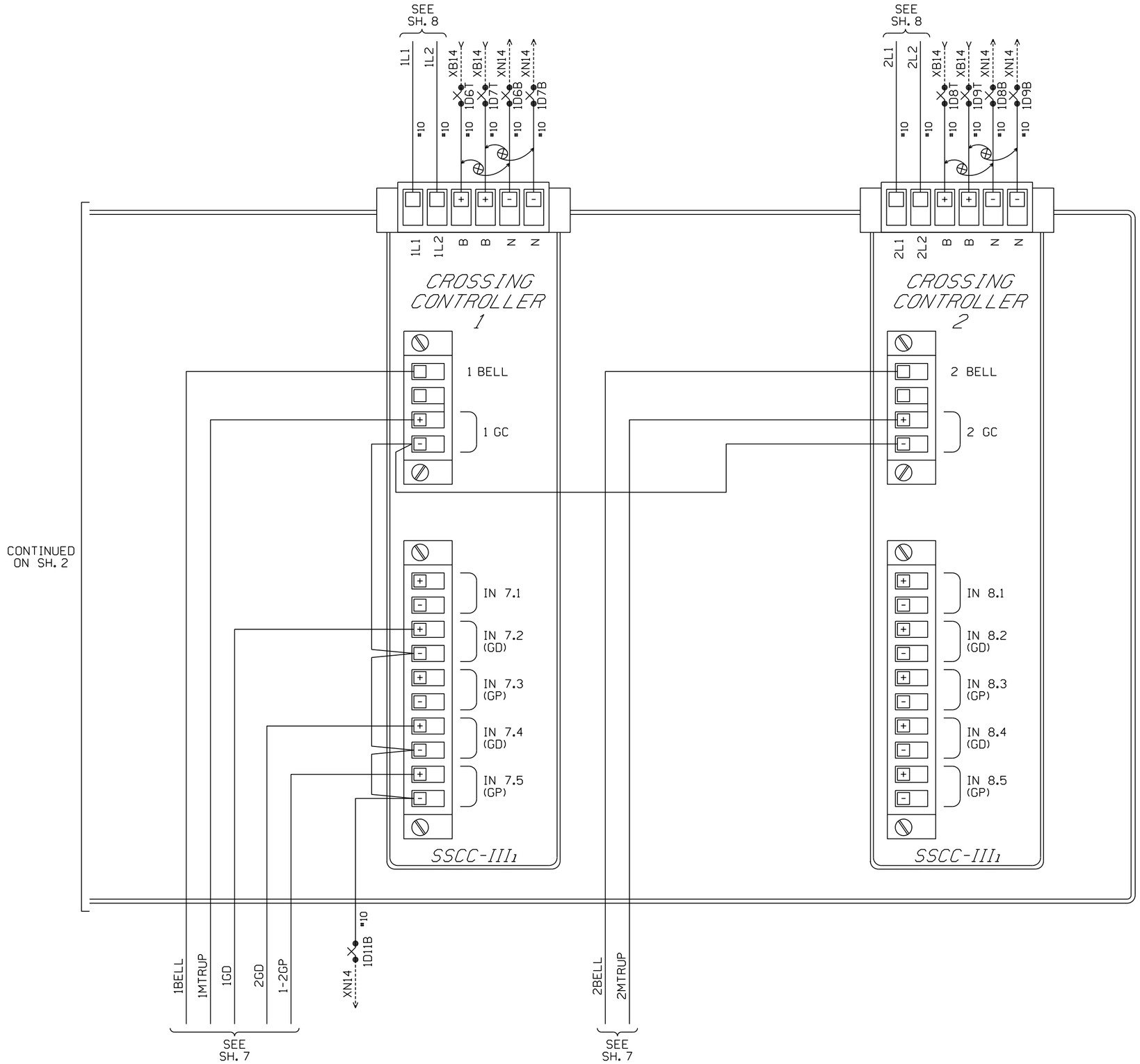
CALIFORNIA STEEL INDUSTRIES

GCP4000 CIRCUITS
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 02 OF 13

CSI_526.71_02.dgn



ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

GCP4000 CIRCUITS
JEFF GORDON DRIVE FONTANA, CA

LS	MP 526.71	SH 03 OF 13

CSI_526.71_03.dgn

Minimum Program Steps Report

Creation Date: Thursday October 05 2023
Creation Time: 08:25:19 Eastern

Location and SIN
================
Site Name   : Fontana_CA
DOT Number   : 978414E
Milepost Number   : 526.71

SIN   : 7.620.100.100.16 *
 * Parameter is part of office configuration check number calculation.

MCF and Template Selection
MCF Name   : GCP-T6X-02-9.mcf
MCF Revision   : 029
MCFCRC   : 8BDDA85D
 Template = 1A:6 Trk Bi   (OCCN) *
 * Parameter is part of office configuration check number calculation

Minimum Program Steps
=================

BASIC: module configuration
  Chassis Type = Dual Two Track   (OCCN) *
  SEAR Used = No   (OCCN) *

GCP: track 1
 Track 1 : GCP Frequency = 970 Hz   (OCCN,TCN) *
 Track 1 : Approach Distance = 550 ft   (OCCN,TCN) *
 Track 1 : Island Distance = 144 ft (Set in Field ,TCN)

GCP: track 1 prime
 Track 1 : Prime Warning Time = 30 sec   (OCCN) *

ISLAND: track 1
 Track 1 : Isl Frequency = 11.5 kHz   (OCCN) *
 Track 1 : Pickup Delay (2s +) = 2 sec   (OCCN) *

AND: AND 1 XR
  AND 1 Enable Used = Yes   (OCCN) *

ADVANCED: out of service
  OOS Control = OOS IPs   (OCCN) *

SSCC
  Bell On Gate Rising = Yes   (OCCN) *

OUTPUT: assignment page 1

   OUT 1.1 = AND 1 XR   (OCCN) *
   OUT 1.2 = T1 Island   (OCCN) *

 INPUT: assignment page 1
   IN 1.1 = Out Of Service IP 1   (OCCN) *
   IN 1.2 = AND 1 XR Enable   (OCCN) *
  * Parameter is part of office configuration check number calculation

  Check Numbers:
  Office Configuration Check Number: 681E7EDA
  Config. Check Number: 14C8733E

  Parameters not part of office configuration check number calculation:
  Track 1 : Island Distance = 144 ft (Set in Field ,TCN)

ALL NEW

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INSTALL XING MP 526.71
DES: AIG/SMP COR: /

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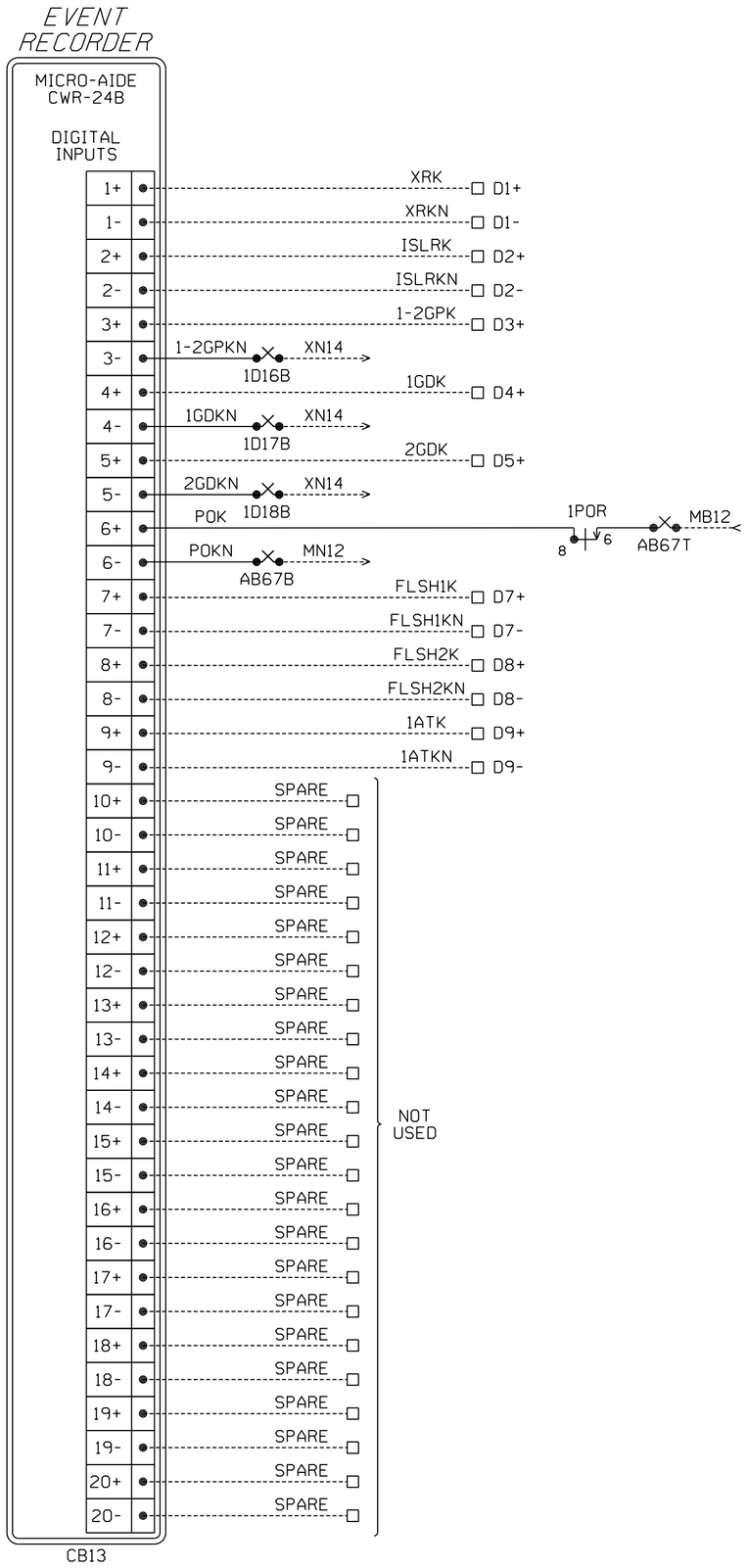
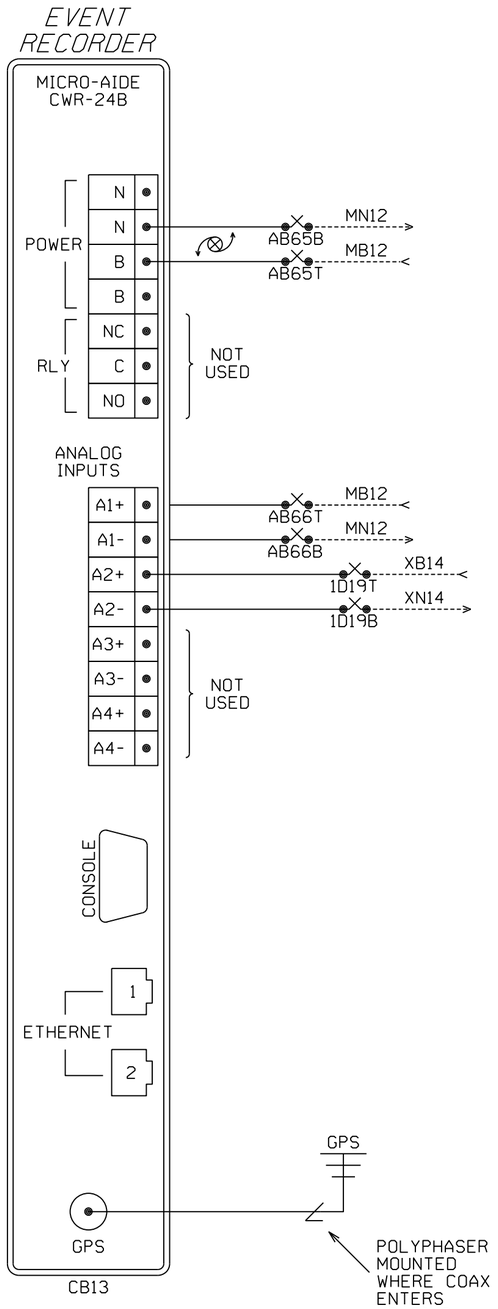
CALIFORNIA STEEL INDUSTRIES

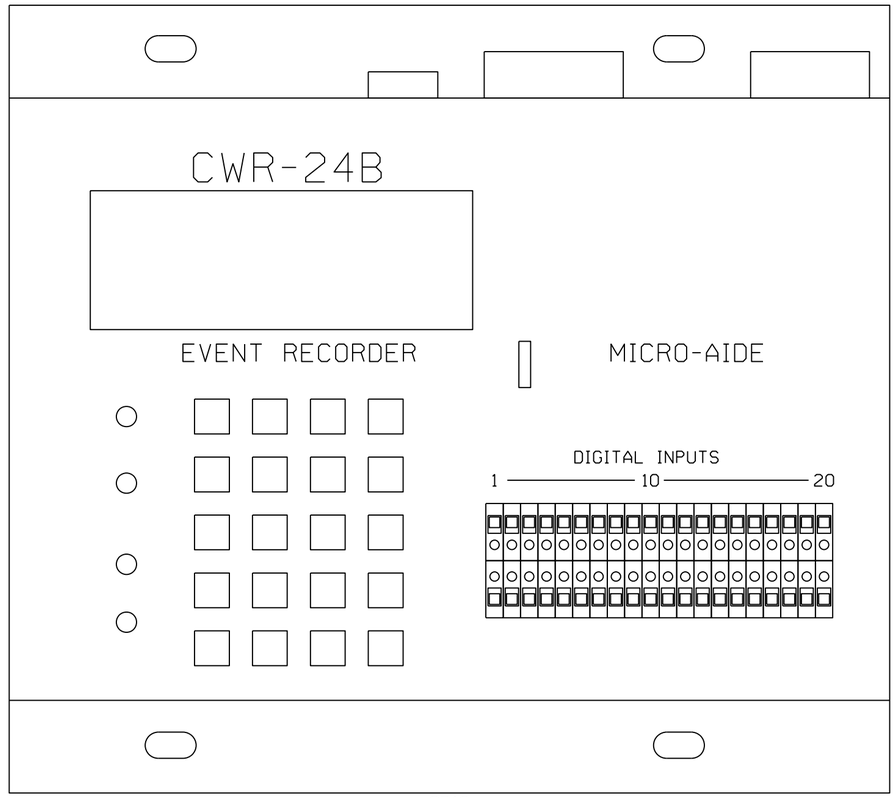
GCP4000 PROGRAM CONFIGURATION
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 04 OF 13

CSI_526.71_04.dgn







APPLICATION CONFIGURATION INFORMATION DIGITAL INPUTS

INPUT NO.	INPUT DESCRIPTIVE NAME	ID
1	CROSSING RELAY	XRK
2	ISLAND RELAY	ISLRK
3	1-2 GATES UP	1-2GPK
4	1 GATE DOWN	1GDK
5	2 GATE DOWN	2GDK
6	AC POWER	POK
7	FLASHING LIGHTS 1	FLSH1
8	FLASHING LIGHTS 2	FLSH2
9	1AT TRACK	1ATK
10	* Spare	Spare
11	* Spare	Spare
12	* Spare	Spare
13	* Spare	Spare
14	* Spare	Spare
15	* Spare	Spare
16	* Spare	Spare
17	* Spare	Spare
18	* Spare	Spare
19	* Spare	Spare
20	* Spare	Spare

* = USER DEFINABLE SPARE INPUT

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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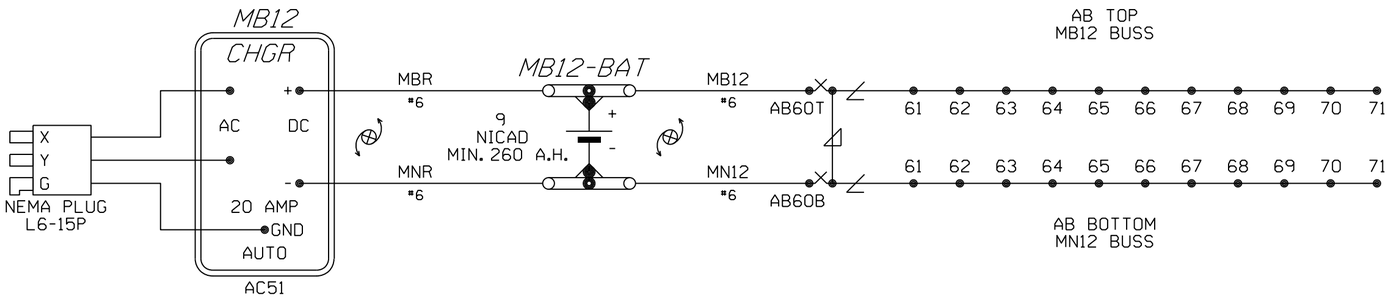
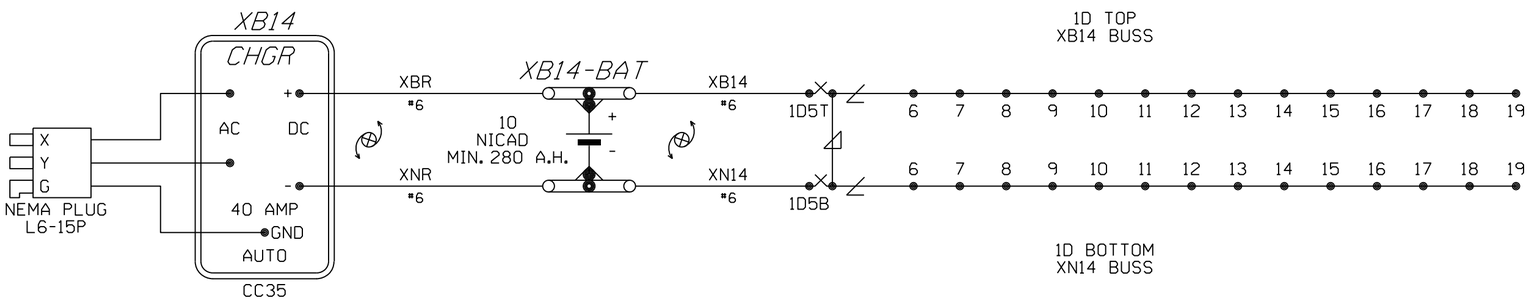
CALIFORNIA STEEL INDUSTRIES

RECORDER CIRCUITS
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 05 OF 13

CSI_526.71_05.dgn





ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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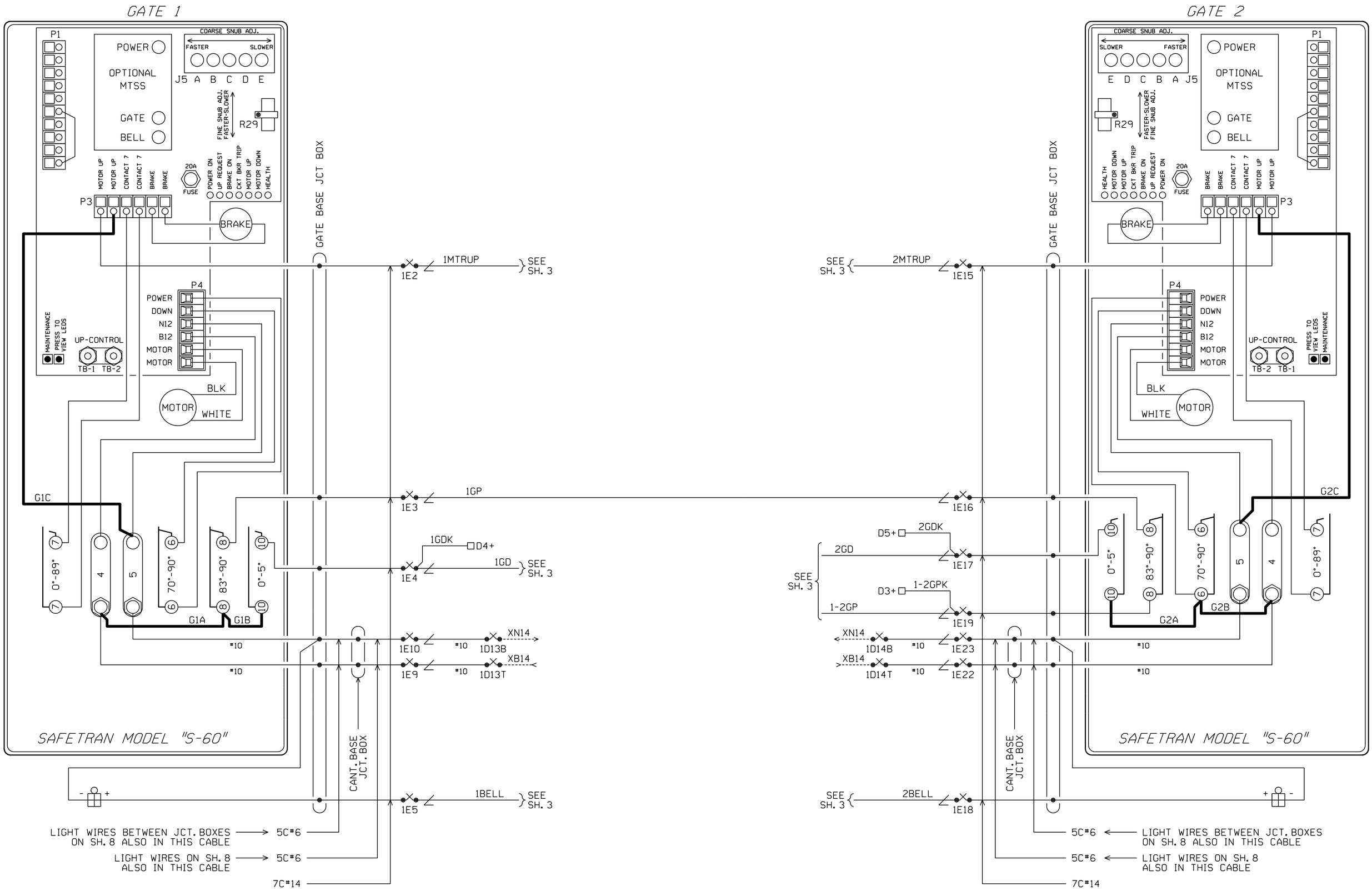
BATTERY CIRCUITS
JEFF GORDON DRIVE FONTANA, CA

LS	MP 526.71	SH 06 OF 13

CSI_526.71_06.dgn



NOTES:

ADD JUMPERS IN GATE SHOWN IN BOLD.

