REDLANDS COMMERCE CENTER

CONCEPT PLAN NO. 2
(AMENDMENT NO. 4)

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Prepared for

SPRING PACIFIC PROPERTIES

For Review by

CITY OF REDLANDS

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CHAPTER 1 *INTRODUCTION*

SECTION 1.1 INTRODUCTION

The Redlands Commerce Center Concept Plan is a planning and regulatory document that addresses the future use and development of approximately 261 acres of property in the northwest sector of the City of Redlands. As an outgrowth of more than a decade of planning, engineering and environmental studies associated with the 4,000-acre East Valley Corridor Specific Plan (EVCSP), the plan for Redlands Commerce Center is founded upon the primary goal of creating a high quality business environment through the application of comprehensive master-planning principles.

A. ORGANIZATION

The Redlands Commerce Center Concept Plan is organized into four chapters: Chapter 1 -Introduction, Chapter 2 - Master Plans, Chapter 3 - Development Standards, and Chapter 4 - Implementation Program. The first chapter discusses the plan's purpose, background, setting, goals and objectives, and provides a summary overview of the proposed project. The second chapter consists of detailed descriptions of the various master plan components, including: Land Use Plan, Circulation Plan, Infrastructure Plans, and Landscape Concept Plan. The third chapter establishes definitive land use districts, and sets forth the regulations and standards that will govern the actual use and site development of the property. The final chapter addresses the review and approval procedures and non-discretionary actions which are subsequent to and which will implement this Concept Plan, and discusses the infrastructure phasing program.

B. PURPOSE AND INTENT

The Redlands Commerce Center Concept Plan is consistent with the goals and policies of the City of Redlands General Plan, and complies with all applicable provisions of the EVCSP. This document is intended to fulfill the Planned Development provisions of that Specific Plan which provide for the staged or combined application and processing of a Concept Plan and/or Development Plan. The master-planned approach embodied in the EVCSP and implemented by the Redlands Commerce Center Concept Plan guarantees the logical and orderly development of the property into an aesthetic and pleasant environment for business, industry and commerce. The following paragraphs, quoted from the EVCSP, define the Concept Plan and its requirements.

> Concept Plan Defined – "The Concept Plan functions as a development suitability analysis and land use plan which identifies development opportunities and constraints within the Development Envelope, including physical characteristics, public services and facilities, capacity of the circulation system,

and existing or planned uses of adjacent properties. The intent of the Concept Plan is to establish limits, parameters, and planning objectives to guide development based on the identified development constraints and opportunities."

Concept Plan Requirements - "The Concept Plan shall provide information on the following issues:

(A) The location, boundaries and acreages of the general land use types proposed within the Development Envelope, including open space.

(B) Existing and proposed land uses and streets within 500 feet of the project area boundaries, and anticipated impacts on adjacent land uses.

(C) The proposed circulation system, including both vehicular and pedestrian systems and general locations of access points to major and secondary roadways.

(0) Anticipated impacts on the existing circulation network and infrastructure systems.

(E) Where applicable, a development program establishing the phasing and/or sequence in which the various development areas are to be developed. Each phase shall include sufficient development to enable that phase to exist as an independent entity integrated with previous phases, but not dependent upon later stages of construction.

The creation of this master-planned community, focused on employment-based land uses, will produce several positive results. The stringent design standards and land use regulations, which equal and often exceed existing city zoning ordinance and code requirements, have been specifically tailored in consideration of the unique aspects of the site, and to ensure the development of a business park of the highest quality. The increased quantity and diversity of employment opportunities will make a significant contribution to the region's balance of jobs versus housing. Increased property values will generate additional property tax revenues which, along with sales and business tax revenue, will produce a significant fiscal benefit to the City of Redlands. The comprehensive and coordinated planning approach for Redlands Commerce Center provides the city with a lasting regulatory framework for the long-term management of the growth and development of this vital component of the community.

C. BACKGROUND AND PROJECT SETTING

The land which comprises the 261-acre Redlands Commerce Center is a portion of the "Marigold Farms" properties which were in the Chapman family ownership for more than sixty years. Originally used for cattle ranching and dairy farming, the Chapman family purchased the property in 1930. Portions of the property remain in agricultural production to this day, primarily row crops.

In 1963, as a result of an attempt by the City of San Bernardino to annex the Marigold Farms property, the Chapman family and the City of Redlands entered into discussions regarding the future of this property. Recognizing that Marigold Farms had long been identified with Redlands, both the family and the city agreed that the property could play a critically important role as the future base for industrial development in the city. Accordingly, in 1963 the Chapman family agreed to the annexation of Marigold Farms by the City of Redlands. The action of the city in annexing and zoning the property for industrial use demonstrates the city's vision and underscores the highest and best use for the property. In the late 1970's, the Chapman family began working with other property owners to create a regional plan for the West Redlands area. This led to the decade-long planning effort which culminated in the 1989 adoption of the East Valley Corridor Specific Plan. This plan is further evidence of the tremendous potential of Marigold Farms and more than three thousand acres of surrounding land as a vital and dynamic business hub. This study was accomplished with pains-taking care to protect the public interest through the establishment of comprehensive and rigorous development regulations. The participation by three governmental entities, the cities of Redlands and Loma Linda and the County of San Bernardino, and numerous property owners is testimony to the regional significance of this area and the cooperative spirit of the East Valley Corridor joint public-private planning effort.

The property consists of approximately 261 acres of land in the northwest sector of the city. The site is bounded on the north by the Santa Ana River Wash, by California Street on the east, and San Bernardino Avenue on the south. The Mountain View Power electrical generation plant lies immediately adjacent to the west.

Regional access to the site and surrounding property is afforded by the San Bernardino Freeway (Interstate 10), and the Crosstown Freeway (State Route 30). Access to these regional systems is presently provided by three arterial highways, Mountain View Avenue, California Street and San Bernardino Avenue. Mountain View Avenue, which lies just to the west of the site, and California Street, which forms the eastern border of the property, have existing interchanges with the I-10 freeway, approximately seven-tenths of a mile to the south. San Bernardino Avenue, which borders the property on the south, has an interchange with SR-30, approximately one and one-half miles to the east.

Exhibit 1, Location Map, identifies the subject property and the surrounding area. Exhibit 2, East Valley Corridor Specific Plan – Land Use Districts, depicts the existing

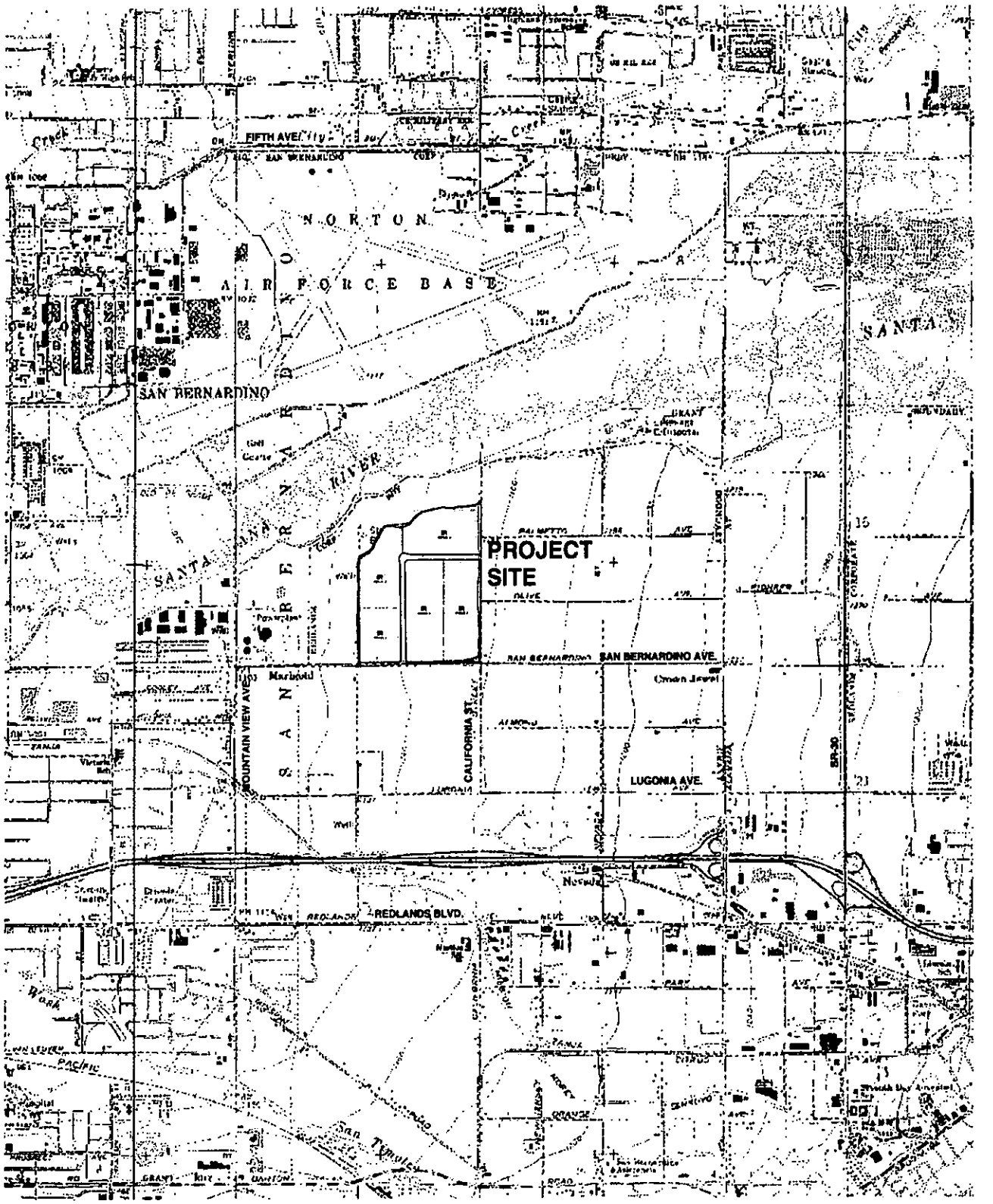
land use designations for the area.