MAXIMUM WIRE SIZE FOR TERMINAL 5 TO MOTOR UP CONTROL (-) IS #12 AWG.

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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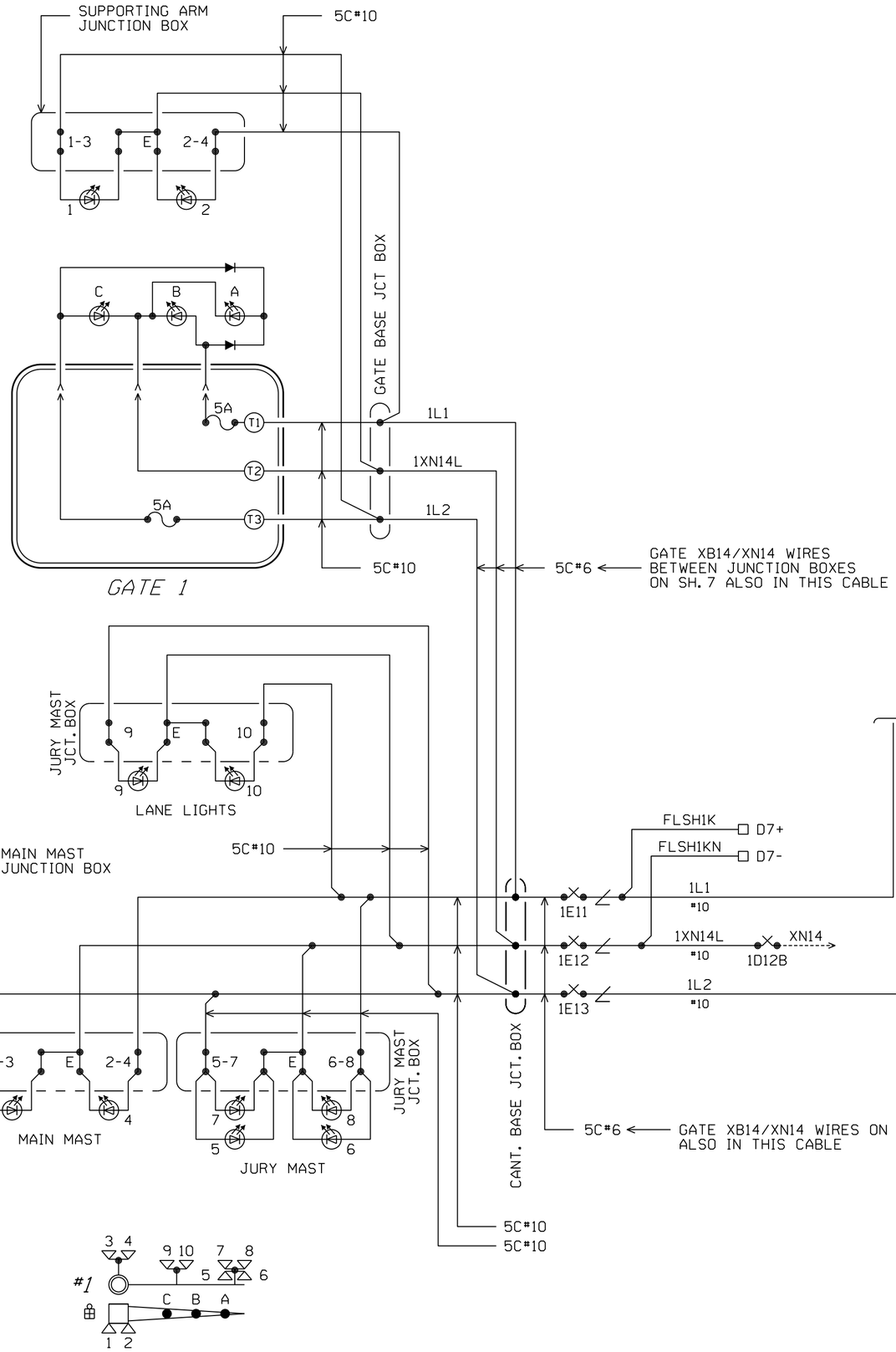
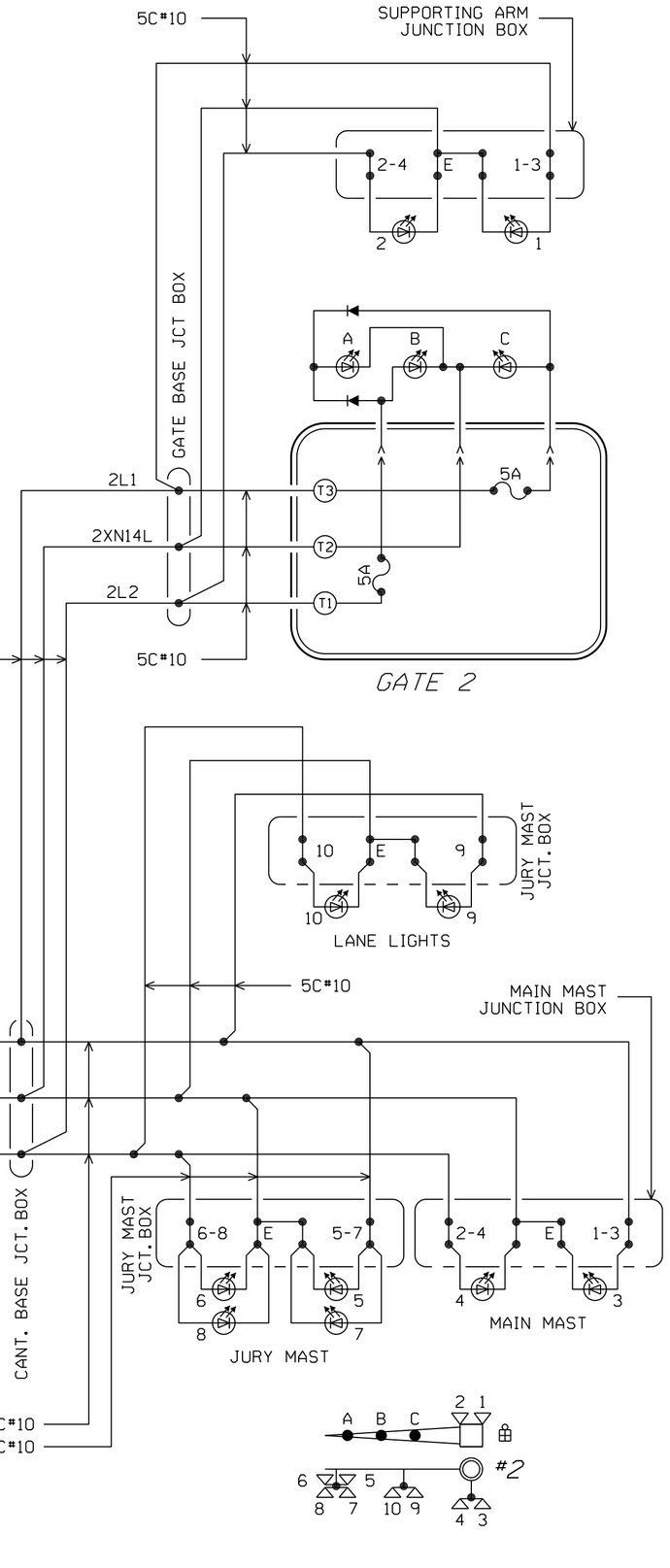
CALIFORNIA STEEL INDUSTRIES

GATE CIRCUITS
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 07 OF 13

CSI_526.71_07.dgn





ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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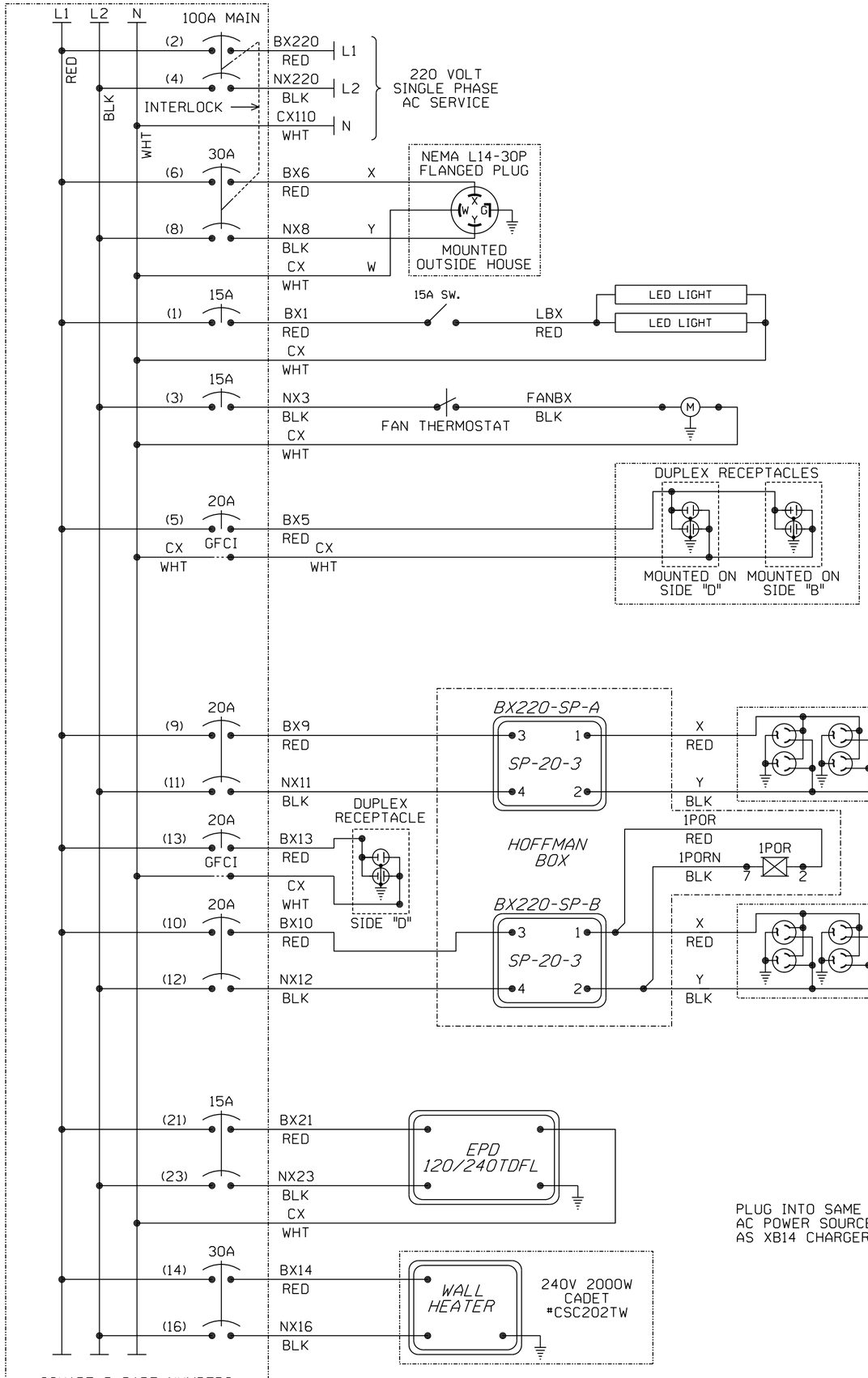
CALIFORNIA STEEL INDUSTRIES

FLASHER CIRCUITS
JEFF GORDON DRIVE FONTANA, CA

LS	MP 526.71	SH 08 OF 13

CSI_526.71_08.dgn

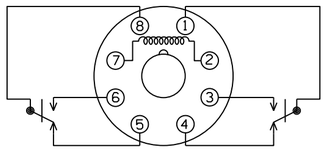


SQUARE D PART NUMBERS
BREAKER BOX: QO124L125G
SURFACE KIT: QOC24US
GROUND KIT: PK12GTA
INTERLOCK: QO2DT1

NOTES:

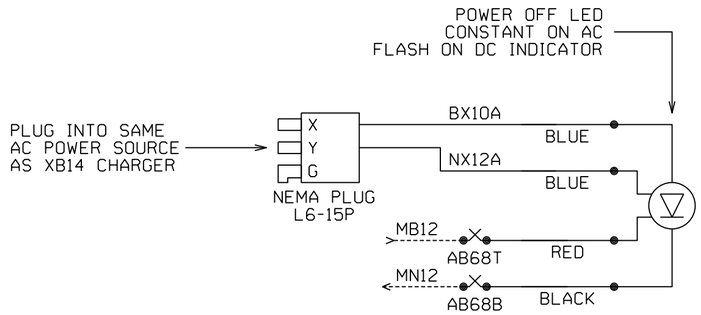
1. USE THE FOLLOWING COLOR CODE:
   GRN - GREEN - SAFETY EQUIPMENT GROUND
   WHT - WHITE - CX110 (NEUTRAL)
   BLK - BLACK - NX220 (L2)
   RED - RED - BX220 (L1)
   EXCEPTIONS TO THE ABOVE COLOR CODE ARE THE PRE-WIRED, SEALED ARRESTOR UNITS MOUNTED ON THE BREAKER BOX WHICH HAVE TWO BLACK AND ONE WHITE WIRE EACH.
2. ▬ = WIRE NUT
3. MINIMUM WIRE SIZE
   10 AMP - NO. 14 AWG THHN OR THWN SOLID
   20 AMP - NO. 12 AWG THHN OR THWN SOLID
   30 AMP - NO. 10 AWG THHN OR THWN SOLID
4. GROUND FAULT INTERRUPT (GFCI) MUST BE USED ON ALL CIRCUITS SERVING CONVENIENCE OUTLETS AND ANY EQUIPMENT OUTSIDE THE BUNGALOW. RECEPTACLE MOUNTED GFCI MAY BE USED INSTEAD OF BREAKER TYPE.
5. ISOLATION TRANSFORMER IF INSTALLED.
   JUMPER WIRES YEL TO BRN WITH CX (WHT)
   JUMPER WIRES BLK TO BLU WITH NX7 (BLK)
6. ALL GROUND WIRES RUN TO BREAKER BOX GROUND BUSS

POWER OFF UNIT LAYOUT

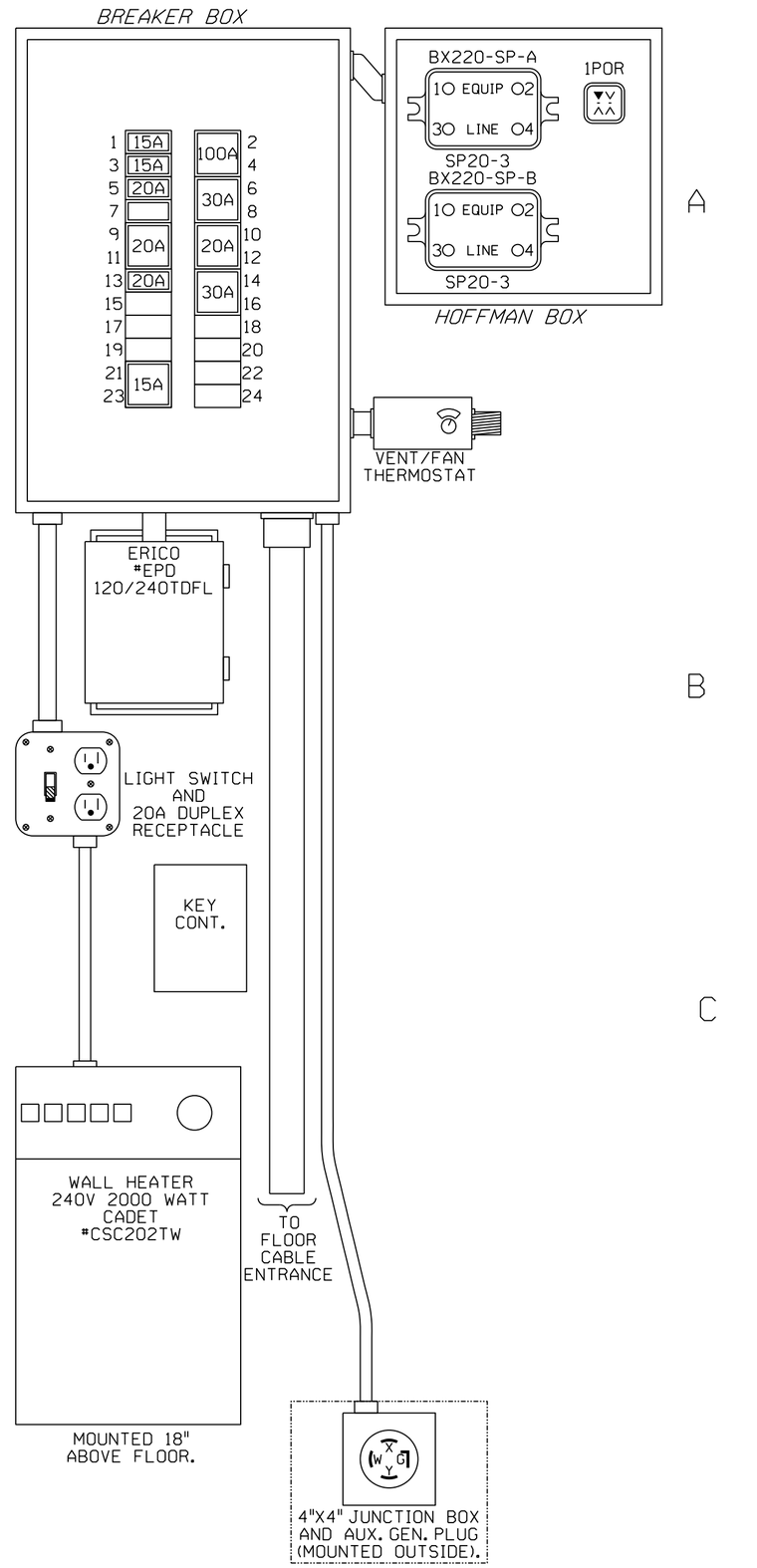


RELAY KRPA11AN240
TO BE USED FOR 1POR RELAYS.

CONTACT CONFIGURATION
POTTER & BRUMFIELD
KRPA11 SERIES



SIDE D



A

B

C

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

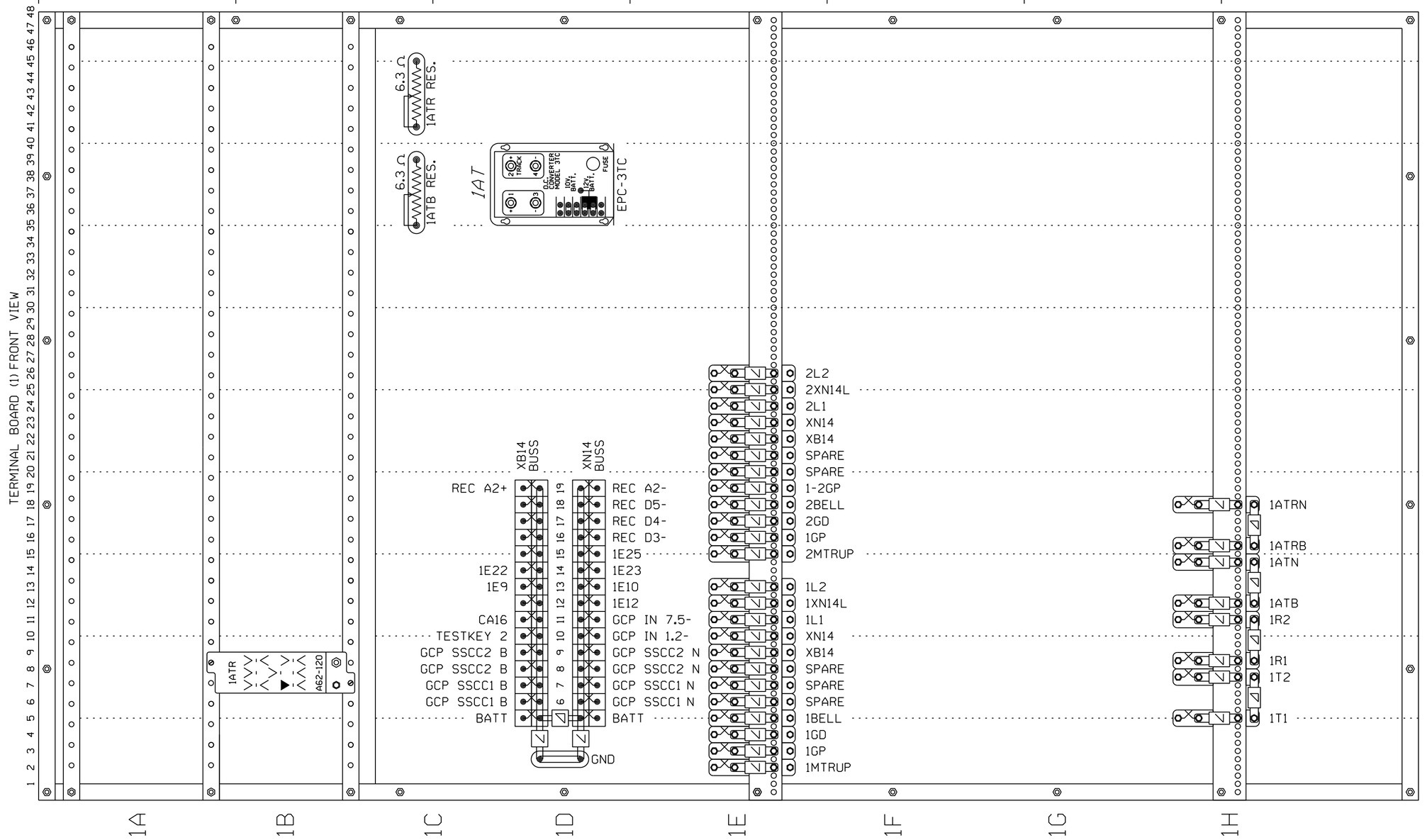
olsson

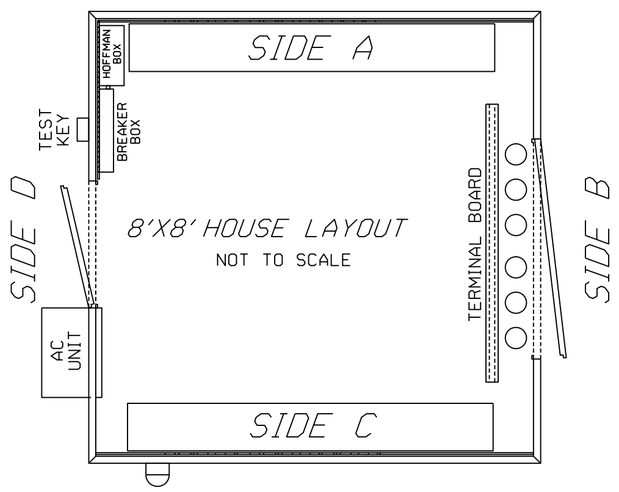
CALIFORNIA STEEL INDUSTRIES

POWER DISTRIBUTION
JEFF GORDON DRIVE FONTANA, CA

LS	MP 526.71	SH 09 OF 13

CSI_526.71_09.dgn

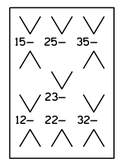




NOTE: INSTALL POWER OFF INDICATOR LIGHT ON TRACK SIDE NEAREST THE HIGHWAY AND NEAR EAVE OF HOUSE.

RELAY CROSS REFERENCE

GRS	SAFETRAN
A62-120	400510



A62-120

▼ = CONTACT USED

V = CONTACT NOT USED

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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CALIFORNIA STEEL INDUSTRIES

TERMINAL BOARD LAYOUT
JEFF GORDON DRIVE FONTANA, CA

LS	MP 526.71	SH 10 OF 13

CSI_526.71_10.dgn

AA

AB

AC

PANDUIT

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83

PANDUIT

1ATR 12 TSTKEY 3

XR TEST

GND BATT GCP B GCP B 3TC B REC B REC A1+ 1POR 6 POL RED

MB12 BUSS

61 62 63 64 65 66 67 68 69 70 71

MN12 BUSS

BATT GCP N GCP N 3TC N REC N REC A1- REC D6- POL BLK

PANDUIT

CPU | TRACK 1 | TRACK 2 (VACANT) | A80468 | SSCC 1 | SSCC 2

A80403 | A80418 | VACANT | A80403 | A80418 | VACANT | A80405 | A80405 | A80407 DISPLAY MODULE

VACANT

GCP 4000 UNIT

MB12 CHGR
12V 20A

PANDUIT

MB12 BATT
MIN. 260 AH

HOUSE FLOOR

SIDE A

ALL NEW

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INSTALL XING MP 526.71
DES: AIG/SMP COR: /

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CALIFORNIA STEEL INDUSTRIES

SIDE "A" SHELF LAYOUT
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 11 OF 13

CSI_526.71_11.dgn

CA

CB

CC

PANDUIT

TRACK 1
OOS

1D11T

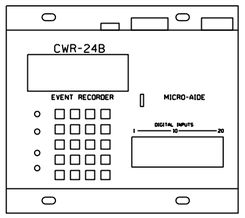
GCP IN1.1

TRACK 1AT
OOS

1ATR 12

1ATR 13

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83



PANDUIT

PANDUIT

XB14 CHGR
12V 40A

XB14 BATT
MIN. 280 AH

HOUSE FLOOR
SIDE C

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

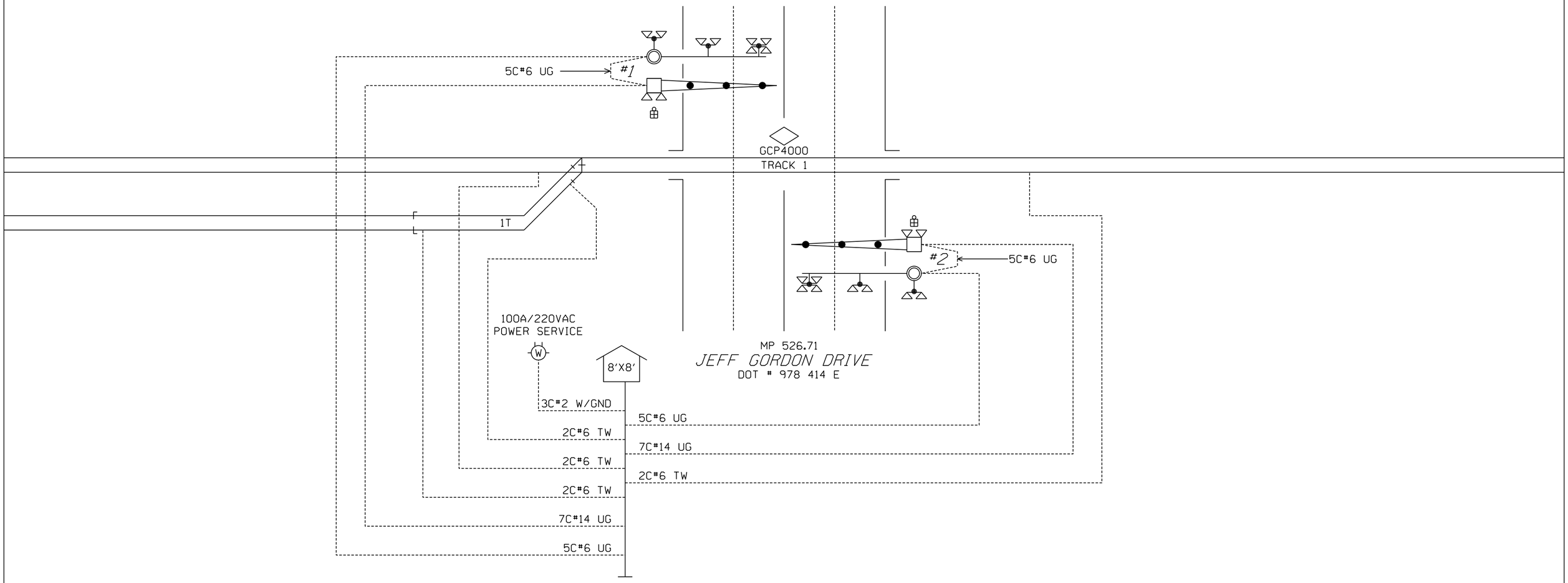
olsson

CALIFORNIA STEEL INDUSTRIES

SIDE "C" SHELF LAYOUT
JEFF GORDON DRIVE FONTANA, CA

LS	MP 526.71	SH 12 OF 13

CSI_526.71_12.dgn



ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG / SMP COR: /

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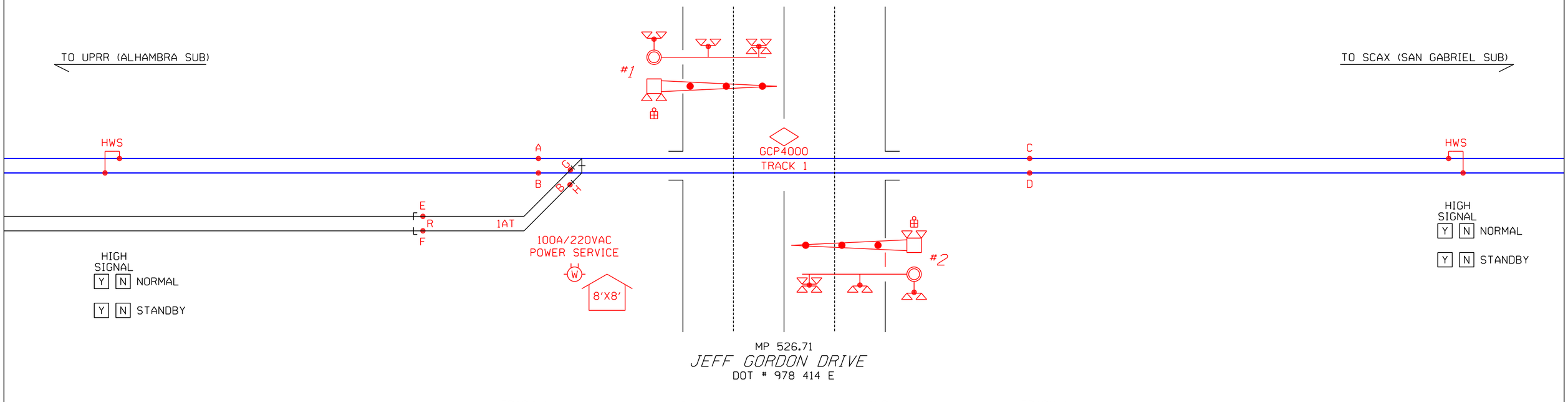
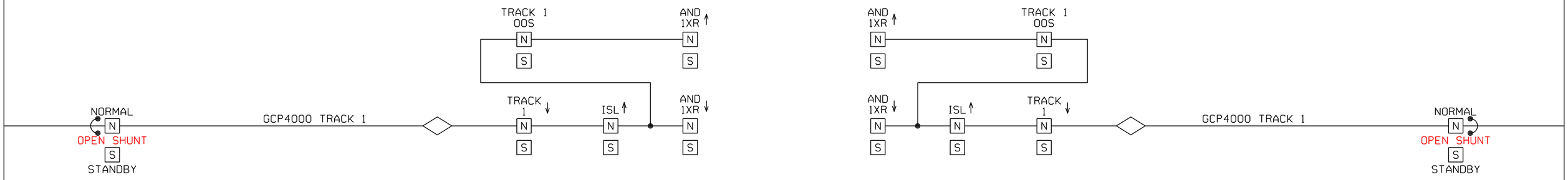
CALIFORNIA STEEL INDUSTRIES

CABLE LAYOUT
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 13 OF 13

CSI_526.71_13.dgn





JEFF GORDON DRIVE GCP4000 TK 1 SETUP VARIABLES					
BASELINE		NORMAL		STANDBY	
		EB	WB	EB	WB
SYSTEM AT REST	EZ				
	EX				
OPEN SHUNT	EZ				
	EX				
100% (HARDWIRE)	EZ				
	EX				
90% (.060 OHM)	EZ				
	EX				
50% (HARDWIRE)	EZ				
	EX				
✳ 0% (HARDWIRE)	EZ				
	EX				
✳✳ ISLAND (.060 OHM) AT TAPS					
✳ CONTACT ENGINEERING IF EZ > 2					
✳✳ REFER TO 1 MIN. ISLAND.					

NOTE:

AND 1XR ↑ = CROSSING NOT ACTIVATED

AND 1XR ↓ = CROSSING ACTIVATED

TRACK 1 TEST

TRACK 1 ROUTE TEST TO BE PERFORMED
WITH TRACK 1AT OOS JUMPER IN PLACE

VOID

THIS PLAN SET IS FOR
TESTING PURPOSES ONLY.
IT IS NOT TO BE USED FOR
CONSTRUCTION OR MAINTENANCE.

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

RED = IN

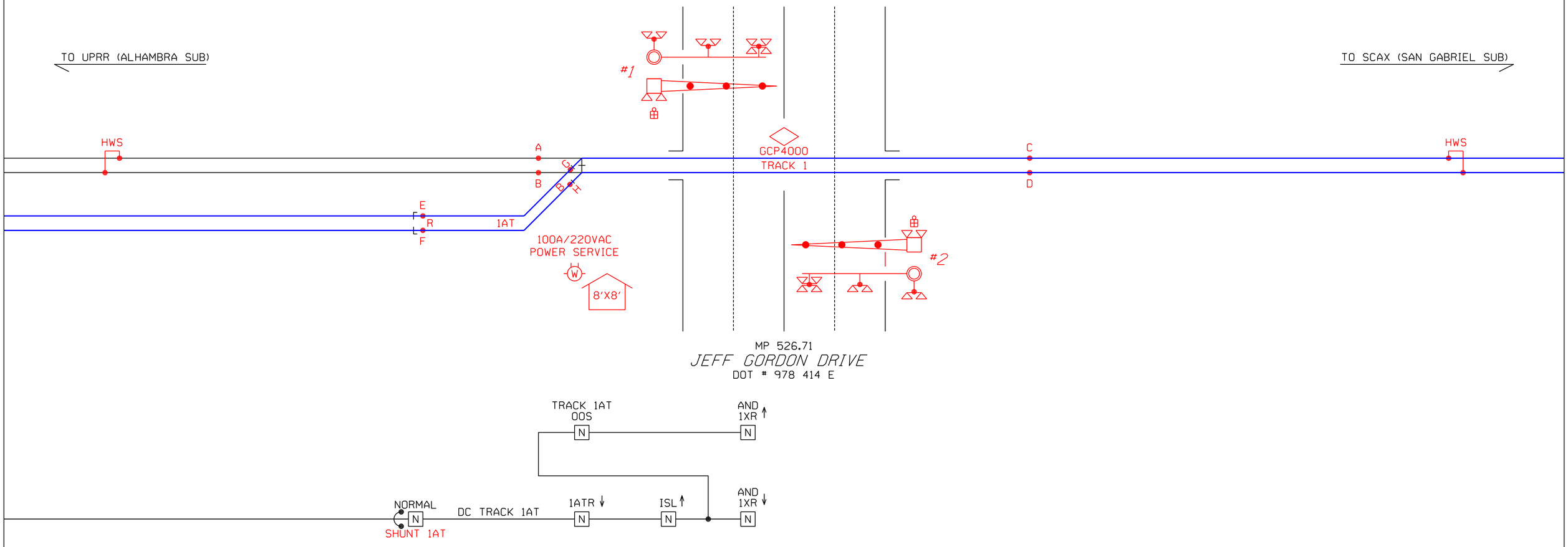
olsson

CALIFORNIA STEEL INDUSTRIES

CROSSING APPROACH TEST SHEET
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 01 OF 02

CSI_526.71_CAT01.dgn



NOTE:

AND 1XR ↑ = CROSSING NOT ACTIVATED

AND 1XR ↓ = CROSSING ACTIVATED

1AT FOULING TURNOUT SECTION ISLAND TEST

ISLAND TEST TO BE PERFORMED WITH TRACK 1 OOS JUMPER IN PLACE

VOID

THIS PLAN SET IS FOR TESTING PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR MAINTENANCE.

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

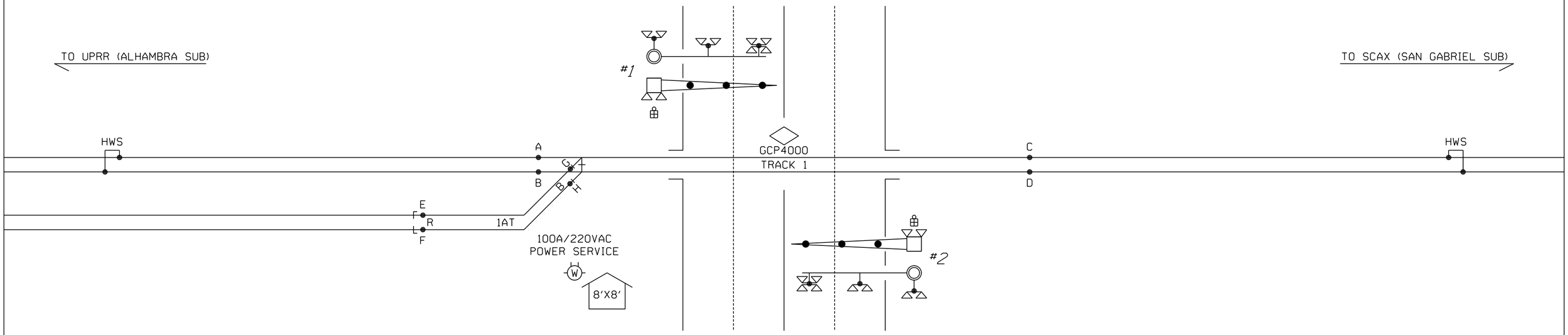
CALIFORNIA STEEL INDUSTRIES

CROSSING APPROACH TEST SHEET
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 02 OF 02

CSI_526.71_CAT02.dgn

RED = IN



MP 526.71

JEFF GORDON DRIVE

DOT # 978 414 E

$ = BASELINE

MEASURED (OBSERVED) TIMES				MEASURED (OBSERVED) TIMES	
XR	SEC.	NORMAL $	$ NORMAL	XR	SEC.
XR	SEC.	STANDBY $	$ STANDBY	XR	SEC.

VOID

THIS PLAN SET IS FOR TESTING PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR MAINTENANCE.