The only improved streets on the property are the perimeter streets of California Street and San Bernardino Avenue. Three additional reserved or "paper" streets are located throughout the subject property, Bryn Mawr Avenue, Guido Avenue and Victor Avenue. These streets will be vacated through City Council action as they do not provide logical street access to the interior of the property. The single recorded on-site easement is a 92-foot wide easement, parallel to and north of San Bernardino Avenue, granted to the Southern California Edison Company for overhead electric transmission lines and appurtenances. Existing 115KV and 66KV overhead transmission lines are located within this easement.

Existing land uses surrounding the Redlands Commerce Center consist of citrus groves and the City of Redlands landfill to the east, row crop farming to the south, the power station to the west, and the Santa Ana River channel to the north. Exhibit 3, Site Features, shows the property boundaries, topography and other existing conditions. The legal description for the Redlands Commerce Center is contained in Appendix "A".

The Marigold Business Park Concept Plan No. 2 was approved by the Redlands City Council in the early 1990's. Since the adoption of the Concept Plan, the property has remained in the undeveloped, and has continued in agricultural production. The property was acquired for development by Spring Pacific Properties in the Fall, 2000, with the intention of implementing the Concept Plan and fulfilling the City's vision for the property as a master planned industrial park.

Amendment No. 1 to Concept Plan No. 2 proposes to refine the land use, circulation and other master plans to reflect the specific development plans which have been developed for the property by Spring Pacific Properties. These development plans have evolved as the maturation of the subject property has occurred in response to regional demands and market trends for quality industrial land use.



LOCATION MAP

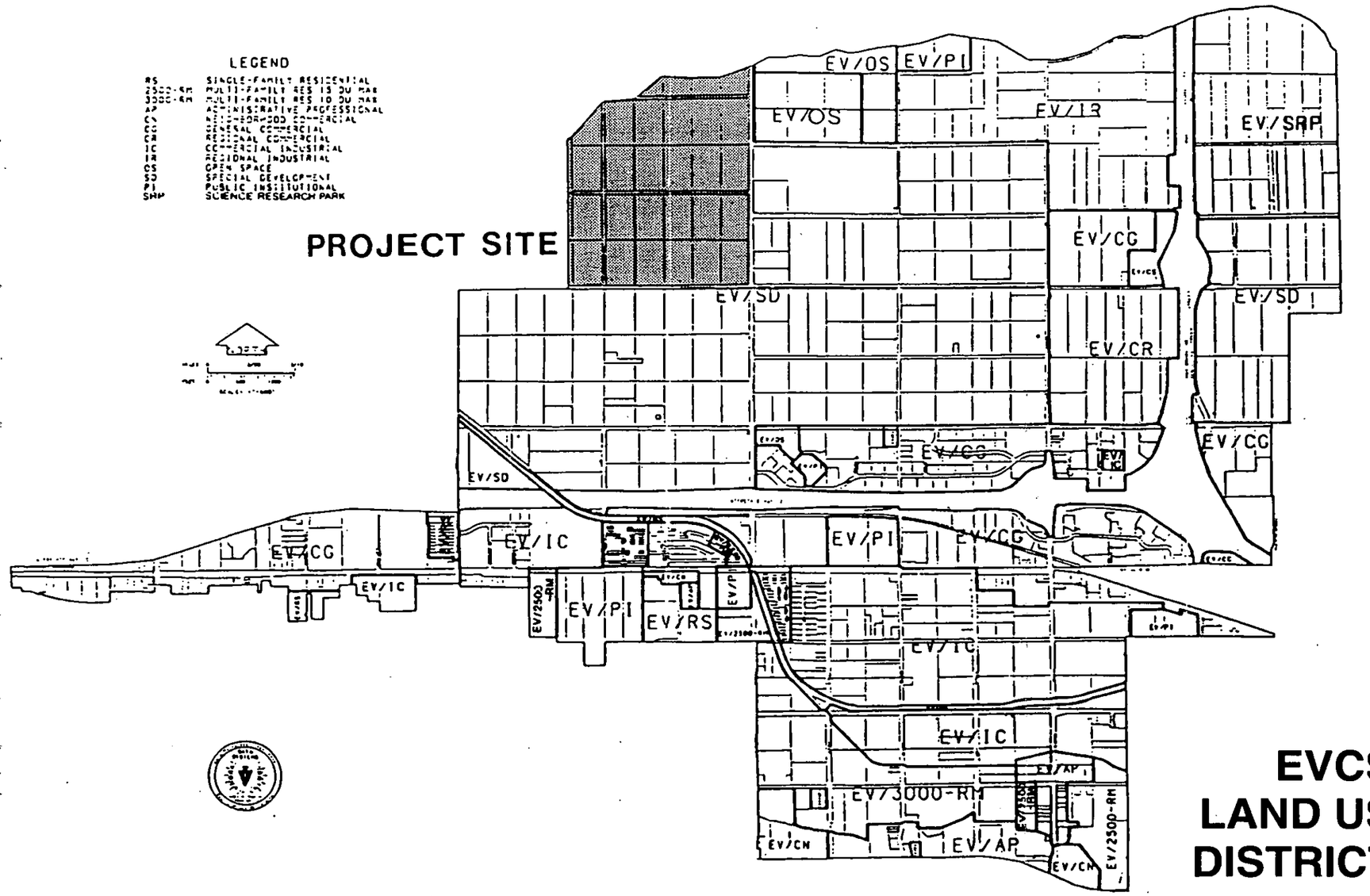
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Exhibit 1

EAST VALLEY CORRIDOR SPECIFIC PLAN

LAND USE DISTRICTS

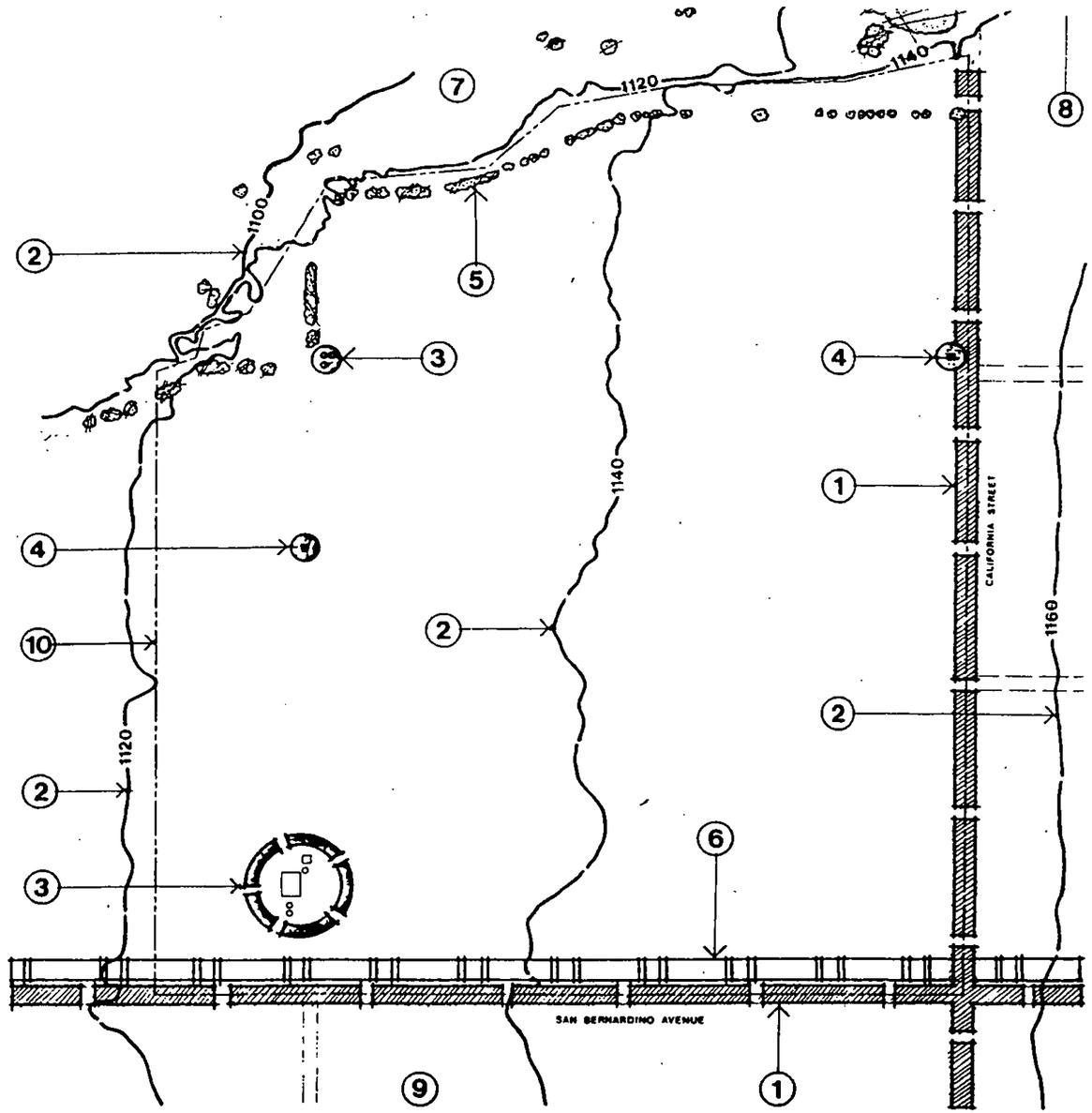


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EVCSP LAND USE DISTRICTS

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Exhibit 2



1. PARTIALLY IMPROVED ROAD
2. EXISTING 20' CONTOUR
3. FARM STRUCTURES
4. WATER WELL
5. EXISTING TREES
6. S.C.E. EASEMENT
7. SANTA ANA WASH
8. SANITARY LANDFILL
9. BARTON CENTER REDLANDS
10. PROPERTY LINE

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SITE FEATURES

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Exhibit 3

SECTION 1.2 ENVIRONMENTAL CONSIDERATIONS

A. EXISITNG ENVIRONMENTAL SETTING

Topography, Soils and Geology - The topography of the site is essentially flat, having a very gentle and fairly constant slope of approximately one and one-half percent falling from east to west. The elevation of the site ranges from approximately 1155 feet above Mean Sea Level (MSL) along the eastern boundary, falling some thirty-five feet to an approximate elevation of 1120 feet above MSL along the west property line. The site has deep, well-drained soils, underlain by alluvial sediments of sand and gravel shed from the San Bernardino Mountains and deposited by the Santa Ana River. The site is near two major and active earthquake faults: the San Andreas and the San Jacinto. Geologic hazards from these two faults that could potentially effect the site include seismic shaking and liquefaction. Standard structural design and construction techniques should mitigate these potential hazards.