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.71
DES: ATG/SMP COR: /

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CALIFORNIA STEEL INDUSTRIES

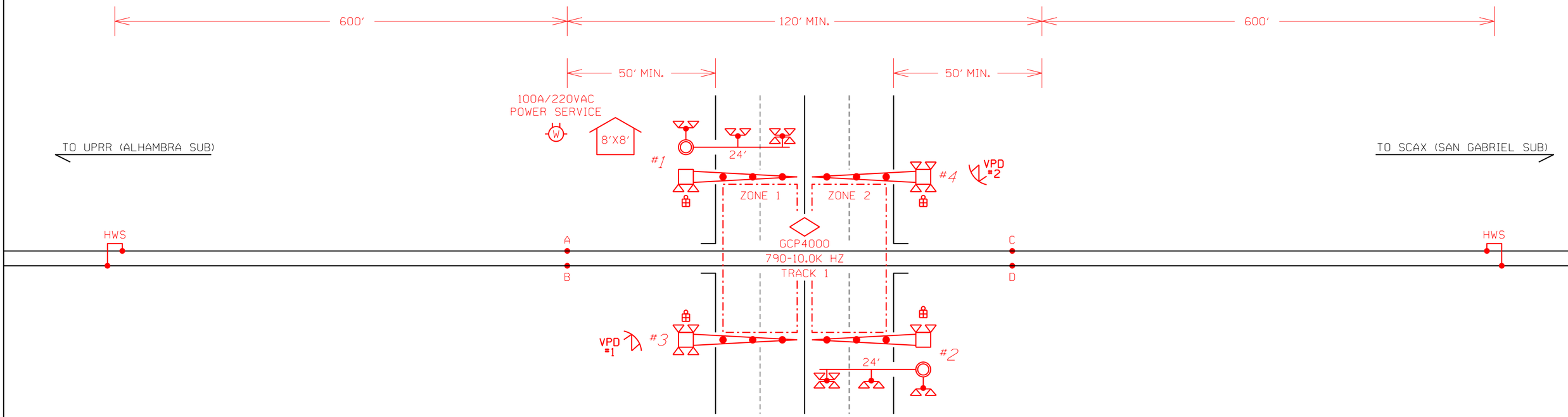
CROSSING WARNING TIME SHEET
JEFF GORDON DRIVE FONTANA, CA

LS | MP 526.71 | SH 01 OF 01

CSI_526.71_CWT01.dgn

Exhibit E-2

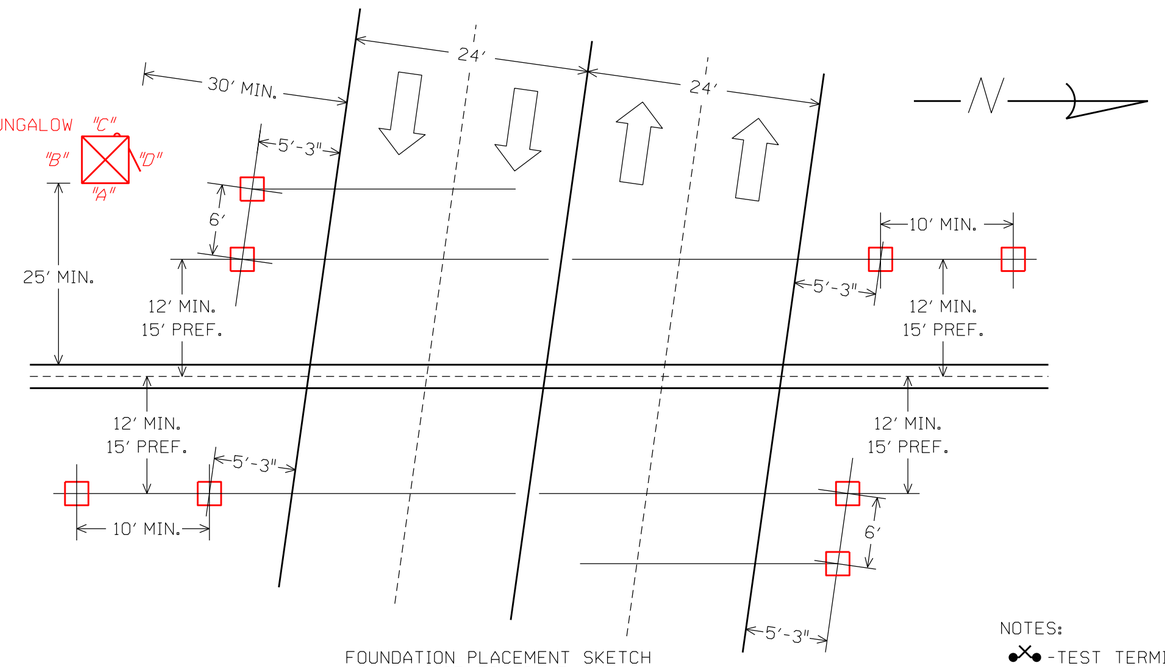
Rail Signal Design Plans – Jimmie Johnson Drive



MP 526.27

JIMMIE JOHNSON DRIVE

DOT # 978 415 L



FOUNDATION PLACEMENT SKETCH
NOT TO SCALE

NOTES:

-TEST TERMINAL
-EQUALIZER
-LINE ARRESTER
-HEAVY DUTY ARRESTER
-TWISTED WIRE
2 TURNS PER FOOT
-CONNECTION TO REC.

ALL WIRES #16 AWG UNLESS OTHERWISE NOTED

NOTES:

EQUIPMENT IS DESIGNED FOR 20 SECONDS MINIMUM WARNING TIME AT 10 MPH.
APPROACHES WERE LENGTHENED 10 SECONDS FOR SPEED VARIANCE AND BALLAST CHANGES (BT).
APPROACHES WERE LENGTHENED 5 SECONDS FOR EXIT GATE CLEARANCE TIME (EGCT).
APPROACHES WERE LENGTHENED 5 SECONDS FOR EQUIPMENT RESPONSE TIME (ERT).
ALL LAMPS TO BE LED

olsson

CALIFORNIA STEEL INDUSTRIES

CROSSING CIRCUIT PLAN
JIMMIE JOHNSON DRIVE FONTANA, CA

						09-13-23 OLS P/N:023-05815 INSTALL XING MP 526.27 DES: ATG/SMP COR: /	LS	MP 526.27 SH 01 OF 18

CSI_526.27_01.dgn

RED = IN

NOTE: TRACK OUT OF SERVICE TERMINAL.
DO NOT INSTALL PERMANENT STRAP
OR TEST LINK.

XB14 1D16T — CA19 — CA22 — OOS
TRACK 1 OOS

TESTKEY
XB14 1D15T — 2 — 3 — TEST1 — XR TEST — TEST — AB33
MOUNTED ON OUTSIDE OF HOUSE
XN14 1D15B

D2- ISLRKN ISLRN 1E ISLR 3A 250 3B 3D 250 3C 3E ISLRK D2+
ISLR

D1- XRKN XRN 1E XR 3A 250 3B 3D 250 3C 3E XRK D1+
XR

SEE SH. 5 { ECHELON LAN (+) / ECHELON LAN (-) }
ECH ECH ECH ECH — LONTALK PROTOCOL
ECHELON TERMINATOR 8000-80078-001
DIAG PORT

MB12 AB62T #10 B
MB12 AB63T #10 B
MN12 AB62B #10 N
MN12 AB63B #10 N
MAINT CALL
SEE SH. 5 { FSYNC / XN14 1D16B } FLASH SYNC

OUT 1.1
OUT 1.2
IN 1.1
IN 1.2
RCV1 RCV2 TRK
CHK1 CHK2 TRK
XMT1 XMT2 TRK

VACANT

CONTINUED ON SH. 3

CPU — TRACK-1 — TRACK-2

AC10

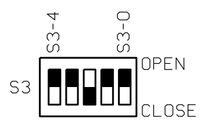
1R1 1R2 1CHK1 1T1 1T2 1CHK2

1H8 1H11 1H5 1H7
#6 #6 #6 #6
1R1 1R2 1T1 1T2
C D A B
TO TRACK 1

TRANSFER MODULE INFORMATION

SET TRANSFER JUMPER TO AUTO
SET TRANSFER SWITCH TO AUTO
SET TRANSFER TIME (S3) FOR 4 MINUTES

ON TRANSFER MODULE



GCP4000
BIDIRECTIONAL
TRK 1 790 - 10.0K HZ

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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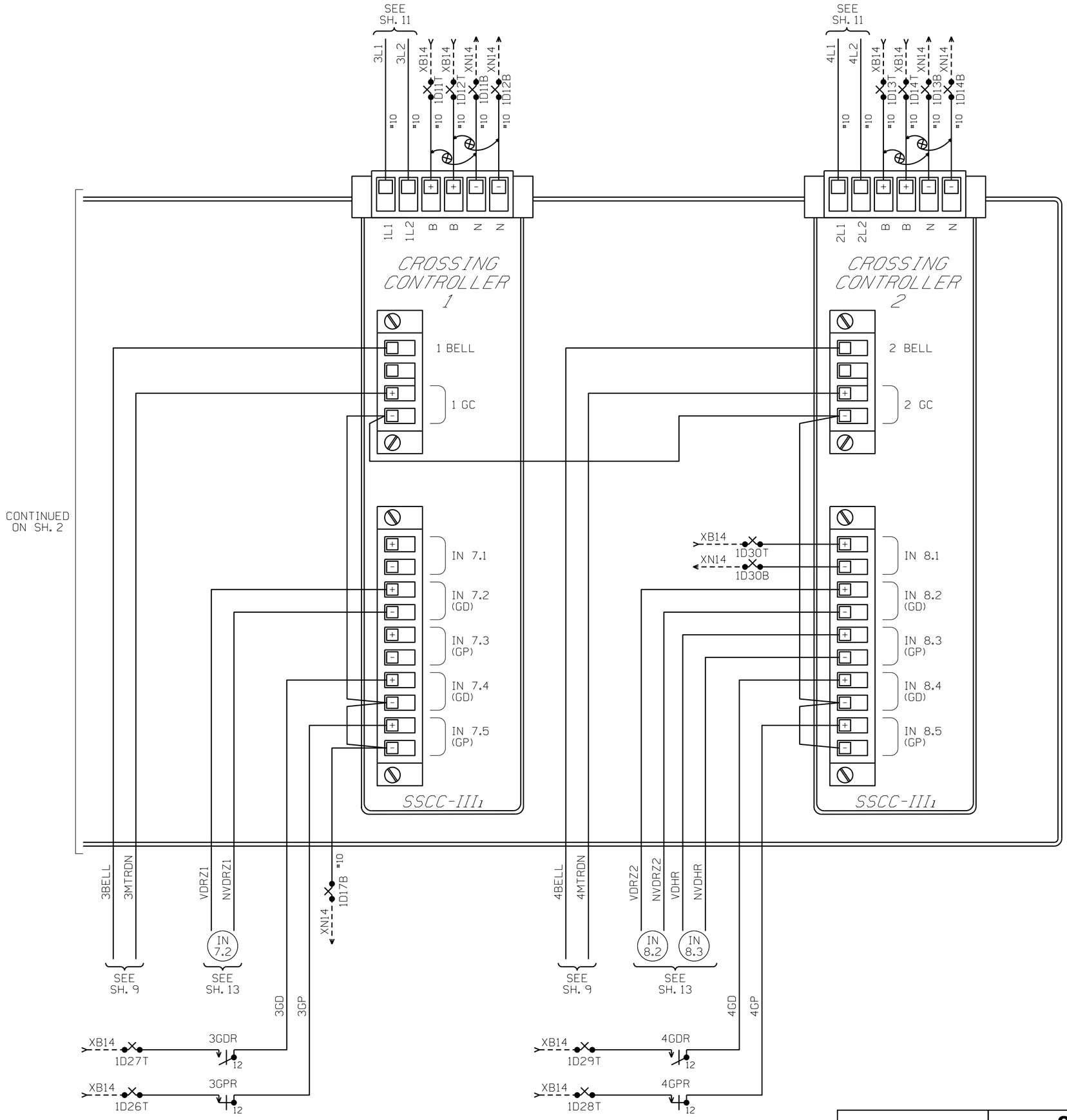
CALIFORNIA STEEL INDUSTRIES

GCP4000 CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 02 OF 18

CSI_526.27_02.dgn



ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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CALIFORNIA STEEL INDUSTRIES

GCP4000 CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS	MP 526.27	SH 03 OF 18

CSI_526.27_03.dgn

Minimum Program Steps Report

Creation Date: Monday December 11 2023
Creation Time: 14:52:53 Eastern

Location and SIN
================
Site Name : Fontana_CA
DOT Number : 978415L
Milepost Number : 526.27

SIN : 7.620.100.100.16 *
* Parameter is part of office configuration check number calculation.

MCF and Template Selection
MCF Name : GCP-T6X-02-9.mcf
MCF Revision : 029
MCFCRC : 8BDDA85D
Template = 1A:6 Trk Bi (OCCN) *
* Parameter is part of office configuration check number calculation

Minimum Program Steps
=================

BASIC: module configuration
Chassis Type = Dual Two Track (OCCN) *
SEAR Used = No (OCCN) *

GCP: track 1
Track 1 : GCP Frequency = 790 Hz (OCCN,TCN) *
Track 1 : Approach Distance = 600 ft (OCCN,TCN) *
Track 1 : Island Distance = 148 ft (Set in Field ,TCN)

ISLAND: track 1
Track 1 : Isl Frequency = 10.0 kHz (OCCN) *
Track 1 : Pickup Delay (2s +) = 2 sec (OCCN) *

AND: AND 1 XR
AND 1 Enable Used = Yes (OCCN) *

ADVANCED: out of service
OOS Control = OOS IPs (OCCN) *

SSCC
SSCCIV Controller Used = Yes (OCCN) *

SSCC: 1
SSCC-1 Number of GDs = 1 (OCCN) *

SSCC: 2
SSCC-2 Number of GPs = 2 (OCCN) *
SSCC-2 Number of GDs = 1 (OCCN) *

OUTPUT: assignment page 1
OUT 1.1 = AND 1 XR (OCCN) *
OUT 1.2 = T1 Island (OCCN) *

INPUT: assignment page 1
IN 1.1 = Out Of Service IP 1 (OCCN) *
IN 1.2 = AND 1 XR Enable (OCCN) *

IO: assignment SSCC
IN 7.2 = 3 Vehicle Detect (OCCN) *
IN 8.1 = Vehicle Detect Hlth (OCCN) *
IN 8.2 = 4 Vehicle Detect (OCCN) *
IN 8.3 = GP 2.2 (OCCN) *
IN 8.4 = GD 2.1 (OCCN) *
IN 8.5 = GP 2.1 (OCCN) *
* Parameter is part of office configuration check number calculation

Check Numbers:
Office Configuration Check Number: 0B6C2193
Config. Check Number: 682AFC85

Parameters not part of office configuration check number calculation:
Track 1 : Island Distance = 148 ft (Set in Field ,TCN)

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG / SMP COR: /

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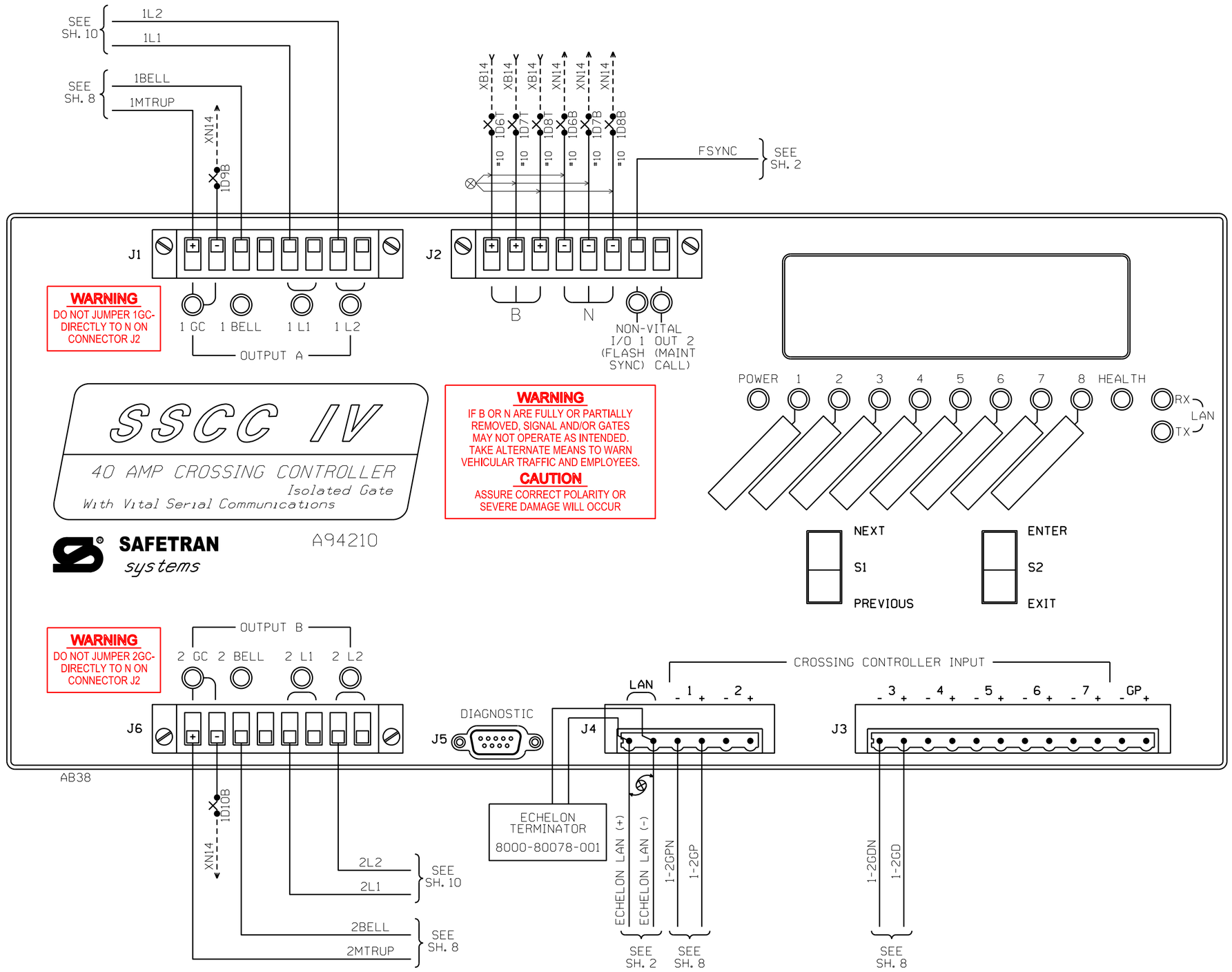
CALIFORNIA STEEL INDUSTRIES

GCP4000 PROGRAM CONFIGURATION
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 04 OF 18

CSI_526.27_04.dgn



PROGRAMMING INFORMATION

MCF NAME	GCP4ENT.MCF
PROGRAM ID	808
CURRENT MCF VERSION	✳
MCF CRC	✳
MEF NAME	✳
MEF CRC	✳
PROGRAM	
FLASH RATE	50 (DL)
GATES USED	YES (DL)
1 GC DELAY	4 (DL)
2 GC DELAY	4 (DL)
GATE RISING BELL	ON (DL)
GC2/17	GC2 NORMAL/17 NORMAL
MIN ACTIVATE TIME	20 (DL)
PRG NUM ENT GPS	1 (DL)
PRG NUM ENT GDS	1
ENABLED OUTPUTS	A+B (DL)
TIME	CST
DATE	DATE SET
DAYLIGHT SAVING	DISABLED (DL)
PASSWORD	DISABLED (DL)
CONFIGURE	
LOS TIMERS	0 SEC (DL) INPUTS 1-7
ATCS ADDRESS	762010010015
LOW BATTERY	DISABLED (DL)
AUX/IO NONVITAL OUTPUT	FLASH SYNC IN
DETECT LAMP NEUTRAL WIRE	NO
TEST CONFIGURE	
LMP TEST CANCL TMR	5 (DL)
LMP TST DELAY TMR	30 (DL)
LMP TST ON TMR	15 (DL)

CONSTRUCTION NOTE:

✳ = FIELD TO PROVIDE UPON SETUP

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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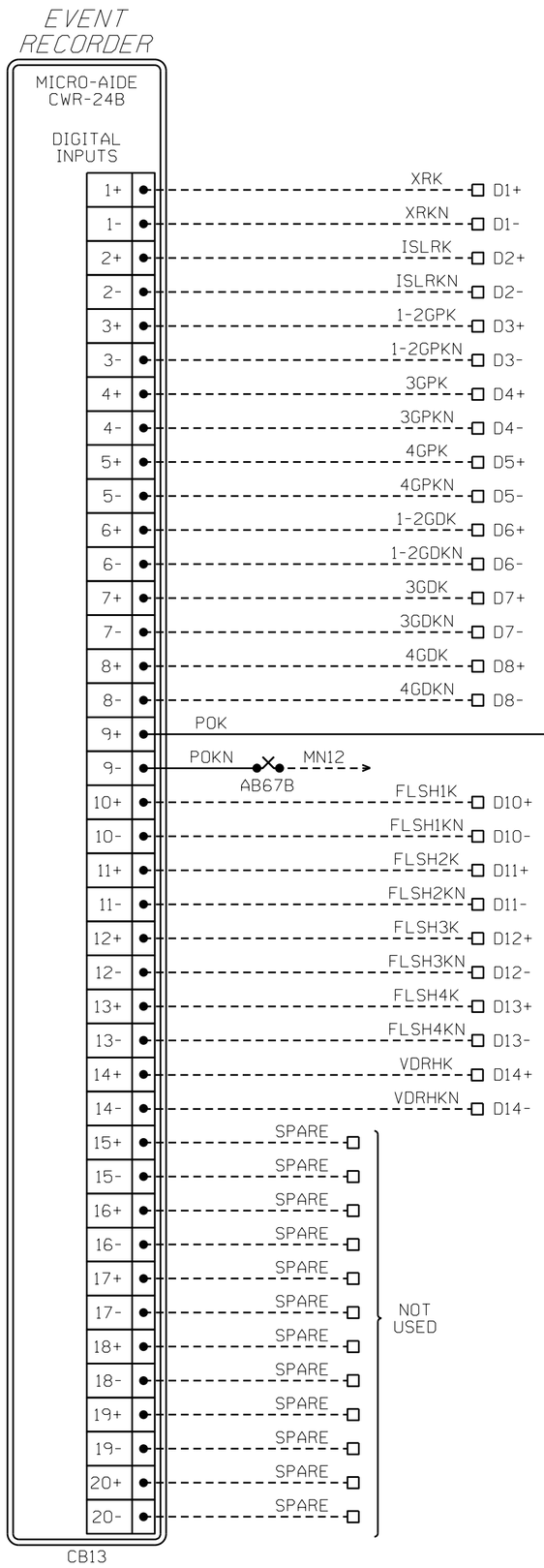
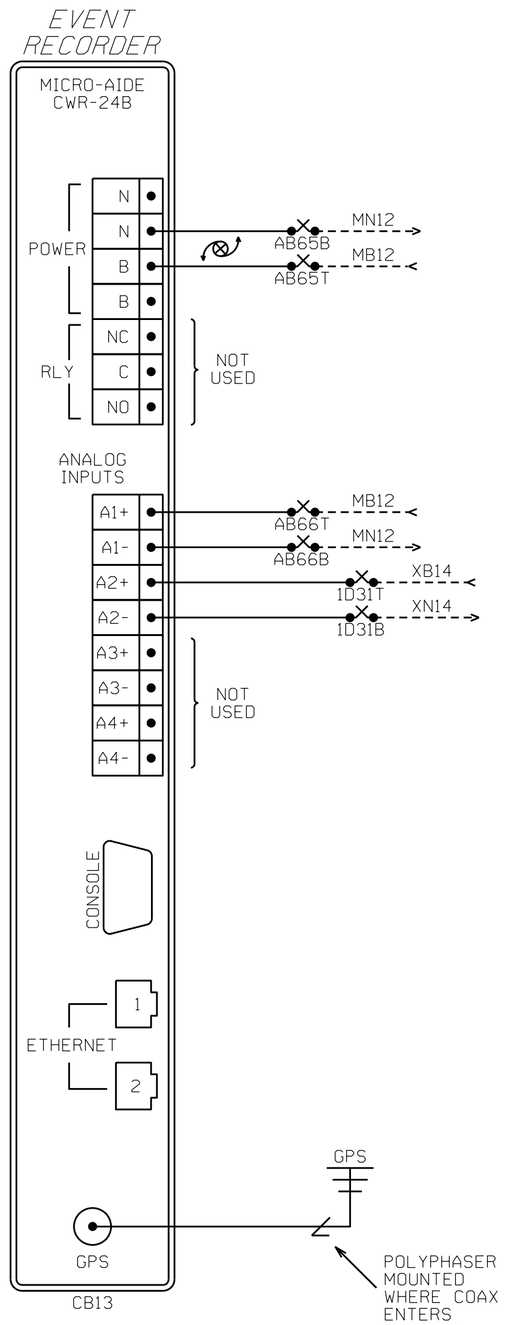
CALIFORNIA STEEL INDUSTRIES

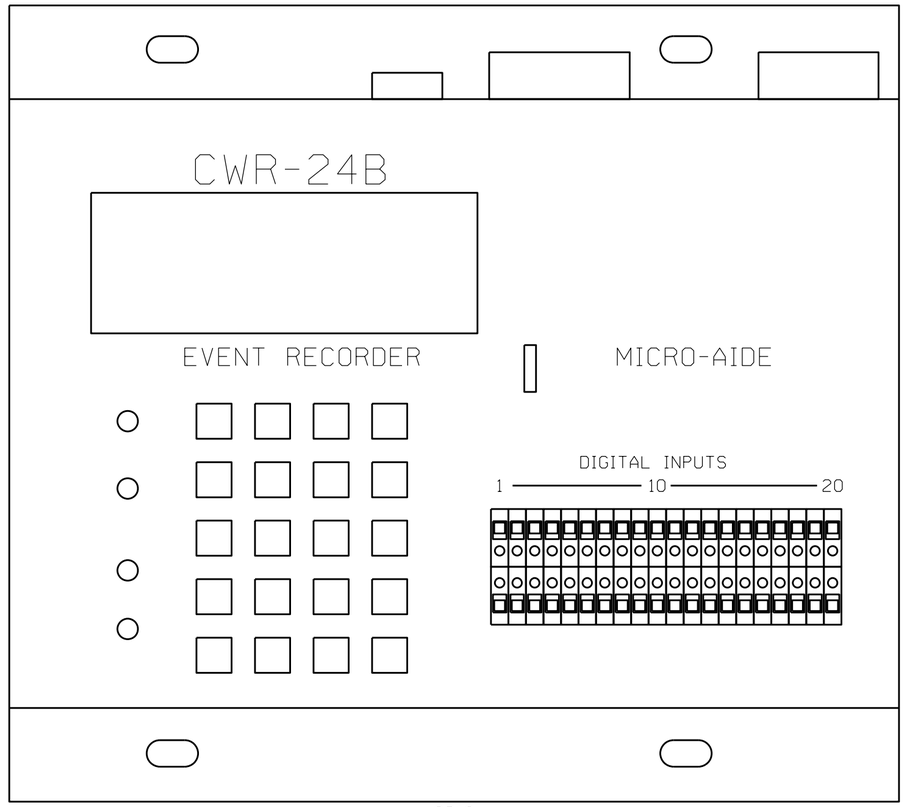
SSCC IV CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 05 OF 18

CSI_526.27_05.dgn







APPLICATION CONFIGURATION INFORMATION DIGITAL INPUTS

INPUT NO.	INPUT DESCRIPTIVE NAME	ID
1	CROSSING RELAY	XRK
2	ISLAND RELAY	ISLRK
3	1-2 GATES UP	1-2GPK
4	3 GATE UP	3GPK
5	4 GATE UP	4GPK
6	1-2 GATES DOWN	1-2GDK
7	3 GATE DOWN	3GDK
8	4 GATE DOWN	4GDK
9	AC POWER	POK
10	FLASHING LIGHTS 1	FLSH1
11	FLASHING LIGHTS 2	FLSH2
12	FLASHING LIGHTS 3	FLSH3
13	FLASHING LIGHTS 4	FLSH4
14	VEHICLE DETECT HEALTH	VDRHK
15	* Spare	Spare
16	* Spare	Spare
17	* Spare	Spare
18	* Spare	Spare
19	* Spare	Spare
20	* Spare	Spare

* = USER DEFINABLE SPARE INPUT

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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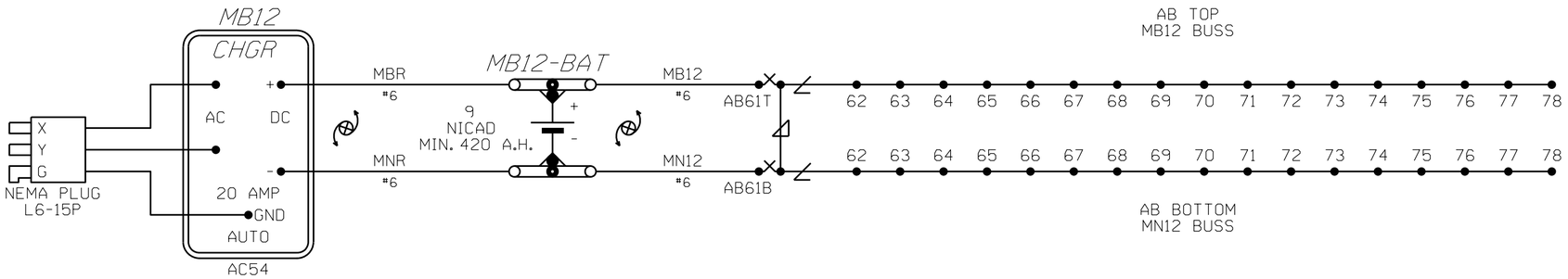
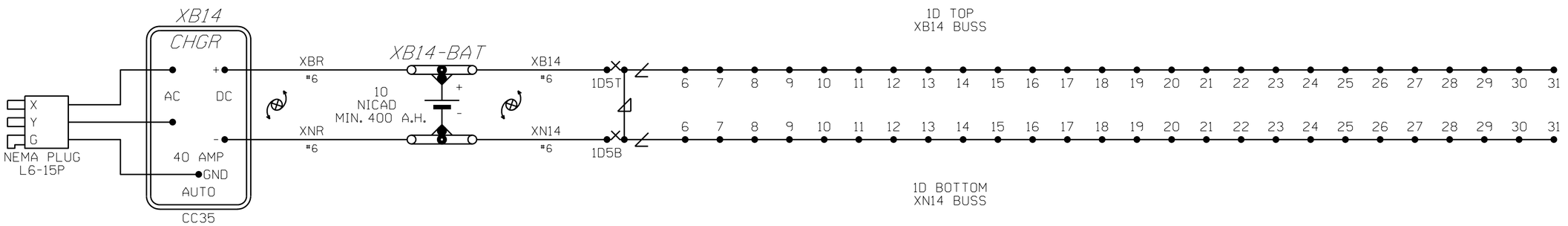
CALIFORNIA STEEL INDUSTRIES

RECORDER CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 06 OF 18

CSI_526.27_06.dgn





ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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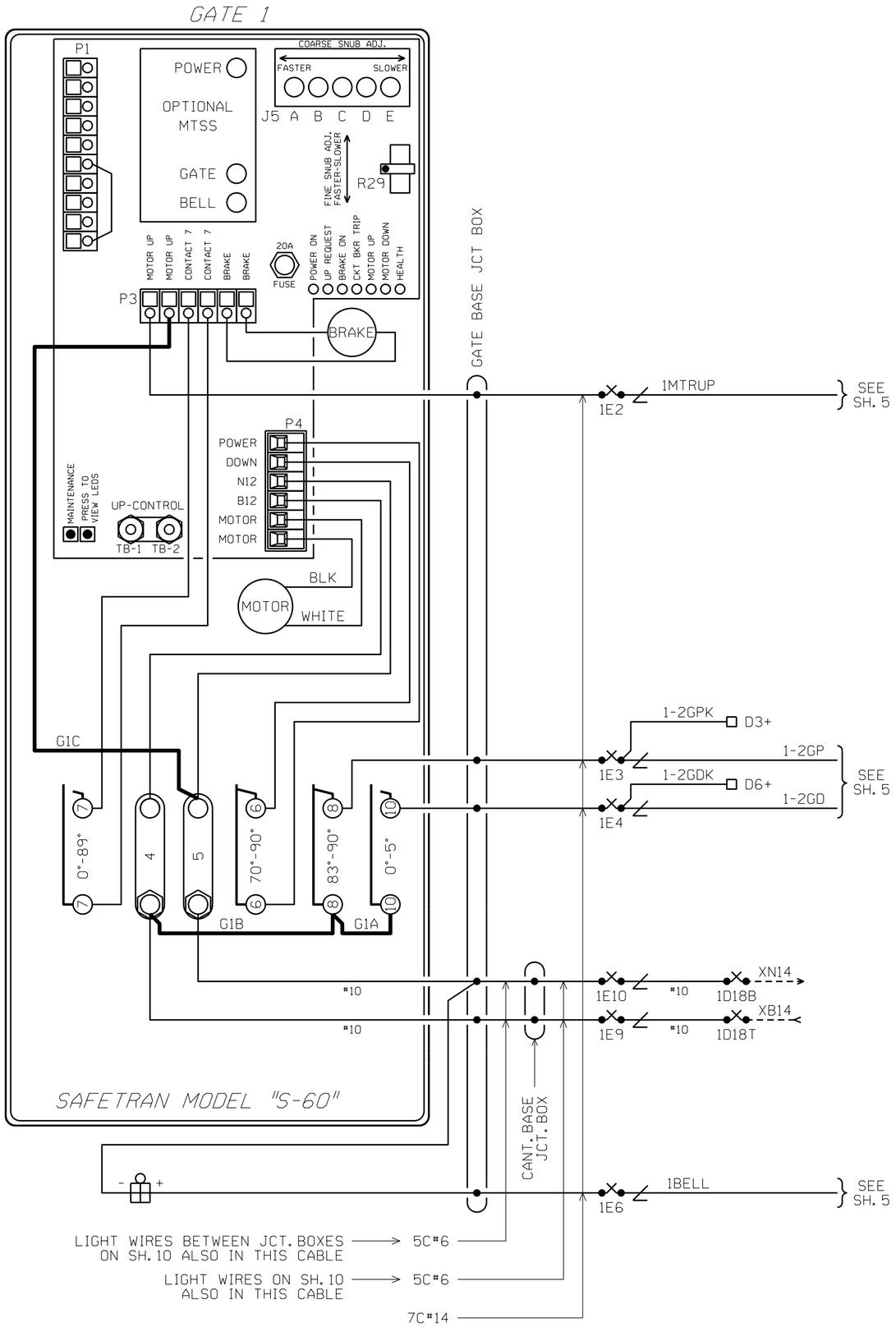
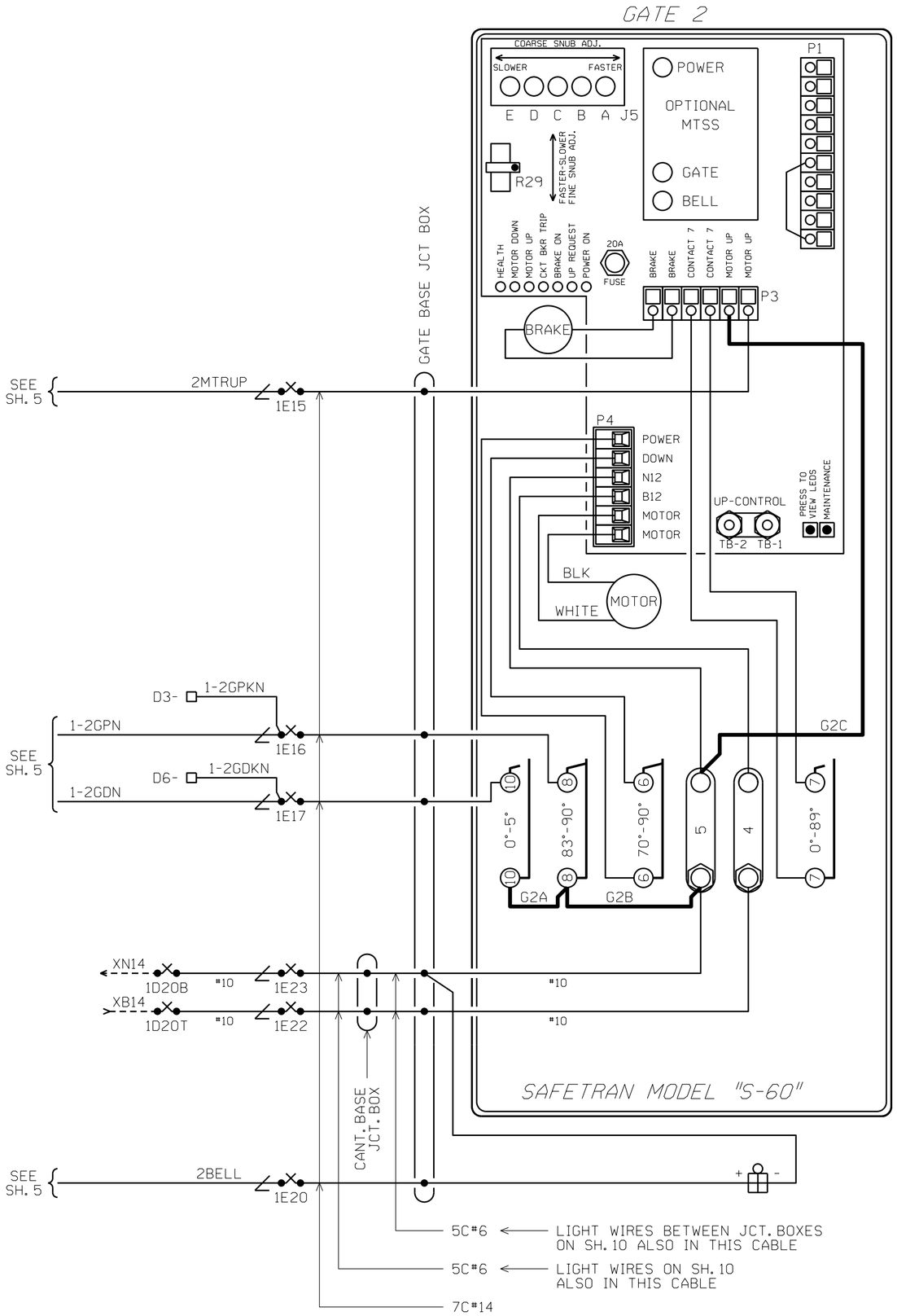
CALIFORNIA STEEL INDUSTRIES

BATTERY CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS	MP 526.27	SH 07 OF 18

CSI_526.27_07.dgn





NOTES:

ADD JUMPERS IN GATE SHOWN IN BOLD.

MAXIMUM WIRE SIZE FOR TERMINAL 5 TO MOTOR UP CONTROL (-) IS #12 AWG.