Climate - The area's climate is characterized by cool winters and dry, hot summers. Average temperatures range from 53 degrees in the winter to 80 degrees in the summer, with extremes in occasional years reaching the low twenties in winter and in excess of 110 degrees in the summer. The dry, hot Santa Ana winds, with velocities occasionally approaching 80 to 100 miles per hour, is a fairly common occurrence, predominantly in the late summer and fall months. Average yearly rainfall accumulation is approximately thirteen inches, normally concentrated during the December-March rainy season.

Hydrology - The project site and the surrounding properties which lie north of the I-10 Freeway are not part of any major flood hazard area. The existing local drainage system in the area was based upon low density and agricultural land uses. Storm water flows are expected to increase significantly with the development of higher density uses proposed by the EVCSP, and the plan has identified the necessary backbone storm water facilities to accommodate the anticipated increased flows.

Air Quality - The site is located in the eastern portion of the San Bernardino Valley. This area is part of the South Coast Air Basin and air quality is managed by the South Coast Air Quality Management District (SCAQMD). The valley is surrounded by low hills to the south and the towering San Bernardino Mountains to the north and east. The Los Angeles Basin, a major air pollutant source area, is located about fifty miles to the west. Air pollutants from the Los Angeles basin are transported inland into the San Bernardino Valley by the prevailing on-shore or westerly winds. The westerly air flow, the prevalence of a marine inversion layer and strong solar radiation combine to produce high ozone levels and lowered visibility on many days between May and September. Presently, the South Coast Air Basin does not meet Federal EPA ambient air quality standards for ozone (0_3). carbon monoxide (CO), nitrogen dioxide (NO_2), and total suspended particulate (TSP). Additionally, the California Air Resources Board (CARB) has adopted state ambient air quality standards that are slightly more stringent

than the federal standards. The project site generally experiences unhealthful air with respect to ozone levels on up to forty percent of the days during the year, almost exclusively from May to September. Although the basin has experienced an eighteen percent decrease in air pollution for the period 1981 to 1985, the basin failed to meet federal standards by the end of 1987 as mandated by the Clean Air Act. Air quality in the area generally can be considered good to moderate from October to April when meteorological conditions are not conducive to high ozone production.

Noise - Existing major sources of noise in the East Valley area are primarily vehicular noise generated by the 1-10 freeway and Highway 30. Vehicular noise levels are expected to increase in the area due to increased traffic on 1-10, Highway 30, and the expanded arterial street system as the region and area develop and grow. The Defense Department's decision to close the Norton AFB as a military air base has significantly reduced the existing noise levels and patterns produced by over-flying aircraft. In all probability, the facility will be converted to some form of civilian airport operation, and aircraft noise generation likely will continue to be an environmental consideration. The non-residential nature of the land uses proposed for Redlands Commerce Center are normally acceptable within the anticipated noise level environment for the area.

Cultural Resources - Although no known cultural resources have been identified on-site, and the property does not lie within the Preservation-Historical/Archaeological Overlay District of the EVCSP, there may exist some limited potential for the discovery of cultural resources. The project site is a portion of the "Marigold Farm", which has been in existence since the 1890's, originally as a dairy and feedlot, and more recently for farming. While these activities represent a period of ranching and agricultural use in the Redlands area, the property is not considered a unique nor historically significant site. Cultural resources in the form of surface and subsurface prehistoric and ethnohistoric archaeological sites may possibly be present along the Santa Ana River.

Transportation - The existing traffic circulation system in the area consists of two regional highways, Interstate 10 and State Route 30, and an incomplete and only partially-improved network of surface streets. San Bernardino Avenue and California Street are presently improved as two-lane streets immediately adjacent to the site. Curbs, gutters and sidewalks are absent, and pavement widths are less than standard for the major arterial classification of these two roadways. Bryn Mawr Avenue, Victor Avenue and Guido Avenue are "paper" streets, currently lacking in any improvements. Arterial access to the south and east is considered good, while access to the north and west is limited. Present traffic volumes in the immediate vicinity is very light, although some congestion does occur at intersections in the commercial corridor southerly of the project site near the freeway. Significant increased traffic is anticipated with the development of the East Valley Corridor, and the specific plan adopted for the area contains provisions for expanding and upgrading the arterial Street system. The EVCSP Program EIR states that the projected "...increases on regional traffic are considered significant cumulative impacts that are not fully mitigated. Cumulative impacts are effects that are not significant (or have been mitigated to a level of non-

significance) on the local or project level, but when added to other regional projects' impacts, may be considered cumulatively significant." In light of this determination, and as a precedent to the certification of the Program EIR and adoption of the EVCSP, a statement of over-riding considerations was adopted by all three local responsible agencies involved as required by the California Environmental Quality Act (CEQA).

B. PREVIOUS ENVIRONMENTAL DOCUMENTATION

EVCSP Program EIR - The adoption of the East Valley Corridor Specific Plan was proceeded by the certification of a Final Environmental Impact Report (EIR) for the project. The County of San Bernardino, through County Service Area 110 (CSA-110), was the lead agency in the preparation and certification process of the EIR. The cities of Redlands and Loma Linda acted as responsible agencies and also conducted public hearings on the EIR. The EIR for the EVCSP is defined as a Program EIR, in that it addressed the impacts and mitigation of a series of actions that are characterized as one large project. The EVCSP is a single project which is an issuance of plans to govern the conduct of a continuing program and is the regulatory authority for individual activities (i.e., subsequent development project applications) having generally similar environmental effects and mitigation measures. This approach afforded the lead and responsible agencies the opportunity to conduct more complete analyses of individual and cumulative impacts and alternatives, and consideration of broad policy alternatives and mitigation measures prior to development.

The EVCSP Program EIR functions as the base environmental document for subsequent development projects. Determination of whether additional environmental documentation is required for a subsequent development project is based upon an examination of the project proposal and the EVGSP Program EIR. Upon completion of this examination the City of Redlands will find that one of the four following actions is required by CEQA:

1. If a later activity would have effects that were not analyzed in the EVCSP Program EIR, a new Initial Study would need to be prepared leading either to a supplemental focused EIR or a Negative Declaration.

2. If no new effects would occur or no new mitigation measures would be required, the City of Redlands may approve the activity as being within the scope of the project covered by the EVCSP Program EIR, and no new environmental document would be required.

3. The City of Redlands shall incorporate feasible mitigation measures and alternatives developed in the EVCSP Program EIR into subsequent actions in the program.

4. Where the subsequent activities involve site-specific operations, the City of Redlands should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the EVCSP Program EIR.

Generally speaking, the EVCSP Program EIR was prepared to analyze and mitigate all potential adverse environmental impacts resulting from proposed development. The Redlands Commerce Center Concept Plan is wholly consistent with the land use regulations and development standards established by the EVCSP. Upon examination of the development proposal, the EVCSP Program EIR and appropriate site-specific information, the City of Redlands will find that the proposed project is consistent with the Specific Plan and within the scope of the project covered by the EVCSP Program EIR, and no new environmental documentation is required. By virtue of this finding, the City of Redlands granted the Concept Plan a Mitigated Negative Declaration. It is expected that the City of Redlands will once again reaffirm the previous adequacy of the environmental documentation for Concept Plan No. 2, Amendment No. 1, and prepare an updated Mitigated Negative Declaration.

Mitigation Monitoring Program - A Mitigation Monitoring Program, developed to ensure that all applicable mitigation measures identified in the EVCSP Program EIR are properly implemented, is an integral element of this development plan. The Mitigation Monitoring Program, located in Appendix "B", is a comprehensive inventory of applicable mitigation measures. These measures are categorized according to the timing of their implementation (i.e., at tentative tract map approval, prior to permit issuance, etc.), and the entity responsible for implementation (i.e., developer, public agency, etc.).

SECTION 1.3 GOALS AND OBJECTIVES

Redlands Commerce Center has as its primary goal the creation of a high quality business environment. This fundamental goal will be achieved through the application of accepted master-planning principles targeted toward the accomplishment of the following specific goals and objectives:

1. To implement the policies and principles of the existing City of Redlands General Plan.

2. To implement the policies and principles of the East Valley Corridor Specific Plan.

3. To promote and facilitate high quality business and industrial development which maximize employment opportunities and provide a balance of jobs and housing in the region.

4. To accommodate the continued agricultural activities during the transition of the property to other uses.

5. To simplify and streamline the development review process without compromising the integrity of the General Plan.

6. To provide for the extension of public services and utilities in a logical and orderly manner.

7. To provide an efficient and functional vehicular circulation system with sufficient capacity to accommodate projected traffic volumes.

8. To enhance the character and image of the area by establishing development standards, regulations and design guidelines which foster an aesthetically pleasing built-environment.

9. To promote the implementation of the City of Redlands Open Space Plan by providing trail and linear park opportunities.