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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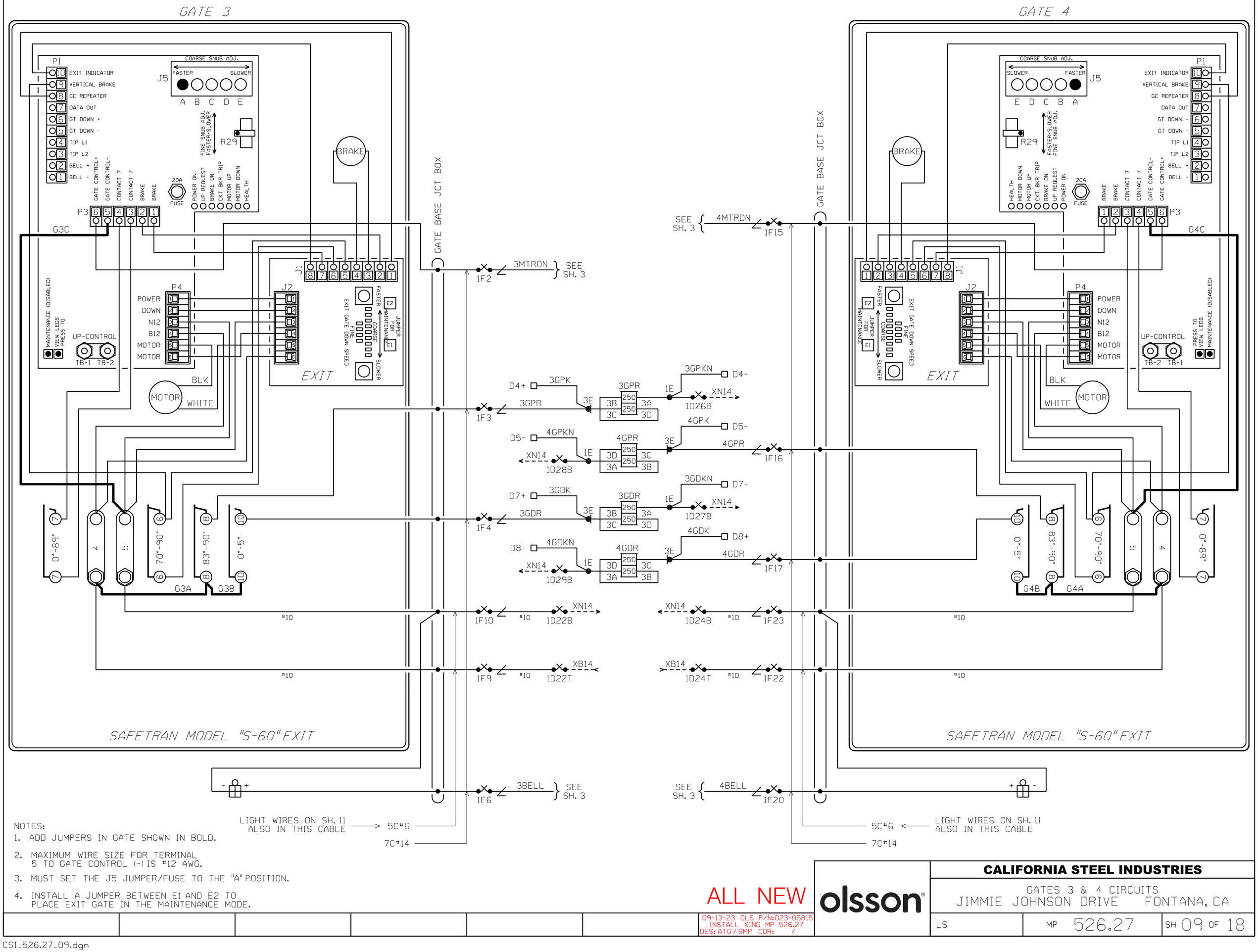
CALIFORNIA STEEL INDUSTRIES

GATES 1 & 2 CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 08 OF 18

CSI_526.27_08.dgn



NOTES:

1. ADD JUMPERS IN GATE SHOWN IN BOLD.
2. MAXIMUM WIRE SIZE FOR TERMINAL 5 TO GATE CONTROL (-) IS #12 AWG.
3. MUST SET THE J5 JUMPER/FUSE TO THE "A" POSITION.
4. INSTALL A JUMPER BETWEEN E1 AND E2 TO PLACE EXIT GATE IN THE MAINTENANCE MODE.

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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CALIFORNIA STEEL INDUSTRIES

GATES 3 & 4 CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS	MP 526.27	SH 09 OF 18

CSI_526.27_09.dgn

SUPPORTING ARM JUNCTION BOX
5C#10
1-3
E
2-4
1
2
C
B
A
GATE BASE JCT BOX
5A
T1
T2
T3
1L1
1XN14L
1L2
5C#10
GATE 1
5C#6
GATE XB14/XN14 WIRES BETWEEN JUNCTION BOXES ON SH. 8 ALSO IN THIS CABLE
JURY MAST JCT. BOX
9
10
LANE LIGHTS
SEE SH. 5
FLSH1K
D10+
FLSH1KN
D10-
MAIN MAST JUNCTION BOX
1E11
1E12
1E13
1XN14L
XN14
1D19B
1-3
2-4
3
4
5-7
6-8
7
8
5
6
MAIN MAST
JURY MAST
CANT. BASE JCT. BOX
5C#6
GATE XB14/XN14 WIRES ON SH. 8 ALSO IN THIS CABLE
5C#10
5C#10
#1
3 4
9 10
7 8
5
6
C B A
1 2
GATE 2
2L1
2XN14L
2L2
2-4
E
1-3
2
1
A
B
C
T3
T2
T1
5A
5A
5C#10
5C#6
GATE XB14/XN14 WIRES BETWEEN JUNCTION BOXES ON SH. 8 ALSO IN THIS CABLE
JURY MAST JCT. BOX
10
9
LANE LIGHTS
5C#10
MAIN MAST JUNCTION BOX
2L1
*10
1E24
XN14
1D21B
2XN14L
*10
1E25
2L2
*10
1E26
D11-
FLSH2K
D11+
FLSH2KN
GATE XB14/XN14 WIRES ON SH. 8 ALSO IN THIS CABLE
5C#6
CANT. BASE JCT. BOX
5C#10
5C#10
JURY MAST JCT. BOX
6-8
E
5-7
2-4
E
1-3
6
5
4
3
8
7
MAIN MAST
JURY MAST
A B C
2 1
#2
6
5
8 7
10 9
4 3

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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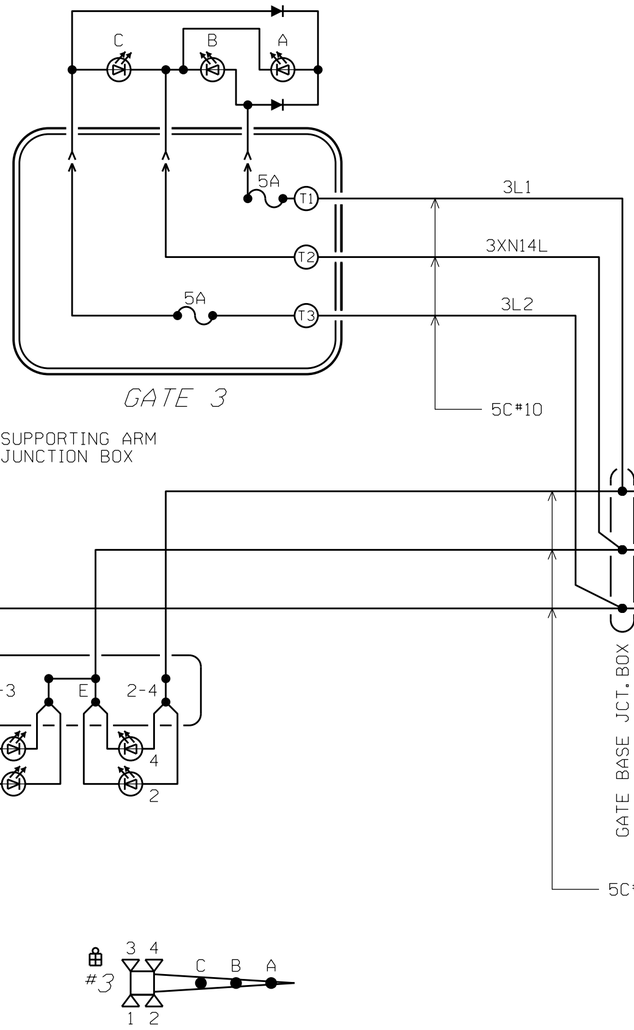
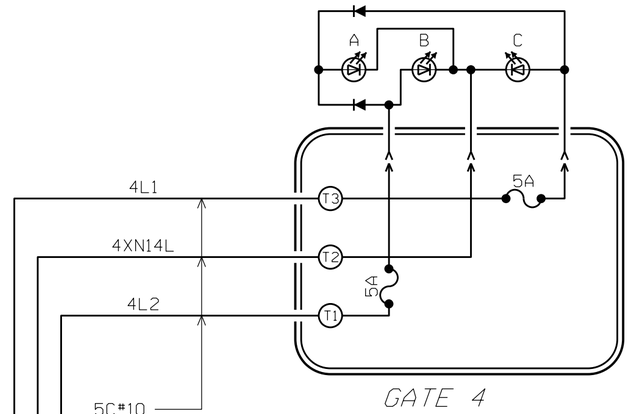
CALIFORNIA STEEL INDUSTRIES

FLASHERS 1 & 2 CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 10 OF 18

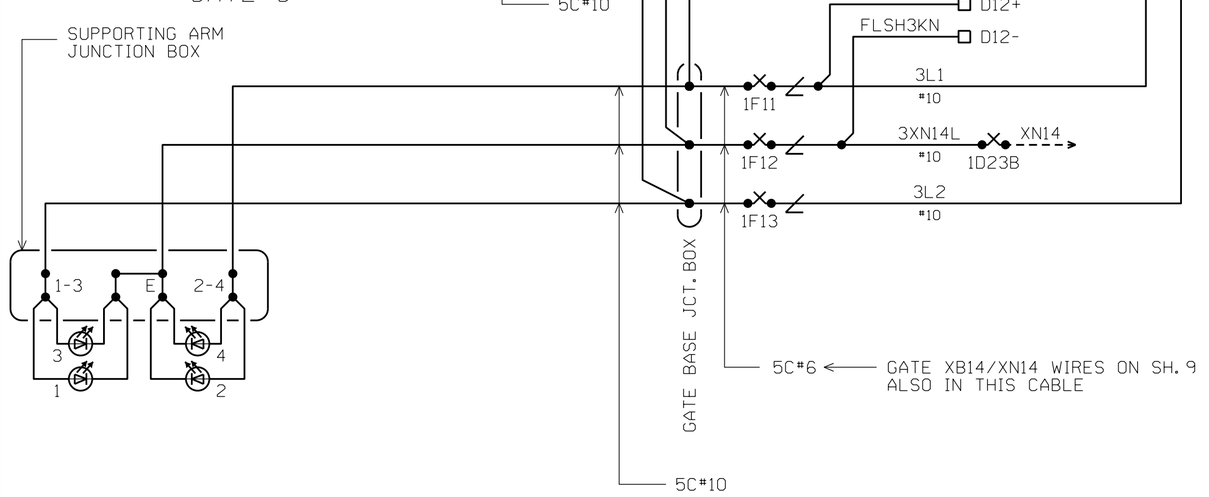
CSI_526.27_10.dgn

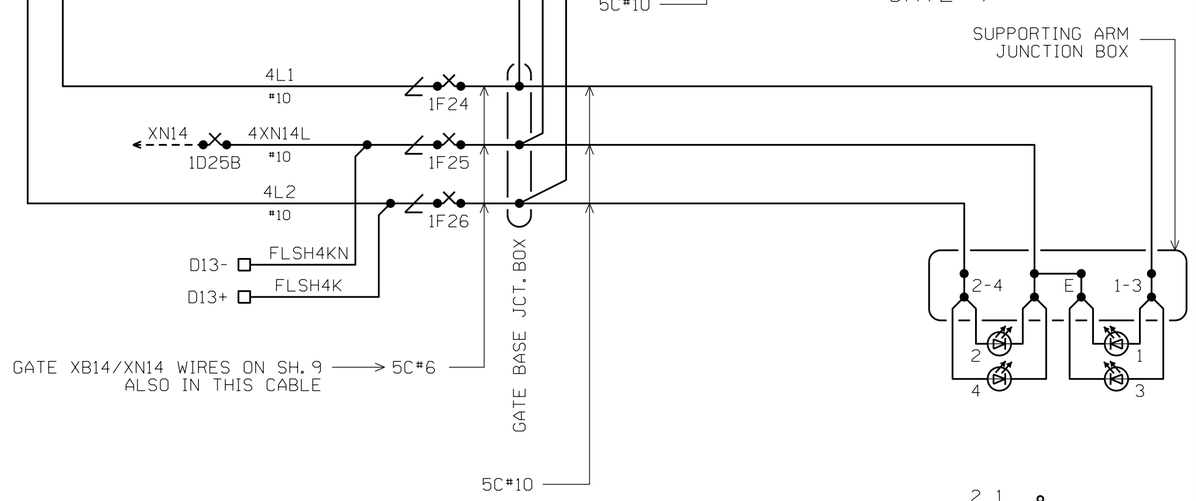


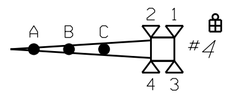


SEE SH. 3

SEE SH. 3







ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

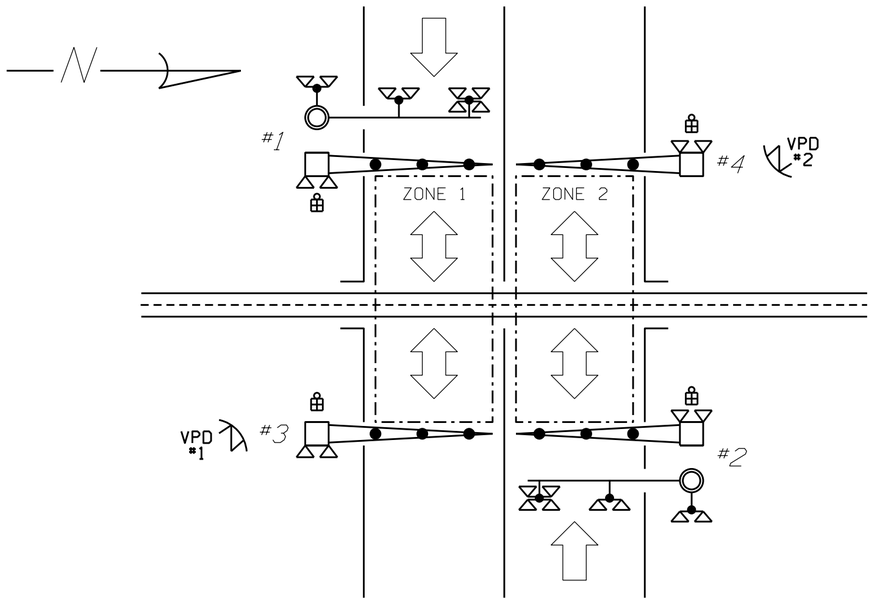
FLASHERS 3 & 4 CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS	MP 526.27	SH 11 OF 18

CSI_526.27_11.dgn

VDR-24 RADAR DETECTION CONFIGURATION SETTINGS

SITE INFORMATION			
DOT#	978 415 L	DIVISION	LOS ANGELES
MILEPOST	526.27	SUBDIVISION	ALHAMBRA (UPRR)
CROSS STREETS	N/A	BRANCH OR LINE	NONE
RAILROAD ID#	N/A	COUNTY	SAN BERNARDINO
LATITUDE/LONGITUDE	34.0893960, -117.5093180	CITY, STATE	FONTANA, CA



RADAR 1 = ZONE 1 & 2

RADAR 2 = ZONE 1 & 2

✳ = FIELD REFERENCE ONLY

RADAR SENSOR SETTINGS (GENERAL TAB)		
	RADAR #1	RADAR #2
SERIAL NUMBER	✳	✳
SIDE OF CROSSING	NORTH	SOUTH
DESCRIPTION	TBD	TBD
LOCATION	NW QUAD	SE QUAD
APPROACH	EB & WB	EB & WB
RF CHANNEL	2	4
SENSOR HEIGHT	20′	20′
UNITS	STANDARD	STANDARD
SENSOR SETTINGS (PORTS TAB)		
	RADAR #1	RADAR #2
RESPONSE DELAYS	010	010
DATA PUSH SETTING	PORT 2	PORT 2
SOURCE	ANTENNA	ANTENNA
SENSOR SETTINGS (ADVANCED TAB)		
	RADAR #1	RADAR #2
WASH-OUT TIME	60 MIN	60 MIN
QUEUE FORMING	UNCHECKED	UNCHECKED
WEATHER OPTIMIZATION	CHECKED	CHECKED
BLIND SENSOR TRIGGERS FAILSAFE	UNCHECKED	UNCHECKED
LANE AND ZONE CONFIGURATION		
	RADAR #1	RADAR #2
NUMBER OF LANES	2	2
ATTENUATION SETTING	0dB	0dB
ZONE 1 - DIMENSIONS	XX′ × XX′ × XX′ × XX′	XX′ × XX′ × XX′ × XX′
ZONE 1 - LANE LOCATION	WESTBOUND	WESTBOUND
ZONE 1 - DELAY	0.2 SEC	0.2 SEC
ZONE 1 - EXTEND	2.0 SEC	2.0 SEC
ZONE 1 - CHANNEL ASSIGNMENTS	C1	C1
ZONE 2 - DIMENSIONS	XX′ × XX′ × XX′ × XX′	XX′ × XX′ × XX′ × XX′
ZONE 2 - LANE LOCATION	EASTBOUND	EASTBOUND
ZONE 2 - DELAY	0.2 SEC	0.2 SEC
ZONE 2 - EXTEND	2.0 SEC	2.0 SEC
ZONE 2 - CHANNEL ASSIGNMENTS	C2	C2
ZONE 3 - DIMENSIONS	N/A	N/A
ZONE 3 - LANE LOCATION	N/A	N/A
ZONE 3 - DELAY	N/A	N/A
ZONE 3 - EXTEND	N/A	N/A
ZONE 3 - CHANNEL ASSIGNMENTS	N/A	N/A
ZONE 4 - DIMENSIONS	N/A	N/A
ZONE 4 - LANE LOCATION	N/A	N/A
ZONE 4 - DELAY	N/A	N/A
ZONE 4 - EXTEND	N/A	N/A
ZONE 4 - CHANNEL ASSIGNMENTS	N/A	N/A
CHANNEL 1 DELAY	0	0
CHANNEL 1 EXTEND	0	0
CHANNEL 2 DELAY	0	0
CHANNEL 2 EXTEND	0	0
CHANNEL 3 DELAY	N/A	N/A
CHANNEL 3 EXTEND	N/A	N/A
CHANNEL 4 DELAY	N/A	N/A
CHANNEL 4 EXTEND	N/A	N/A
ADDITIONAL INSTALLATION AND CONFIGURATION NOTES	N/A	N/A

NOTE:
FIELD TO FILL IN
ZONE DIMENSIONS

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

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CALIFORNIA STEEL INDUSTRIES

RADAR ZONES & CONFIGURATION
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 12 OF 18

CSI_526.27_12.dgn

RADAR 2

WAVETRONIX SS-300
SMARTSENSOR-RAIL

TOP OF 20 FT. MAST
RADAR #2

RADAR SENSOR MAST CABLE

RADAR
JUNCTION BOX

BOTTOM OF
RADAR #2 MAST

EARTH
GND.

7-CONDUCTOR RADAR
CABLE IN PROTECTIVE
CONDUIT OR SLEEVE

RADAR #2 MAST

RADAR 1

WAVETRONIX SS-300
SMARTSENSOR-RAIL

TOP OF 20 FT. MAST
RADAR #1

RADAR SENSOR MAST CABLE

RADAR
JUNCTION BOX

BOTTOM OF
RADAR #1 MAST

EARTH
GND.

7-CONDUCTOR RADAR
CABLE IN PROTECTIVE
CONDUIT OR SLEEVE

RADAR #1 MAST

VDR-24
VEHICLE DETECTION RADAR

MB12 AB74T — XR — 32 — XR
MN12 AB74B — XRN — 35 — XR

MB12 AB75T — ISL — 32 — ISLR
MN12 AB75B — ISLN — 35 — IR

RADAR 2
RED — PWR
BLK — GND — PWR
BLU/WHT — 485+
BLU — 485- — CTRL
ORN/WHT — 485+
ORN — 485- — DATA
DRN — DRN SHIELD

MN12 AB71B — 1E — VDR2Z1R (250: 3A, 3B, 3D, 3C) — 3E
MB12 AB71T — 1
MB12 AB72T — 2
MN12 AB72B — 1E — VDR2Z2R (250: 3D, 3C, 3A, 3B) — 3E
3
4

USB 2.0

RS232

EARTH GND.
BAT -
BAT +
8-30 VDC

EARTH GND. — MN12 AB68B
MB12 AB68T

ETHERNET

RADAR 1
RED — PWR
BLK — GND — PWR
BLU/WHT — 485+
BLU — 485- — CTRL
ORN/WHT — 485+
ORN — 485- — DATA
DRN — DRN SHIELD

MN12 AB69B — 1E — VDR1Z1R (250: 3A, 3B, 3D, 3C) — 3E
MB12 AB69T — 1
MB12 AB70T — 2
MN12 AB70B — 1E — VDR1Z2R (250: 3D, 3C, 3A, 3B) — 3E
3
4

D14- — VDRHKN
MN12 AB73B — 1E — VDRHR (250: 3D, 3C, 3A, 3B) — 3E — VDRHK — D14+
MB12 AB73T

SYS — R2 — R1 — HEALTH OUTPUTS

MB12 AB76T — VDR1Z1R — 12 — VDR2Z1R — 12 — VDRZ1 — IN 7.2
MN12 AB76B — 15 — 15 — VDRZ1N

MB12 AB77T — VDR1Z2R — 12 — VDR2Z2R — 12 — VDRZ2 — IN 8.2
MN12 AB77B — 15 — 15 — VDRZ2N

MB12 AB78T — VDRHR — 12 — VDRHR — IN 8.3
MN12 AB78B — 15 — VDRHRN

SEE SH. 3

AA65

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

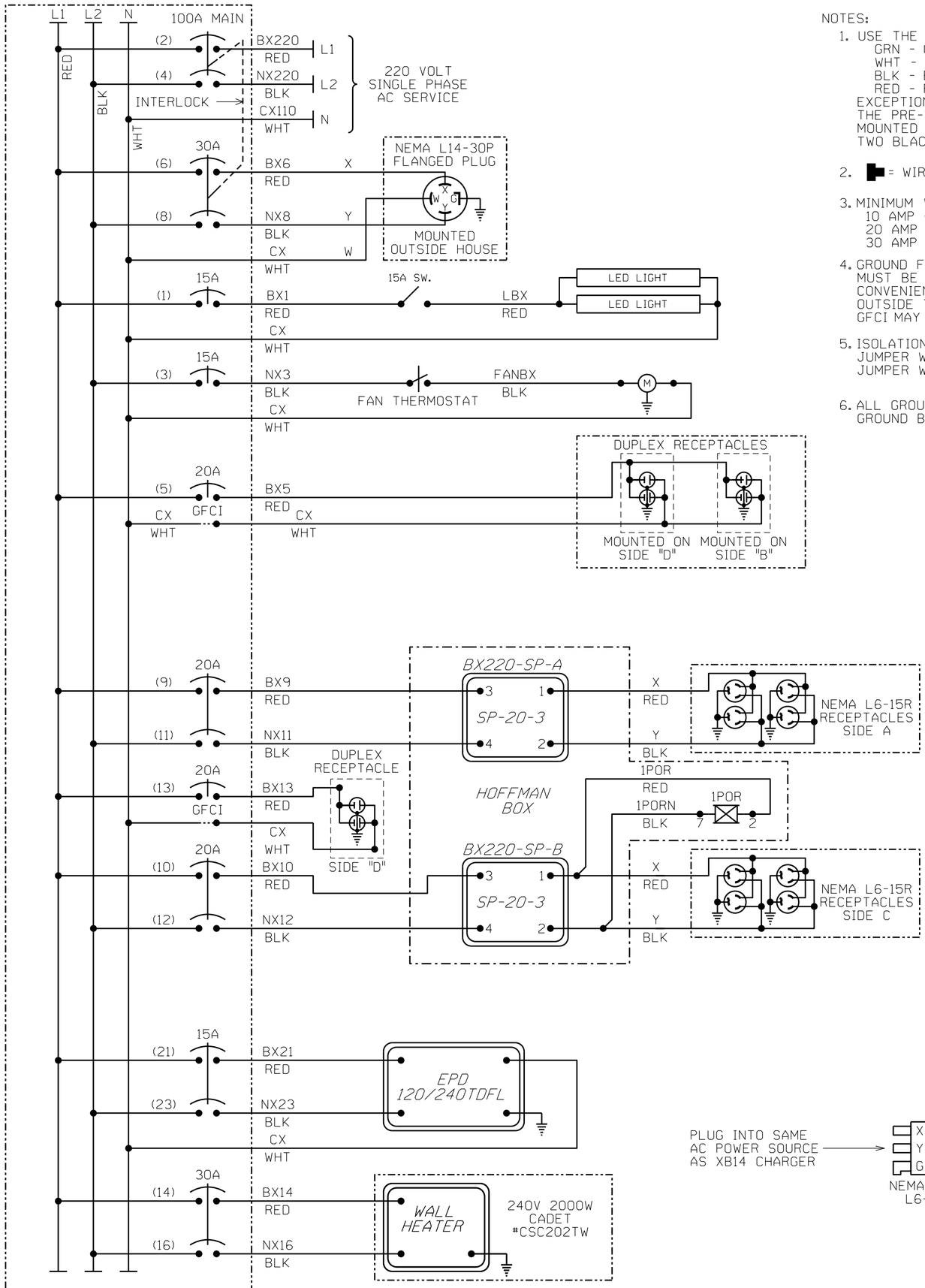
olsson

CALIFORNIA STEEL INDUSTRIES

VEHICLE DETECTION RADAR CIRCUITS
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 13 OF 18

CSI_526.27_13.dgn

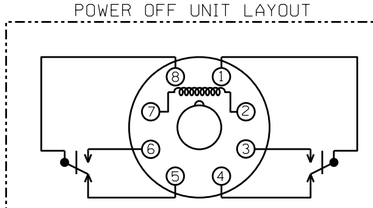


SQUARE D PART NUMBERS
BREAKER BOX: QO124L125G
SURFACE KIT: QOC24US
GROUND KIT: PK12GTA
INTERLOCK: QO2DT1

NOTES:

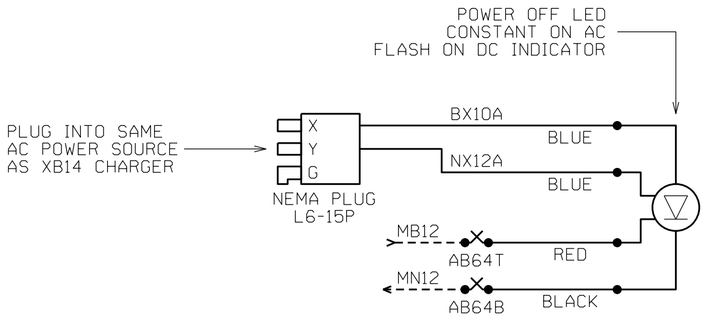
1. USE THE FOLLOWING COLOR CODE:
   GRN - GREEN - SAFETY EQUIPMENT GROUND
   WHT - WHITE - CX110 (NEUTRAL)
   BLK - BLACK - NX220 (L2)
   RED - RED - BX220 (L1)
   EXCEPTIONS TO THE ABOVE COLOR CODE ARE THE PRE-WIRED, SEALED ARRESTOR UNITS MOUNTED ON THE BREAKER BOX WHICH HAVE TWO BLACK AND ONE WHITE WIRE EACH.
2. ▬▶ = WIRE NUT
3. MINIMUM WIRE SIZE
   10 AMP - NO.14 AWG THHN OR THWN SOLID
   20 AMP - NO.12 AWG THHN OR THWN SOLID
   30 AMP - NO.10 AWG THHN OR THWN SOLID
4. GROUND FAULT INTERRUPT (GFCI) MUST BE USED ON ALL CIRCUITS SERVING CONVENIENCE OUTLETS AND ANY EQUIPMENT OUTSIDE THE BUNGALOW. RECEPTACLE MOUNTED GFCI MAY BE USED INSTEAD OF BREAKER TYPE.
5. ISOLATION TRANSFORMER IF INSTALLED.
   JUMPER WIRES YEL TO BRN WITH CX (WHT)
   JUMPER WIRES BLK TO BLU WITH NX7 (BLK)
6. ALL GROUND WIRES RUN TO BREAKER BOX GROUND BUSS

POWER OFF UNIT LAYOUT

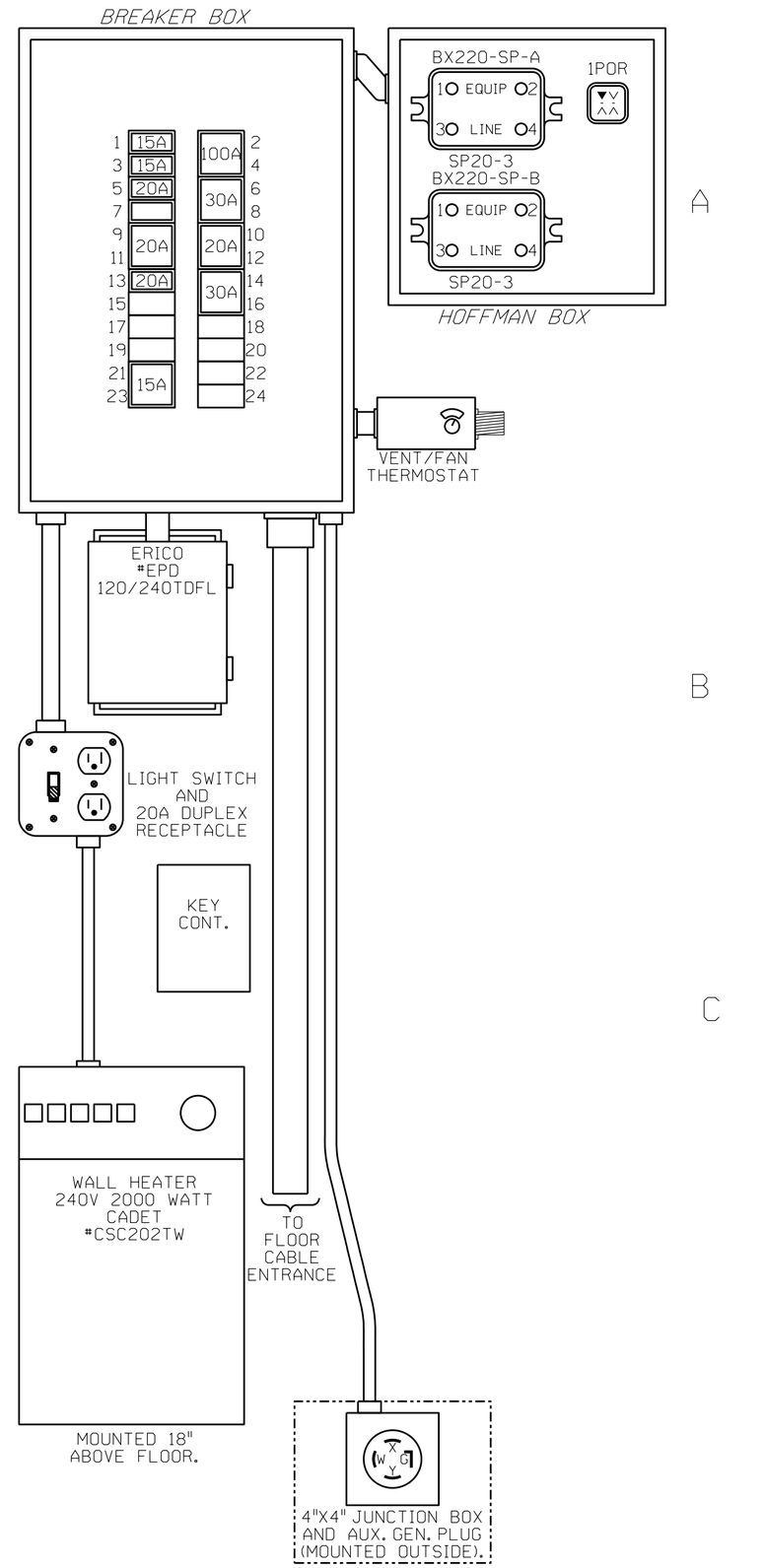


RELAY KRPA11AN240
TO BE USED FOR 1POR RELAYS.

CONTACT CONFIGURATION
POTTER & BRUMFIELD
KRPA11 SERIES



SIDE D



A

B

C

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

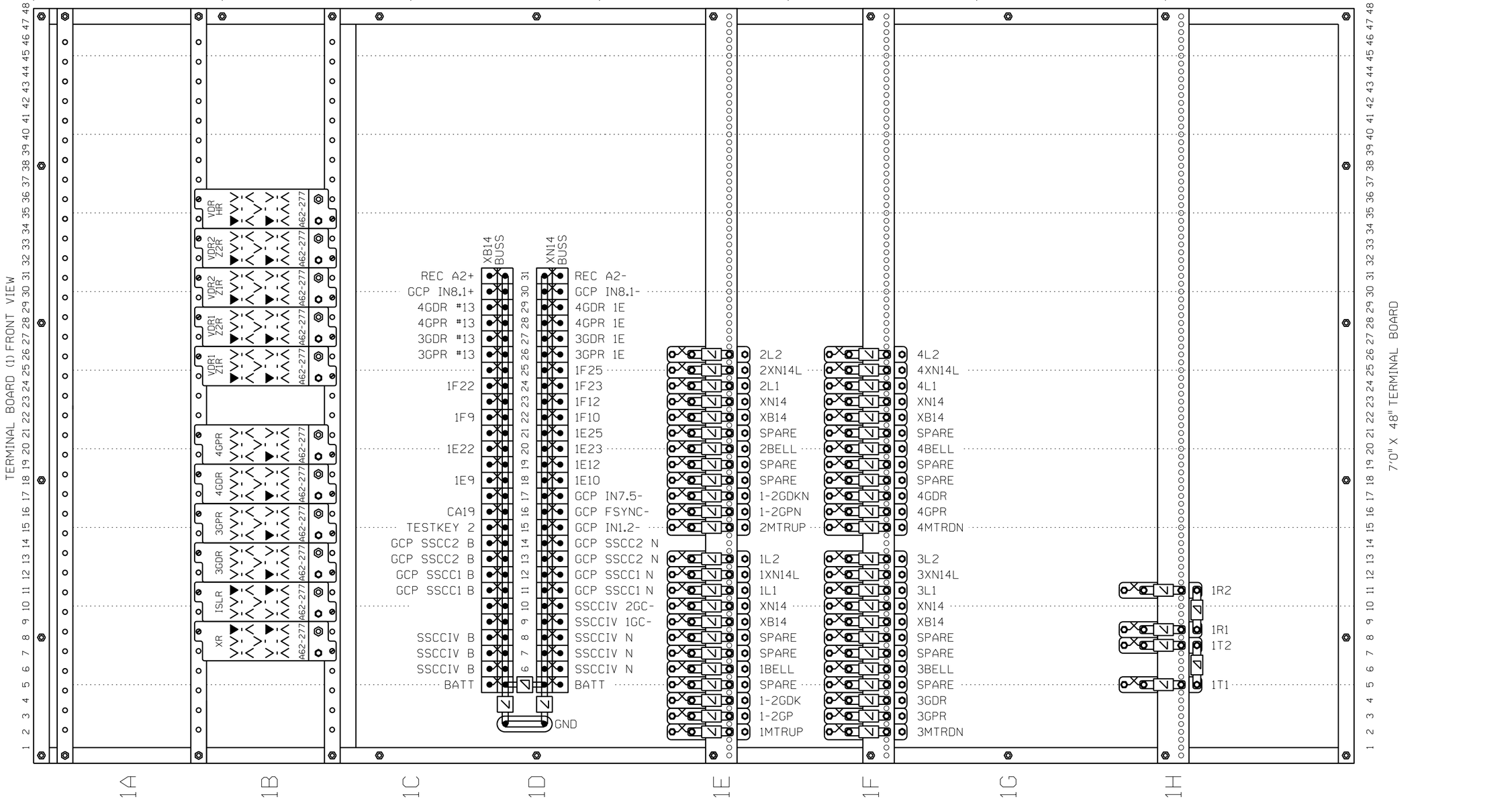
POWER DISTRIBUTION
JIMMIE JOHNSON DRIVE FONTANA, CA

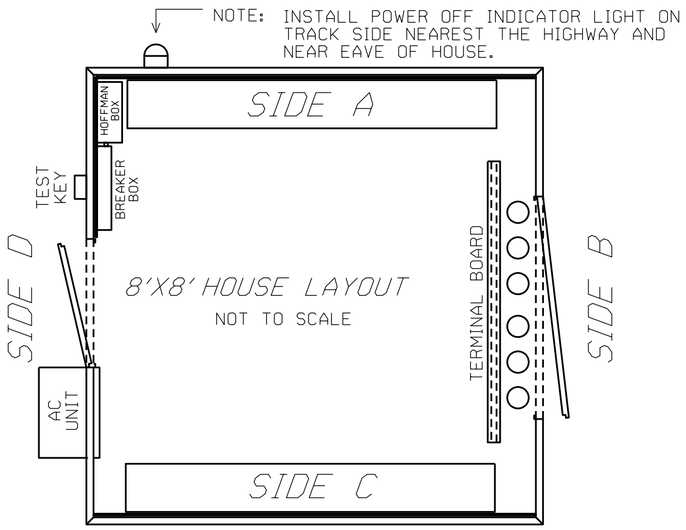
LS | MP 526.27 | SH 14 OF 18

CSI_526.27_14.dgn

TERMINAL BOARD (1) FRONT VIEW

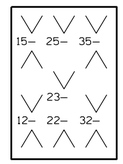
7'0" X 48" TERMINAL BOARD





RELAY CROSS REFERENCE

GRS	SAFETRAN
A62-277	400004



A62-277

▼ = CONTACT USED

V = CONTACT NOT USED

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

TERMINAL BOARD LAYOUT
JIMMIE JOHNSON DRIVE FONTANA, CA

LS	MP 526.27	SH 15 OF 18

CSI_526.27_15.dgn

AA

AB

AC

PANDUIT

VDR-24

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83

PANDUIT

TSTKEY 3

XR TEST

GCP IN1.2

SSCC IV 40A

GND

BATT GCP B GCP B POL RED REC B REC A1+ 1POR 6 VDR BAT+ VDR R1 1+ VDR R1 2+ VDR R2 1+ VDR R2 2+ VDR SYS+ XR #33 ISLR #33 VDR1Z1R #13 VDR1Z2R #13 VDRHR #13

MB12 BUSS

62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78

MN12 BUSS

BATT GCP N GCP N POL BLK REC N REC A1- REC D9- VDR BAT- VDR1Z1R 1E VDR1Z2R 1E VDR2Z1R 1E VDR2Z2R 1E VDRHR 1E XR #35 ISLR #35 VDR1Z1R #15 VDR1Z2R #15 VDRHR #15

PANDUIT

CPU | TRACK 1 | TRACK 2 (VACANT) | A80468 | SSCC 1 | SSCC 2

A80403 | A80418 | VACANT | A80403 | A80418 | VACANT | A80405 | A80405 | A80407 DISPLAY MODULE

VACANT

GCP 4000 UNIT

MB12 CHGR 12V 20A

PANDUIT

MB12 BATT MIN. 420 AH

HOUSE FLOOR

SIDE A

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

SIDE "A" SHELF LAYOUT
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 16 OF 18

CSI_526.27_16.dgn

CA

CB

CC

PANDUIT

TRACK 1
OOS

AB61T

GCP IN1.1

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83

CWR-24B

EVENT RECORDER

MICRO-AIDE

DIGITAL INPUTS

PANDUIT

PANDUIT

XB14 CHGR
12V 40A

XB14 BATT
MIN. 420 AH

HOUSE FLOOR

SIDE C

ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

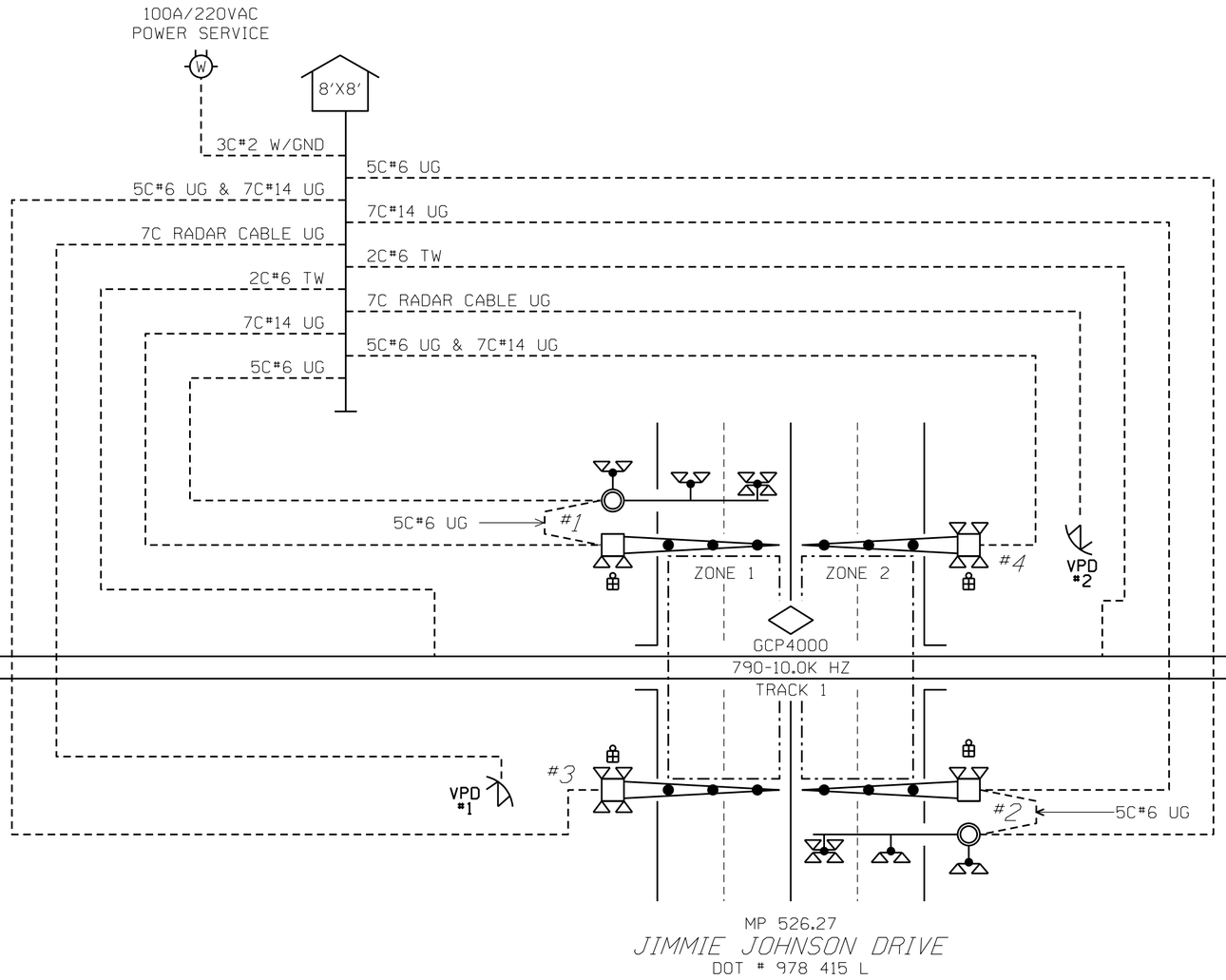
olsson

CALIFORNIA STEEL INDUSTRIES

SIDE "C" SHELF LAYOUT
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 17 OF 18