SECTION 1.4 PROJECT DESCRIPTION

Redlands Commerce Center is envisioned as a coordinated, master-planned community of business, commerce and industry. It is intended to encourage a diversity of employment-based industrial development (warehouse/distribution, manufacturing, and assembly uses) within a well designed and carefully controlled environment. The project site was zoned for industrial use in the mid-1960's by the City of Redlands. More recently the property was designated as a "Special Development' land use district, and is wholly contained within a single "Development Envelope" as defined by the EVCSP. (See Exhibit 4, East Valley Corridor Specific Plan - Planned Development Envelopes.) The Special Development designation is intended to encourage greater flexibility and creativity in land use design and regulation. The Development Envelope identifies areas of common constraints and opportunities, and represents the smallest geographic area that must be master-planned as a single entity. The EVCSP's "Planned Development' provisions establish a two-tiered development review process, the "Concept Plan" and the "Development Plan" for Special Development areas. The Redlands Commerce Center Concept Plan represents the first and most critical stage of this process. The second or Development Plan stage will consist of the city's existing Commission Review and Approval (CRA) process. This approach and the types and intensity of uses proposed by this Concept Plan are consistent with both the procedures and the regulations set forth in the EVCSP.

Much of the land area is designed to accommodate large industrial users. Approximately 242 acres, or 93% of the project's total land area, in the northern and western sectors of the project is designated "Regional Industrial". A wide variety of product-types (i.e., building types and end-users) can be accommodated within these industrial parcels or planning areas, ranging from large distribution centers of several hundred thousand square feet to multi-tenant facilities with suites as small as a few hundred square feet.

The major open space elements constitute approximately 8.9 acres (3.4%) of land. This area includes the pedestrian/equestrian/bicycle trail, the linear park along the Santa Ana River bluff, and the SCE easement along San Bernardino Avenue. Not included in this open space are several acres of landscaped setback areas adjacent to California Street, Marigold Avenue.

The arterial and collector street system has been designed to provide safe and convenient access to the regional circulation network from all areas of the project. Marigold Avenue functions as the backbone artery, connecting the Palmetto/California intersection on the north with San Bernardino Avenue on the south. The existing perimeter streets, California Street and San Bernardino Avenue, will be widened and improved.

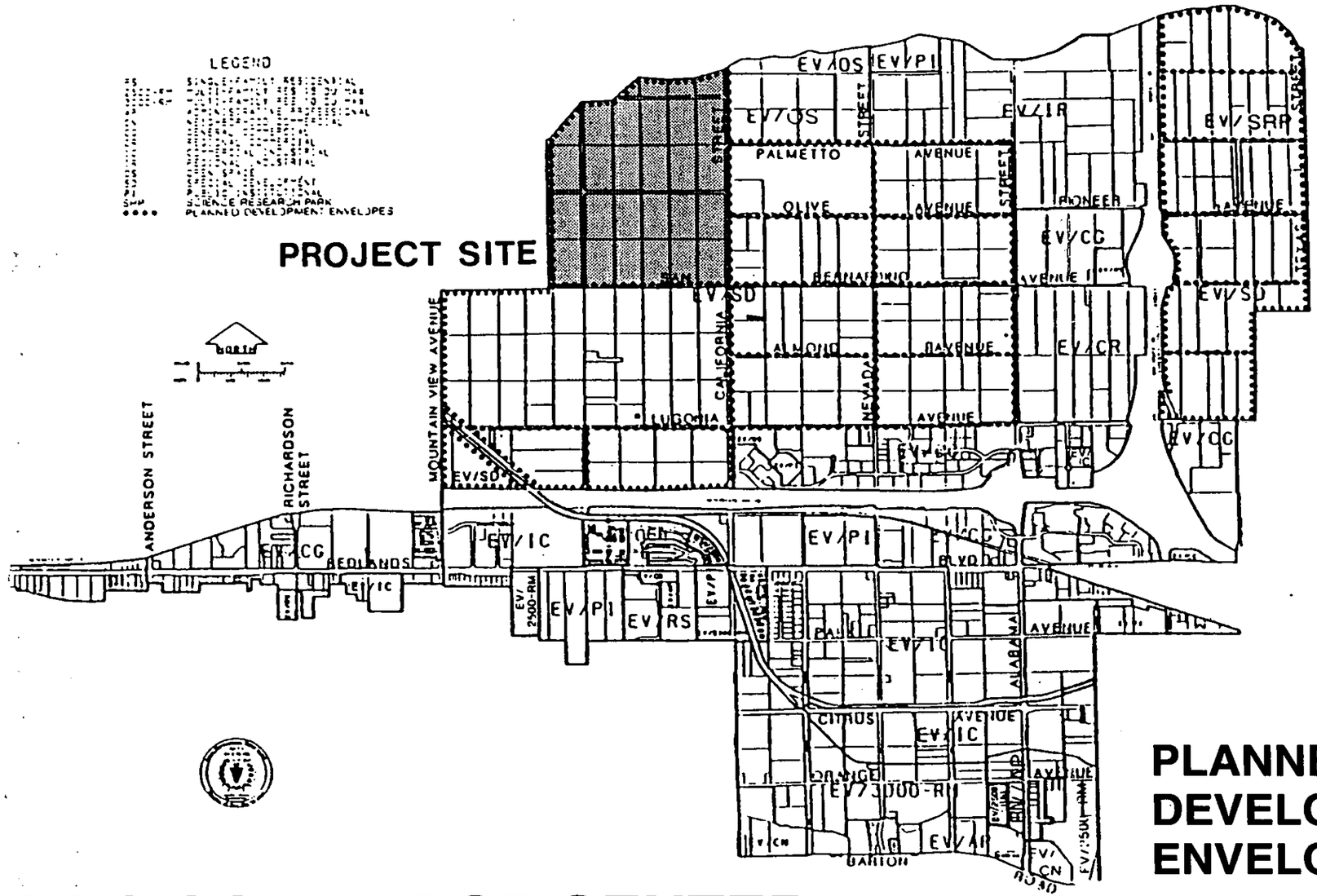
Several design elements, including signage, lighting, paving and landscaping, will be

incorporated in the treatment of key intersections to delineate the project's monumentation and entries. These elements, along with the theme landscaping of the streets' parkways will establish the visual quality, character and identity of Redlands Commerce Center. The landscape materials and other design elements will reflect the concepts of the EVCSP.

Project development and implementation is expected to occur over a period of several years. This process, which includes the extension of utilities and infrastructure, street improvements, site grading, on-site improvements, building construction, landscaping and amenity installation, etc., will be accomplished incrementally as market and economic forces dictate.

EAST VALLEY CORRIDOR SPECIFIC PLAN

PLANNED DEVELOPMENT ENVELOPES



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PLANNED DEVELOPMENT ENVELOPES

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Exhibit 4

SECTION 1.5 GENERAL NOTES

The following General Notes shall apply to all development and use of property contained within the boundaries of the Redlands Commerce Center Concept Plan:

1. Any details not specifically addressed herein shall be subject to the provisions of the City of Redlands Zoning Ordinance No. 1000, as amended, and the East Valley Corridor Specific Plan No. 42.

2. Water service shall be provided by the City of Redlands, in accordance with existing policies.

3. Sewer service shall be provided by the City of Redlands, in accordance with existing policies.

4. Solid waste disposal service shall be provided by the City of Redlands, in accordance with existing policies.

5. Fire and police protection service shall be provided by the City of Redlands, in accordance with existing policies.

6. Electrical service will be provided by the Southern California Edison company.

7. Natural gas service will be provided by the Southern California Gas Company.

8. Telephone service will be provided by the General Telephone Company.

CHAPTER 2 *MASTER PLANS*

This chapter discusses the overall objectives and pertinent details associated with the primary physical design components of the Redlands Commerce Center Concept Plan. These components are described as master plans for the following systems:

- Land Use
- Circulation
- Infrastructure (water, wastewater and storm drainage)
- Landscape Concept

These master plans represent the basic foundation for subsequent, site or parcel specific development. The descriptions of the land use designations, coupled with the provisions contained in Chapter 3, Development Standards, establish the zoning and land use regulations for each individual parcel. The master plans for circulation and infrastructure describe the major backbone facilities that ensure that the incremental development of individual parcels will be adequately serviced from a traffic and utilities standpoint. The landscape concept plan establishes the overall project theme and visual identity, ensuring a cohesive and unified appearance that reflects the landscaping and aesthetic goals of the EVCSP.

SECTION 2.1 LAND USE

The Land Use Plan for Redlands Commerce Center provides for a variety of warehouse, distribution, manufacturing and industrial uses configured in a logical and orderly pattern. Although the Redlands Commerce Center has been envisioned for a variety of industrial uses, the primary focus of the Land Use Plan has been designed for larger warehouse and distribution uses. This warehouse and distribution trend has been developing over the past decade in the general area, and the Redlands Commerce Center is particularly situated to accommodate the development of these larger buildings. The Land Use Plan is depicted in Exhibit 5.

A. REGIONAL INDUSTRIAL

The Land Use Plan has designated all the developable land as Regional Industrial. Large parcels have been created in order to accommodate the warehouse and distribution centers that are proposed for most of the project site. The Regional Industrial district is comprised of a total of 242 acres of land area, approximately 93% of the total project site. It is intended primarily for development of manufacturing, assembly and warehouse/distribution operations in large facilities having tens and even

hundreds of thousands of square feet under roof. This district will also accommodate research and development and corporate operations that encompass light industrial facilities and direct-support office and administrative activities. Typical building construction is expected to be high-bay, single-story, with some mezzanine or second-story office space as an integral part of the facility.

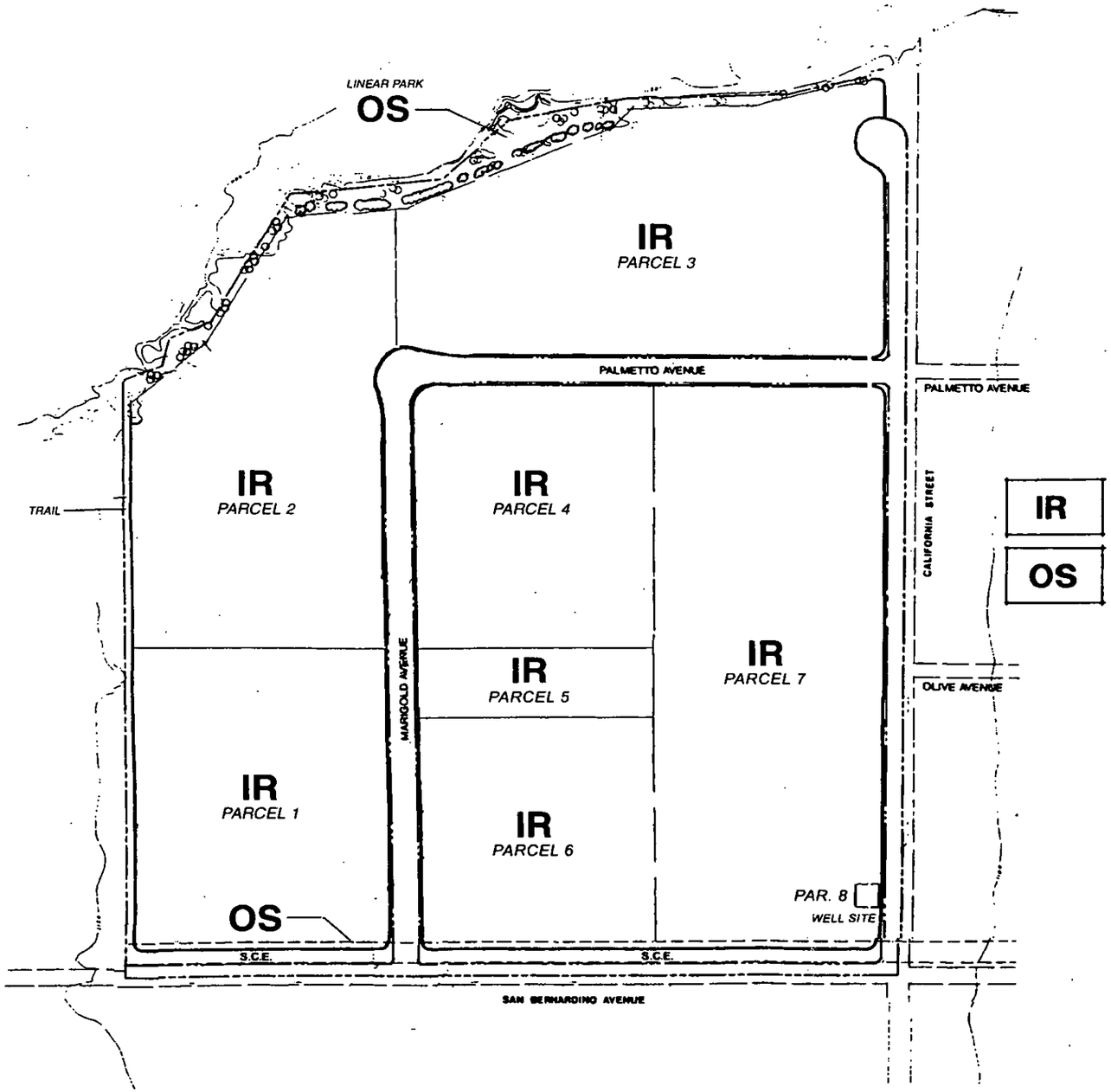
The overall average FAR for the district is expected to fall within the 0.50 - 0.55 range, with an FAR of 0.80 as the maximum permitted FAR for any one planning area parcel. Significant truck loading and maneuvering space will likely be a requirement of most users locating in this district. Adequate parking, most probably in surface parking lots, will be provided for all proposed uses as specified by the "Parking Requirements" contained in Chapter 3.

Vehicular access to any parcel from California Street or San Bernardino Avenue (major arterials) is permitted, subject to the restrictions and controls described in the following Section 2.2, Circulation System. Controlled vehicular access to any parcel from Marigold Avenue (a secondary arterial) is permitted.

B. OPEN SPACE

The major open space elements of Redlands Commerce Center consist of an extensive trail system and landscaping of the Edison easement. The multi-purpose trail system and linear Santa Ana River bluff-top park, both accessible and useable by the public, are proposed to be developed consistent with the EVCSP. The wide Edison easement area adjacent to San Bernardino Avenue will be landscaped, affording the community with a public visual amenity. The open space areas occupy 8.9 acres of land area, which is 3.4% of the total project site.

The multi-purpose trail, which will consist of a hard-surfaced pedestrian and bicycle path and a separate granular surfaced equestrian trail, will implement an important segment of the planned regional trail system. It will connect to the trail that is proposed as part of the development to the south (Concept Plan No. 1), extending north along the westerly property line and then east along the bluff overlooking the Santa Ana River. Ultimately, the regional trail is planned to link the river and the San Timoteo Canyon area. The design parameters of the trail system are discussed in more detail in Section 2.2, Circulation System. Trail system improvements will be initiated concurrent with any site development adjacent to the trail.



IR

OS

LAND USE SUMMARY

LAND USE	ACRES	PCT.
REGIONAL INDUSTRIAL	*242.5*	*92.8*
OPEN SPACE	*8.5*	*3.3*
STREETS	*10.3*	*3.9*
TOTAL	*261.3*	*100.0*

REDLANDS COMMERCE CENTER

LAND USE PLAN

urban environs
Land Planning
Environmental Studies

Exhibit 5

SECTION 2.2 CIRCULATION SYSTEM

The Redlands Commerce Center is ideally situated near two freeway interchanges, and is presently served by an arterial street system. The vehicular access and circulation concept for the project capitalizes on these existing opportunities. The project's circulation plan complements this basic framework through the upgrading of adjacent arterials to ultimate standards, as well as expanding the network with additional interior streets. The plan also accommodates the possibility of future local streets that would augment this system by establishing a local street standard. The circulation plan also addresses the non-vehicular system consisting of a pedestrian and bicycle path and equestrian trail.

Both vehicular and non-vehicular systems will be developed consistent with the provisions of the EVCSP. The circulation concept, depicting the horizontal alignments and classifications of the systems components, is shown on Exhibit 6, Circulation Plan. Individual descriptions of these components and cross-section diagrams are described in the following sections and depicted in Exhibit 6a.

A. CALIFORNIA STREET

California Street forms the eastern boundary and provides the project site with primary access from the 1-10 freeway. It is designated as a major arterial highway by the EVCSP, designed to ultimately carry six lanes of traffic. The street is presently only partially improved with one paved lane in each direction. The existing dedicated right-of-way measures 82.5 feet, 41.25 feet on either side of the street centerline.

As part of the Concept Plan, California Street will be designated a secondary highway, recognizing its termination at Palmetto Avenue (An EVCSP Amendment will be required to implement this change in designation). The cross-section for California Street will be modified in order to protect in-place the existing palm rows on the east side of the street. Between San Bernardino Avenue and Palmetto Avenue, California Street will be developed in conjunction with this project as a fully improved secondary highway half-street up to its intersection with Palmetto Avenue. The additional right-of-way necessary to implement this widening will be dedicated as necessary. The ultimate full-width improvements for California Street for this portion include four 12-foot travel lanes, two 8-foot parking lanes, and 6-foot sidewalks adjacent to the curb, all within a modified right-of-way, once again to protect the palm rows.

North of Palmetto Avenue, California Street terminates at the City's landfill. Therefore, the street section will be reduced to recognize this termination, while still providing for the protection of the east side palm rows. In addition, the EVCSP provides for a Class I bike path on the eastside of California Street in the parking and building setback area. Exhibit 6a depicts the ultimate cross-sections for California Street.

Private street or driveway access from individual lots or parcels to California Street shall be located a minimum of 250 feet from any public street intersection and shall be spaced a minimum of 200 feet apart.

B. SAN BERNARDINO AVENUE

The Redlands Commerce Center is bounded on the south by San Bernardino Avenue, an EVCSP designated six-lane major arterial. Currently this street is only partially improved as a two-lane, asphalt-paved roadway. The existing dedicated right-of-way is 78.18 feet in width, 41.25 feet wide south of the centerline, and 36.93 feet wide north of the centerline.