CSI_526.27_17.dgn



ALL NEW

09-13-23 OLS P/N:023-05815
INSTALL XING MP 526.27
DES: ATG/SMP COR: /

olsson

CALIFORNIA STEEL INDUSTRIES

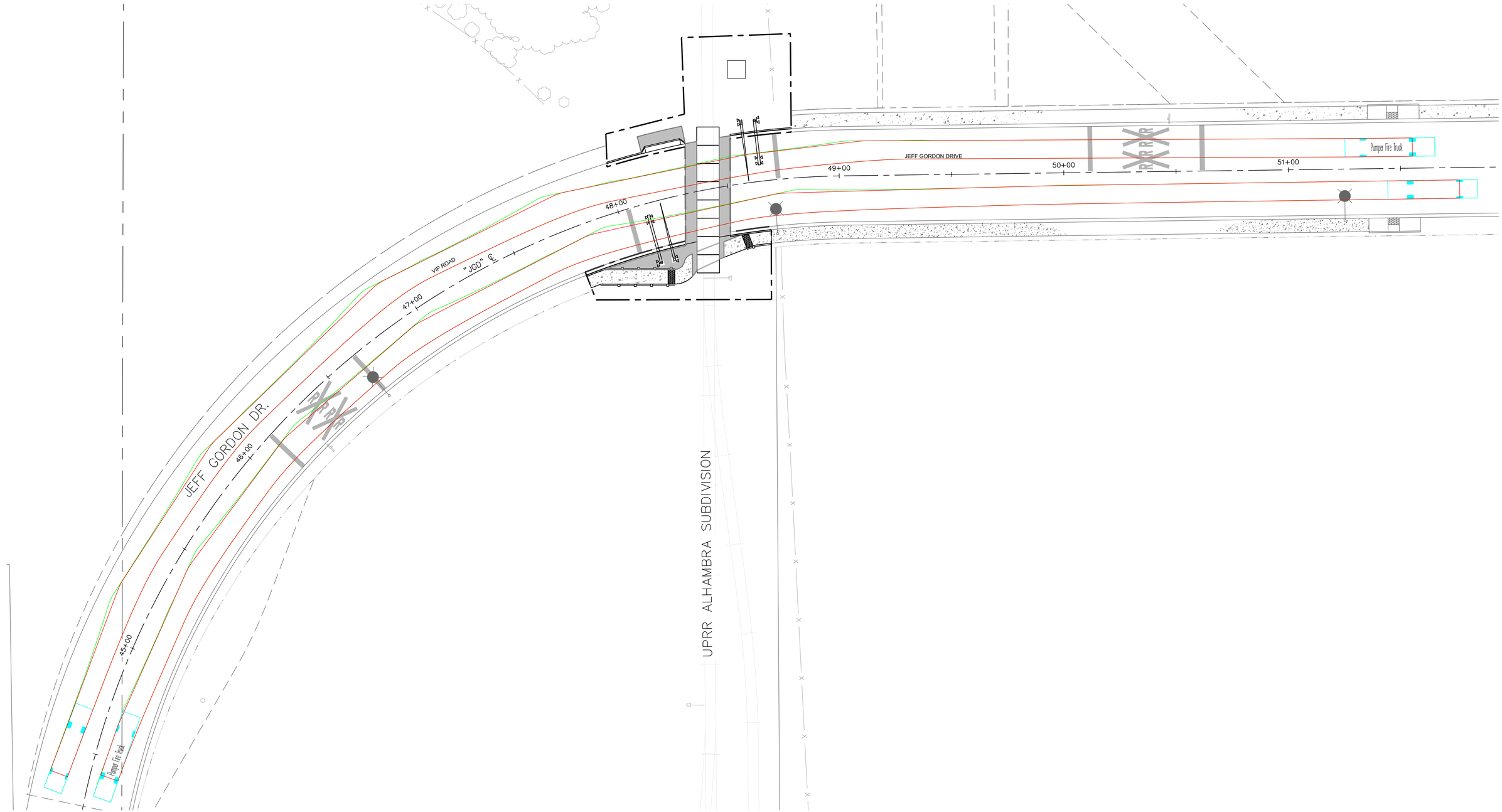
CABLE LAYOUT
JIMMIE JOHNSON DRIVE FONTANA, CA

LS | MP 526.27 | SH 18 OF 18

CSI_526.27_18.dgn

Exhibit F

Fire Truck Turning Templates



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NOVEMBER 2023
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	11/29/2023
DRAWN BY	THEONNES, K.	11/29/2023
CHECKED BY	BROWN, T.	11/29/2023
IN CHARGE	JUMANAN, L.	11/29/2023

REGISTERED PROFESSIONAL ENGINEER — 84078 — CIVIL — STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

SCALE
HORIZONTAL
1" = 20'
VERTICAL
N/A

Kimley»Horn
1300 CLAY STREET, STE 325
OAKLAND, CA 94612
(510) 625-0712

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

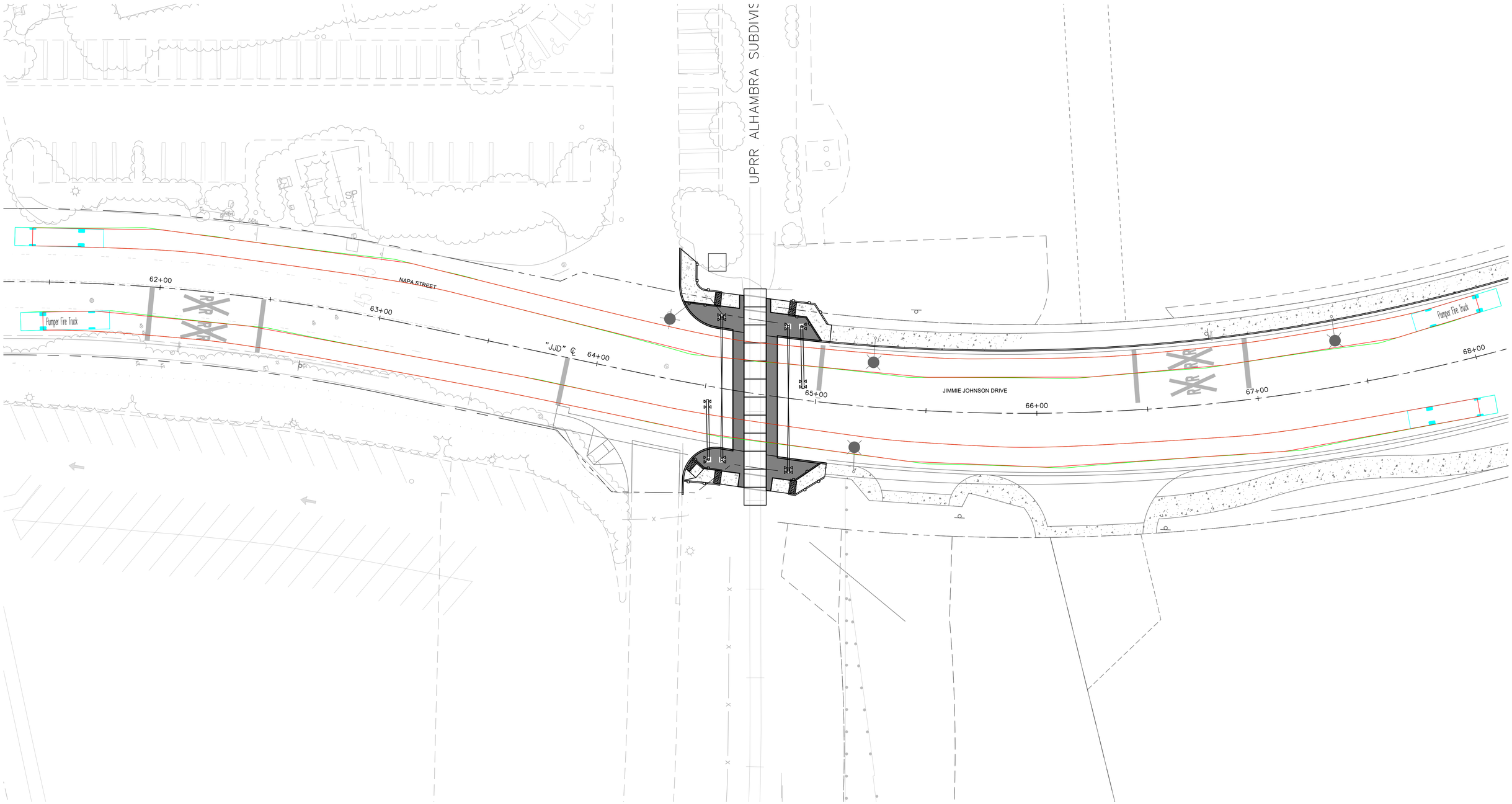
UPRR ALHAMBRA SUB MP 526.714
SAN BERNARDINO COUNTY, CA DOT# 978414E
JEFF GORDON DRIVE AT-GRADE CROSSING

TURNING TEMPLATE EXHIBIT

DRAWING NO.

SHEET NO.

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NOVEMBER 2023
FOR REVIEW ONLY
100% DESIGN

NO	REVISION / SUBMISSION	DATE

DESIGNED BY	BROWN, T.	11/29/2023
DRAWN BY	THEONNES, K.	11/29/2023
CHECKED BY	BROWN, T.	11/29/2023
IN CHARGE	JUMANAN, L.	11/29/2023

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER — TIMOTHY J. BROWN — No. 78978 — CIVIL — STATE OF CALIFORNIA

SCALE
HORIZONTAL: 1" = 20'
VERTICAL: N/A

Kimley»Horn
1300 CLAY STREET, STE 325
OAKLAND, CA 94612
(510) 625-0712

HILLWOOD
SPEEDWAY COMMERCE CENTER II
SAN BERNARDINO COUNTY, CA

UPRR ALHAMBRA SUB MP 526.267
SAN BERNARDINO COUNTY, CA DOT #978415L
JIMMIE JOHNSON DRIVE AT-GRADE CROSSING

TURNING TEMPLATE EXHIBIT

DRAWING NO.

SHEET NO.

SPEEDWAY COMMERCE CENTER RAIL CROSSING COORDINATION

Exhibit G

Environmental and Social Justice Statement

COMMENT OF THE COUNTY OF SAN BERNARDINO REGARDING THE CPUC ENVIRONMENTAL AND SOCIAL JUSTICE ACTION PLAN

The County of San Bernardino (County) submits this comment regarding the California Public Utilities Commission's (CPUC) Environmental and Social Justice Action Plan relative to the County's Application to convert two at-grade railroad crossings from private to public along VIP Road (to be renamed Jeff Gordon Drive) and Napa Street (to be renamed Jimmie Johnson Drive), along the Union Pacific Railroad Alhambra Subdivision, in the County of San Bernardino.

As background, the Project is associated with the redevelopment of portions of the Auto Club Speedway property. The development of the Auto Club Speedway involves the conversion of VIP Road and Napa Street to be public roadways, which involves converting the private grade crossings to public grade crossings through this Application. The grade crossings will feature safety enhancements in the form of automatic warning devices, advance warning signage and striping in conformance with the CA MUTCD, and pedestrian safety including detectable warning surface and signage.

As summarized below, the Application and the Project are consistent with the CPUC's Action Plan and vision to advance equity in its programs and policies for Environmental Justice and Social Justice (ESJ) Communities.

Goal 1: Consistently integrate equity and access considerations throughout CPUC regulatory activities.

The Application and Project are consistent with and advance this goal. The County of San Bernardino Board of Supervisors certified the Notice of Determination for the Final Environmental Impact Report, State Clearing House No. 2021120259 on October 25th, 2022. Additionally, this Project satisfies the criteria for a Class 1 (Existing Facilities) and Class 2 (Replacement or Reconstruction) Categorical Exemption under the California Environmental Quality Act (CEQA) per Section 15301(b) and 15302(c), respectively, of the CEQA Guidelines. The improvements would be located on the existing site and will have the same purpose and capacity as the structure being reconstructed. Further, the Project satisfies the criteria for Categorical Exclusion under the National Environmental Policy Act (NEPA) per Federal Railroad Administration Categorical Exclusion 19 or 21 per Code of Federal Regulations Part 771.116.

In conformance with the County of San Bernardino's Environmental Justice policies, the Specific Plan and associated Environmental Impact Report (EIR) considered environmental justice, including environmental justice engagement. ESJ Communities were considered during the preparation of the Specific Plan and EIR; ESJ communities were provided the opportunity to comment on the documents during the Environmental Justice Outreach component of the Project.

Section 1.8.1 of the Specific Plan includes information regarding the Environmental Justice Components, with further details provided in Appendix B. The Specific Plan itself employs symbology to notate elements representing Environmental Justice Indicators, which include environmental justice; prioritization of improvements to public facilities via public improvements, public services, and community amenities; providing food access via restaurants, diverse food options, and farmers markets; providing accessible and quality open space; promoting physical activity; promoting civic engagement; reduction of pollution exposure and improvements to air quality.

Goal 2: Increase investment in clean energy resources to benefit ESJ communities, especially to improve local air quality and public health.

The Application and Project are consistent with and advance this goal. Both the Specific Plan and the EIR anticipated and investigated air quality impacts, including the railroad at-grade crossing components and improvements as part of the Project.

The design associated with the railroad grade crossings includes pedestrian walkways over both the Jeff Gordon and Jimmie Johnson crossings. These pedestrian walkways, equipped with detectable warning surfaces, in conjunction with installation of automatic warning devices and advance warning signage and striping for vehicles, serve to improve the safety of users of the grade crossings, which is tantamount to improving public health.

A minimum of two public meetings were held to engage nearby residents, businesses, and property owners throughout the Specific Plan process and review of EIR. Notifications were provided to the occupants in the required radius boundary and all who requested notification in the predominant language(s) spoken. All materials were made available to the community and public in multiple formats, including digital and hard copy, and documents were provided at multiple locations as required by the County were provided in both English and Spanish.

Goal 3: Strive to improve access to high-quality water, communications, and transportation services for ESJ communities.

The Application and Project are consistent with and advance this goal. This Project in particular bolsters rail safety over the Jeff Gordon and Jimmie Johnson crossings for both vehicles and pedestrians. The Project installs automatic warning devices at both crossings, which is a warning system neither crossing currently possesses. Constructing sidewalk pathways at NACTO-acceptable crossing angles with detectable warning surfaces also serves as an improvement for pedestrian access and safety.

The Project anticipated future improvements for expanded transportation, including bus access and trail connections. Improving connectivity of ESJ communities to local transit options and outdoor recreation areas supports improvements to both physical and mental health of the community, as well as health equity in ESJ communities by increasing access to vital infrastructure like medical care and employment.

Goal 4: Increase climate resiliency in ESJ communities.

The Application and Project are consistent with and advance this goal. The Specific Plan section 1.8.1 details the Environmental Justice Components in conformance with the County Environmental Justice goals. Appendix B of the Specific Plan details how the Specific Plan meets the Countywide Plan.

Within Appendix B, numerous County policies and goals align with the CPUC's goal of increasing climate resiliency. County policies fall under the categories *Land Use, Infrastructure and Utilities, Transportation and Mobility, Natural Resources, Renewable Energy and Conservation, Cultural Resources, Personal and Property Protection,* and *Health and Wellness*. The Project is consistent with several policies within each category and describes efforts the Project has undertaken and/or will continue to undertake to comply with the County's policies within climate action and environmental compliance.

Goal 5: Enhance outreach and public participation opportunities for ESJ communities to meaningfully participate in the CPUC's decision-making process and benefit from CPUC programs.

The Application and Project are consistent with and advance this goal. A minimum of two public meetings and engagement workshops were held to engage nearby residents, businesses, and property owners throughout the Specific Plan process and review of EIR. The engagement workshops discussed the entire Project, and included discussions on Greenhouse Gas (GHG) emissions and reductions; sustainability; transit and connectivity; grade crossing elements and improvements. Exhibits presented during these workshops were specifically designed to support and target the ESJ neighborhoods and communities.

Although not ESJ communities, the Project engaged businesses adjacent to the Project site, including the InTech Center, an Industrial Technical Learning Center which serves to train workers in business and industry, specifically within the Inland Empire region. The Project is partnering with the Chaffey College InTech Center by contributing $250,000 to InTech to support job training for tradespeople and industry workers.

Goal 6: Enhance enforcement to ensure safety and consumer protection for all, especially for ESJ communities.

The Application and Project are consistent with and advance this goal. Particularly during event days, the Project areas will be patrolled by the local police officers to ensure public safety.

In Appendix B of the Specific Plan, the County Plan category *Personal and Property Protection* has several goals and policies that the Project aims to meet. Policy PP-1.1, *Law Enforcement Services*, is met through the Project's assurance that fire service demands would not exceed the capability of existing fire service infrastructure. Policy PP-4.1, *Emergency management plans*, is met through ensuring the Project remains consistent with adopted emergency plans for the region.

Goal 7: Promote high road career paths and economic opportunity for residents of ESJ communities.

The Application and Project are consistent with and advance this goal. This Project provides increased access to the Auto Club Speedway. The Project will create a positive economic impact on the community and surrounding area by increasing sales tax revenues.

Additionally, the Project's partnership with the InTech Center, will serve to continue training efforts for residents of the ESJ communities to promote industry career paths. The partnership with the Chaffey College InTech Center and the Project involves the Project contributing $250,000 to InTech to support job training for tradespeople and industry workers. The Project also anticipates a labor contract with trades to support the employment of people located geographically closest to the Project site.

Goal 8: Improve training and staff development related to environmental and social justice within the CPUC's jurisdiction.

The Application and Project are consistent with and do not inhibit this goal. The Transportation Demand Management Programs (TDM) requires ongoing training and rideshare, as well as ongoing truck requirements for reporting to ensure trucks are not circulating within the ESJ communities. This program requires training with business occupants and tenants, and will remain a requirement for future tenants. Complying with County policies TM-3.2, *Trip reduction strategies*, is met through increasing transit accessibility, pedestrian network improvements, and voluntary commuter trip reduction programs.

Goal 9: Monitor the CPUC's environmental and social justice efforts to evaluate how they are achieving their objectives.

The Application and Project are consistent with and do not inhibit this goal. Many Environmental Justice items relating to the Project are ongoing and will be met throughout the lifetime of the Project. Additionally, the Project will continue to promote Environmental Justice components when possible and will adhere to the goals and statements set forth in the Specific Plan.