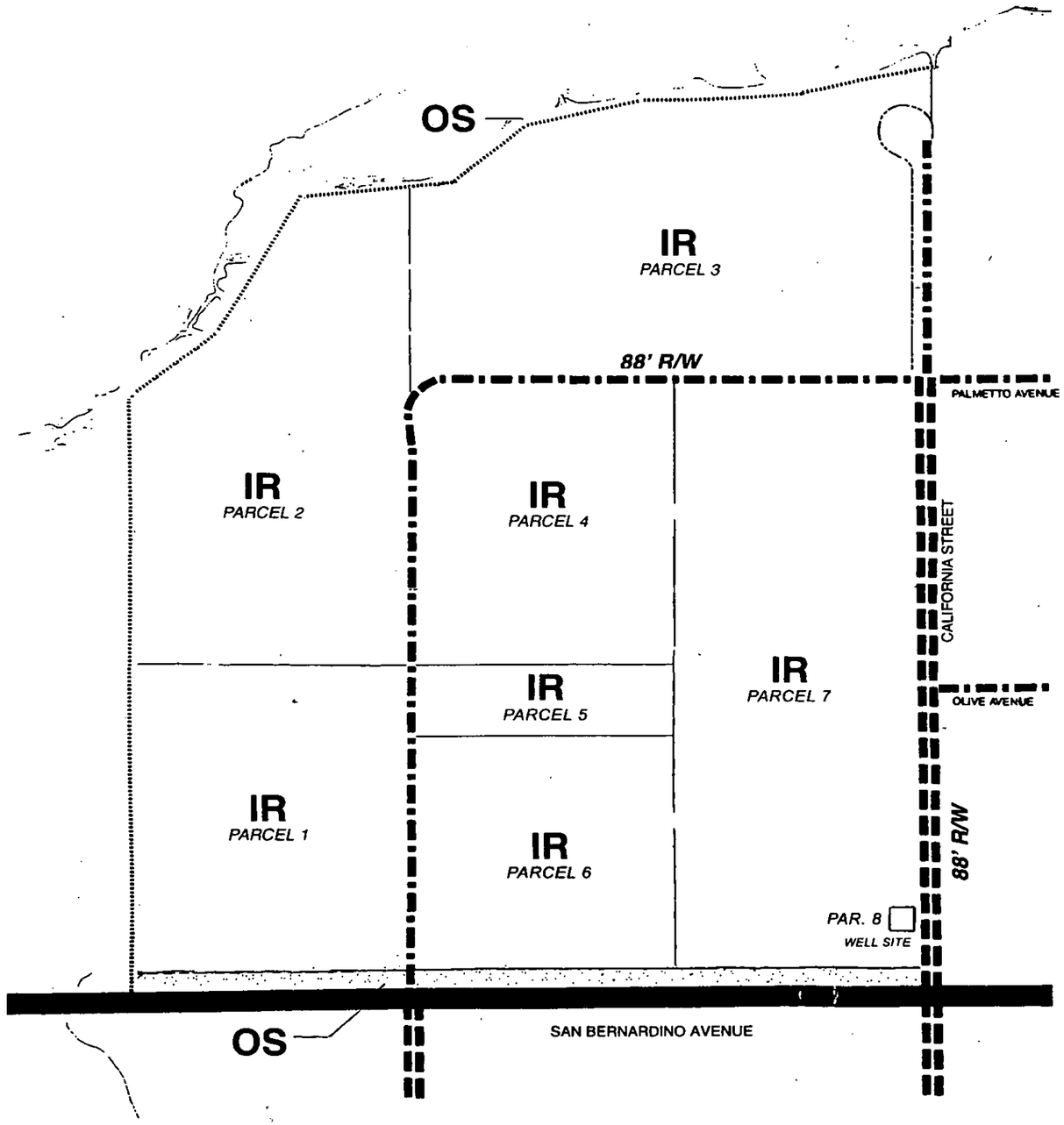
San Bernardino Avenue will be developed in conjunction with this project as a fully improved major arterial half-street for the full length of its frontage adjacent to the site. The additional right-of-way necessary to implement this widening will be dedicated as necessary. The ultimate full-width improvements for San Bernardino Avenue include six 12-foot travel lanes, two 10-foot emergency stopping lanes, a 12-foot wide painted median, 6-foot sidewalks located eight feet from back of curb, and landscaped parkways, in a 120-foot wide right-of-way. Exhibit 6a depicts the ultimate cross-section for San Bernardino Avenue.

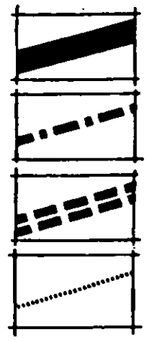
Private Street or driveway access from individual lots or parcels to San Bernardino Avenue shall be located a minimum of 250 feet from any public street intersection and shall be spaced a minimum of 200 feet apart.

C. MARIGOLD AVENUE/PALMETTO AVENUE

The circulation system adopted as part of the EVCSP included the westerly extension of a secondary arterial from the present terminus of Palmetto Avenue at California Street, and transitioning south to Lugonia Avenue. This extension, the so-called "Palmetto Loop", is incorporated in the Redlands Commerce Center circulation plan as Marigold Avenue and Palmetto Avenue. The intersections of this arterial at California Street and San Bernardino Avenue are the primary entries to the project.

Both streets will be developed as a fully improved, full width secondary highway consistent with adopted EVCSP standards. The street will consist of four 12-foot travel lanes, two 10-foot emergency stopping lanes, and 6-foot sidewalks adjacent to the curb, all within an 88-foot right-of-way. Exhibit 6a depicts the standard cross-section for Marigold Avenue and Palmetto Avenue.





MAJOR ARTERIAL

SECONDARY HIGHWAY

SECONDARY HIGHWAY (DIVIDED)

TRAIL

REDLANDS COMMERCE CENTER

CIRCULATION PLAN

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Exhibit 6

D. TRAILS

The proposed trail system consists of two trails: a combination pedestrian/bicycle path, and an equestrian trail. These trails will implement an important segment of the planned regional trail system in the area. The trails will follow parallel alignments located within a combined easement adjacent to the western boundary of Redlands Commerce Center and within the proposed linear bluff-top park adjacent to the Santa Ana River. Exhibit 7 depicts the cross-section for the trails.

The bike path will be classified as a Class I Bikeway, and constructed in accordance with the California Highway Design Manual, "Bikeway Planning and Design". The following standards shall apply to the trail system:

1. Class I Bikeways/Pedestrian Path

    a. Bicycle paths shall be two-way routes.

    b. The minimum paved width for a two-way bike path shall be 8 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement.

    c. A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the pavement.

    d. The vertical clearance to obstructions across the clear width of the path shall be a minimum of 8 feet.

    e. Bike paths closer than 5 feet from the edge of a highway shall include a physical divider such as fencing, berms, trees or shrubbery to prevent bicyclists from encroaching onto the highway.

    f. Drainage inlet grates, manhole covers, driveways, etc., on bikeways should be designed and installed in a manner that provides an adequate surface for bicyclists.

    g. Uniform signs, markings, and traffic control devices are mandatory and shall conform to the requirements of State law.

2. Equestrian Trails

    a. The minimum width for an equestrian trail shall be 8 feet. A

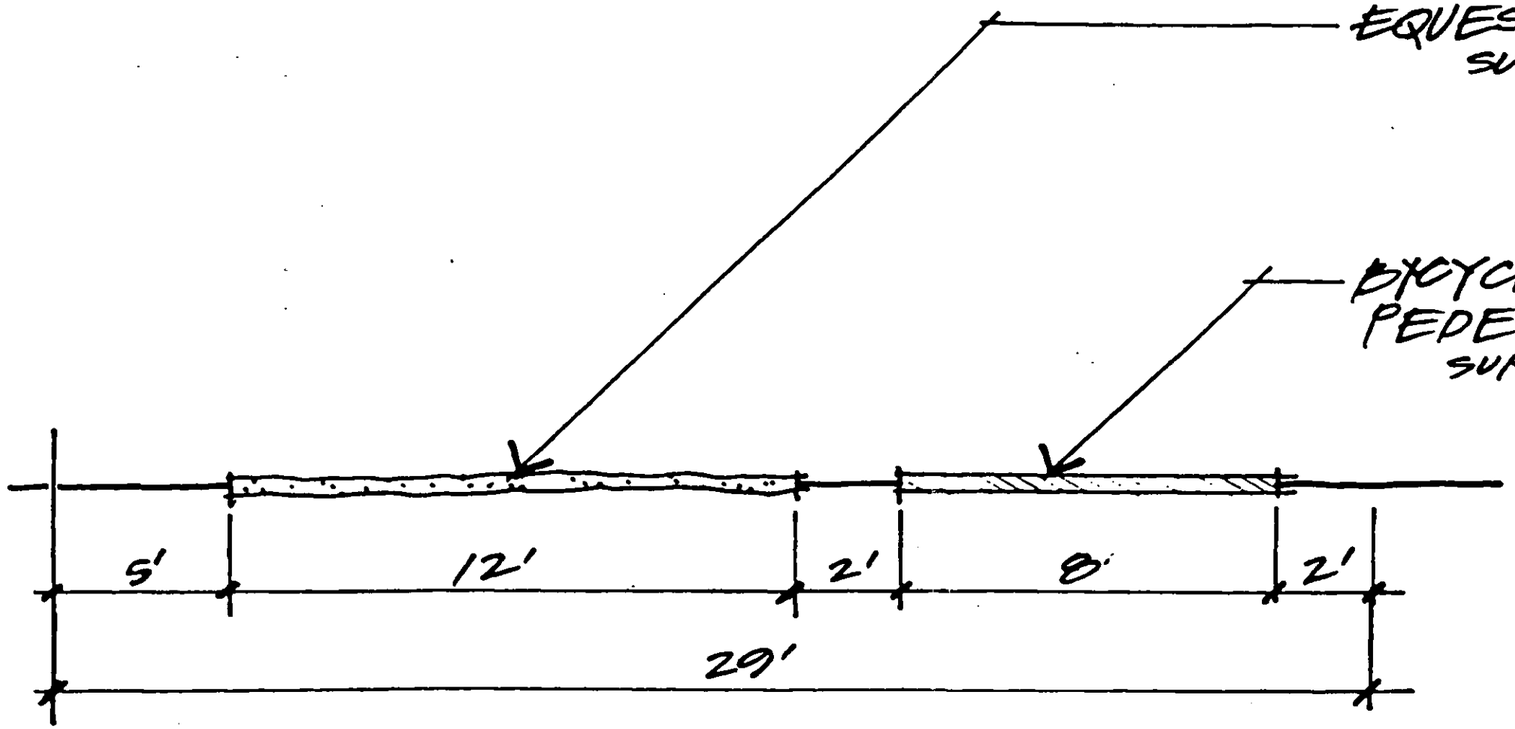
minimum 2-foot wide graded area shall be provided adjacent to the trail.

b. A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the trail.

c. The vertical clearance to obstructions across the clear width of the path shall be a minimum of 12 feet.

d. The trail surface shall be constructed of six (6) inches of granular material placed over a forty (40) pound felt base.

The complete on-site trail system will be developed in conjunction with the development of the adjacent site.



REDLANDS COMMERCE CENTER

TRAIL SECTION

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Exhibit 7

SECTION 2.3 INFRASTRUCTURE SYSTEMS

Backbone infrastructure systems for water, wastewater and storm drainage are important public utility elements to be considered in the overall planning for Redlands Commerce Center. The sizing and location for these systems, sufficient to service the anticipated needs of the development, have been carefully planned and are depicted on Exhibit 8, Infrastructure Plan. These systems will be fully designed and installed in accordance with City of Redlands standards and the approved and permitted improvement plans. Private utilities such as natural gas, electricity, telephone, and cable are locally available, but are not shown on the plan.

The individual distribution/collection systems for water, wastewater and storm drainage are described in the following sections.

A. WATER SYSTEM

The closest water facilities are located in Lugonia Avenue and Mountain View Avenue. New water mains will be constructed in several streets to provide water service to the project, in accordance with the City of Redlands' guidelines. The new mains are:

- A 16-inch water main in California Street, from Lugonia Avenue north to Palmetto Avenue.
- A 12-inch water main in San Bernardino Avenue, from California Street west to the project boundary.
- A 12-inch water main in Marigold Avenue and Palmetto Avenue, from California Street to San Bernardino Avenue.
- A 6-inch reclaimed waterline within all surrounding streets.

The water system will also include a network of 6-inch and 8-inch mains providing service to the various parcels. The system will be designed and installed according to City of Redlands standards. Applicable city water fees will be paid at the appropriate stage of plan approval or permit issuance. Construction of master plan facilities may be credited against water fees.

B. WASTEWATER SYSTEM

The City of Redlands has completed construction of the master-planned lift station and force main located at the southeast corner of Lugonia Avenue and Mountain View Avenue, approximately 1900 feet from the project boundaries. This capital improvement enables wastewater generated from the project site and surrounding area to be collected and transported to the city's treatment facility at the north end of Nevada Street.

New sewer mains will be constructed within the new street system to provide wastewater service to the project, in accordance with the City of Redlands' guidelines. The new mains are:

- A 15-inch line in San Bernardino Avenue, from California Street to the City lift station.
- A 15-inch line in Marigold Avenue, from Palmetto Avenue to San Bernardino Avenue.
- A 12-inch line in Palmetto Avenue, from California Street to Marigold Avenue.

The system will be designed and installed according to City of Redlands standards and applicable city fees will be paid at the appropriate stage of plan approval and/or permit issuance. Construction of master plan facilities will be credited against sewer fees.

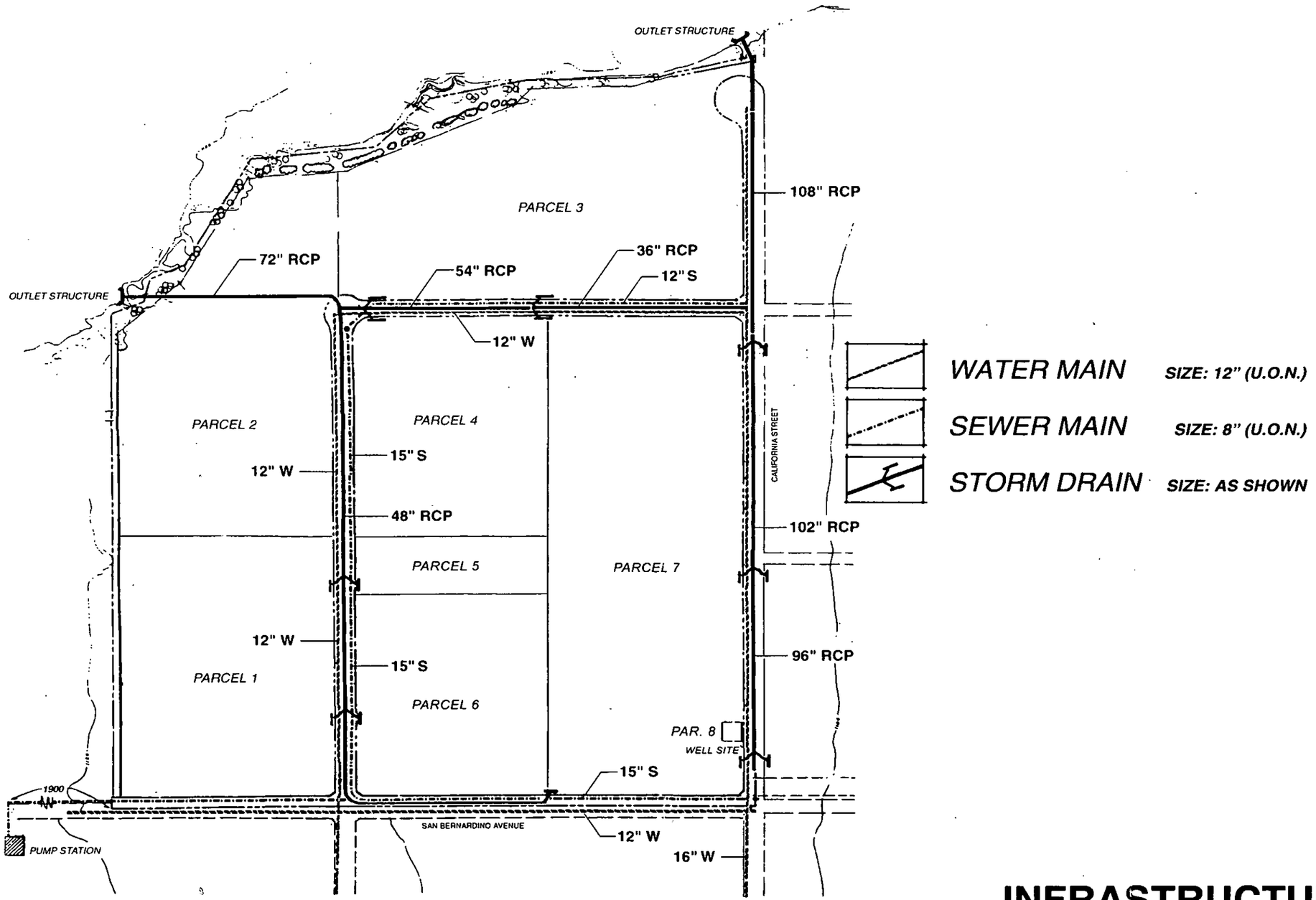
C. STORM DRAINAGE SYSTEM

The site presently drains in a westerly direction via surface flows. No existing improved storm drain facilities are currently located on or near the property. The following master plan storm drain improvements will be implemented, in accordance with the City of Redlands' guidelines:

- A master planned storm drain line in California Street from San Bernardino Avenue north to the Santa Ana River. This storm drain varies in size from 96 inches to 114 inches.
- A storm drain in Palmetto Avenue, ranging in size from 36 inches to 54 inches.
- A storm drain in Marigold Avenue from San Bernardino Avenue north to the Santa Ana River. This storm drain varies in size from 24 inches to 96 inches.

Local drainage improvements consisting of improved surface facilities, catch basins and storm drain laterals will conduct on-site flows to the master plan facilities. The system will be designed and installed according to City of Redlands standards and applicable city fees will be paid at the appropriate stage of plan approval or permit issuance. Construction of master plan facilities will be credited against storm drain fees.

Future site development in those areas which are adjacent to or near the bluff of the Santa Ana River wash, namely planning area Parcels A, F and J, shall be subject to the County of San Bernardino Flood Control District regulations. The district restricts buildings within a 150 foot setback from the top of the bluff unless certain conditions are met by the applicant and approved by the district. The 150 foot minimum building setback standard may be reduced or removed subject to the district's approval of proposed improvements (i.e., bluff/bank protection), soils analysis, or other engineering plans necessary to assure that any proposed building will not be endangered by potential bluff sloughing. Site development and building permit applications for any structure proposed to be located within 150 feet of the existing top of the bluff shall be subject to the review and approval of the County of San Bernardino Flood Control District.



WATER MAIN SIZE: 12" (U.O.N.)

SEWER MAIN SIZE: 8" (U.O.N.)

STORM DRAIN SIZE: AS SHOWN

REDLANDS COMMERCE CENTER

INFRASTRUCTURE PLAN

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Exhibit 8

SECTION 2.4 LANDSCAPE CONCEPT PLAN

The visual character and identity of Redlands Commerce Center will largely be defined through the landscape treatment of its streets, entries, setback areas, open spaces and amenities. The Landscape Concept Plan, depicted on Exhibit 9 and others, establishes a strong, unifying theme ensuring a cohesive and recognizable image for the entire development. The treatment of these major thematic elements is described in the following section. The written and graphic descriptions contained herein are intended to establish a conceptual level of landscape treatment with respect to extent, intensity and standard of quality. Subsequent landscape designs at the project-specific level which propose modifications to the design elements shall be found consistent with the Concept Plan, provided that the quality and character of this section are maintained or enhanced, and the minimum standards of the EVCSP are maintained.

A. PROJECT MONUMENTATION

Located near the intersection of San Bernardino Avenue and California Street, a major identity statement will consist of enhanced landscaping of specimen plant materials, a thematic monumentation structure (similar to the monument sign employed at the primary entries, but double-faced) on which will be displayed the project's signage and/or logo. An important theme element to be employed here and at the project entries is the use of extensive masses of marigold flowers for annual color, reflective of the property's heritage and namesake - Marigold Farms. In this instance the marigold flower beds are arranged in a random checkerboard pattern laid in a carpet of turf. Small evergreen canopy trees frame the monument sign and marigold beds. This plaza features a seating-height, raised planter of marigolds in the center and is bordered by rows of small flowering accent trees. Exhibit 9a and 9b illustrates the concept that to be implemented at this location.

B. PRIMARY PROJECT ENTRY

Two key intersections are designated as the primary entries to Redlands Commerce Center, Marigold Avenue at San Bernardino Avenue, and Palmetto Avenue at California Street. Thematic elements repeated from the project monumentation site include the marigold flowers, monumentation walls and specimen trees. Meandering swaths of marigolds alternating with turf (reminiscent of contour farming practices) lead the arriving visitor from the perimeter arterial street up to the monument sign which will display the project name and/or logo. Small evergreen trees create a low canopy behind the monument, forming a bosque or block of trees planted on a grid that is reminiscent of the area's citrus grove heritage. A three-foot high evergreen hedge functions as a backdrop to the entry statement. Small flowering accent trees, similar to

those used at the pedestrian plaza, will be employed in the raised median at these entries to create a dramatic contrast to the evergreen canopy trees behind the monument sign. Exhibit 9b portrays the design concept for the primary entry in plan view.

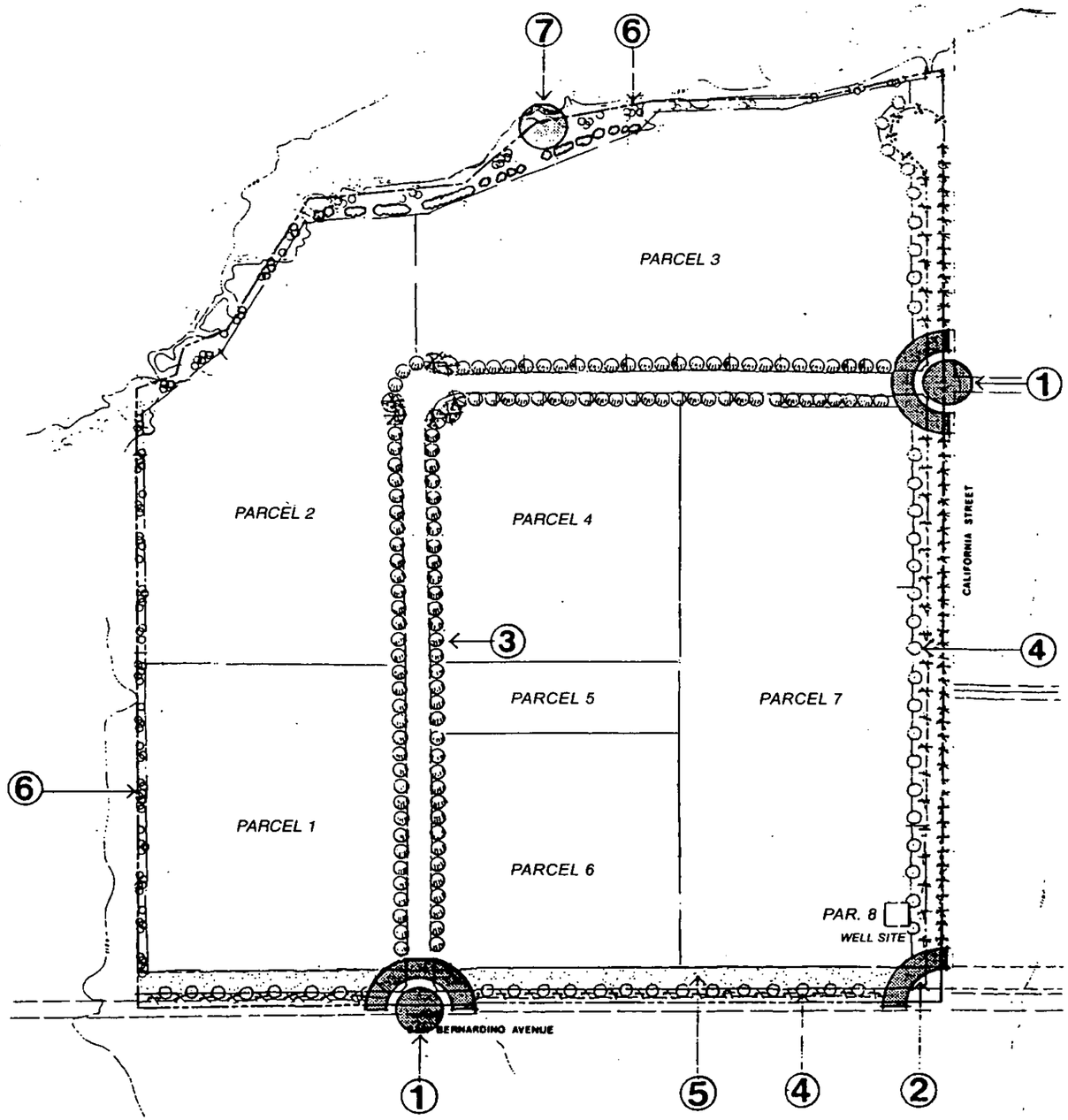
C. STREETSCAPES

Landscaping of the project's streets will play an important role in reinforcing the image and identity established by the monumentation and entry statements.

Marigold Avenue/Palmetto Avenue - Marigold Avenue and Palmetto Avenue are planned to incorporate a generously landscaped parkway and setback. The parkway/setback edge will be planted in a formal arrangement of large, broad-domed evergreen canopy trees, spaced 35 feet on-center, set in a carpet of drought-resistant low-growing groundcover. Due to its high water demand, the use of turf is restricted to only the entry and monumentation areas. A row of evergreen shrubs will form a three-foot hedge as a parkway backdrop and to screen parking areas. Exhibit 9c illustrates the landscape concept for these important project theme street.

California Street - The arterial streetscape treatment for the westerly half-section of California Street will implement the concepts established by the EVCSP. Mexican Fan Palms in the median, and Mexican Fan Palms and Camphor trees in the parkway are the dominant theme elements. Exhibit 9d demonstrates the landscape concept for this perimeter arterial street.

San Bernardino Avenue - The arterial streetscape treatment for the northerly half-section of San Bernardino Avenue will also implement the concepts established by the EVCSP. Mexican Fan Palms and Camphor trees in the parkway are the dominant theme elements. The parkway strip between the curb and sidewalk will be turf, the single exception to the restricted use of this plant material. Exhibit 9e depicts the landscape concept for this perimeter arterial Street.



1. *PRIMARY ENTRY*
2. *PROJECT MONUMENTAION*
3. *MARIGOLD / PALMETTO STREETSCAPE*
4. *ARTERIAL STREETSCAPE*
5. *S.C.E. TREATMENT*
6. *TRAIL / LINEAR PARK*
7. *RIVER OVERLOOK*

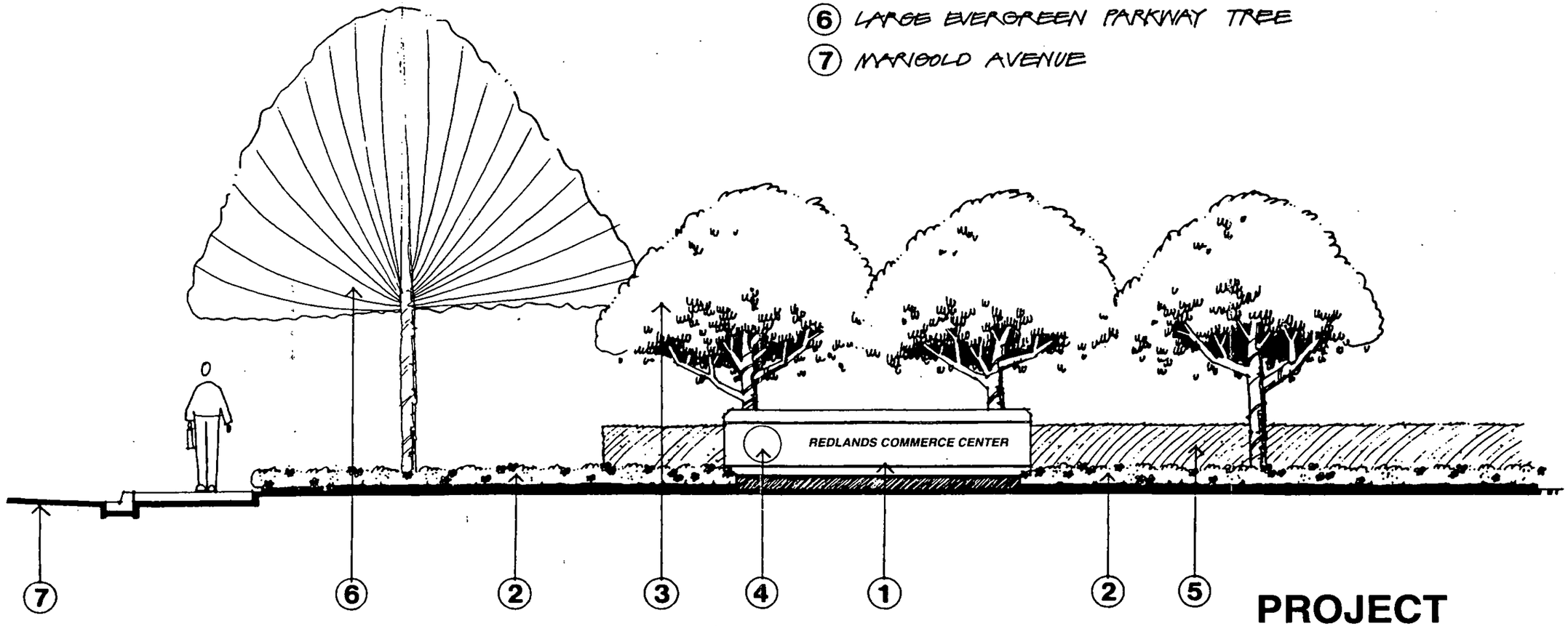
REDLANDS COMMERCE CENTER

LANDSCAPE CONCEPT PLAN

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Exhibit 9

1. MONUMENT SIGN (APPROX. 4' × 12')
2. MARIGOLD FLOWER BEDS
3. SMALL EVERGREEN CANOPY TREES @ 12' O.C.
4. LOGO
5. EVERGREEN HEDGE - 36" HIGH
6. LARGE EVERGREEN PARKWAY TREE
7. MARIGOLD AVENUE

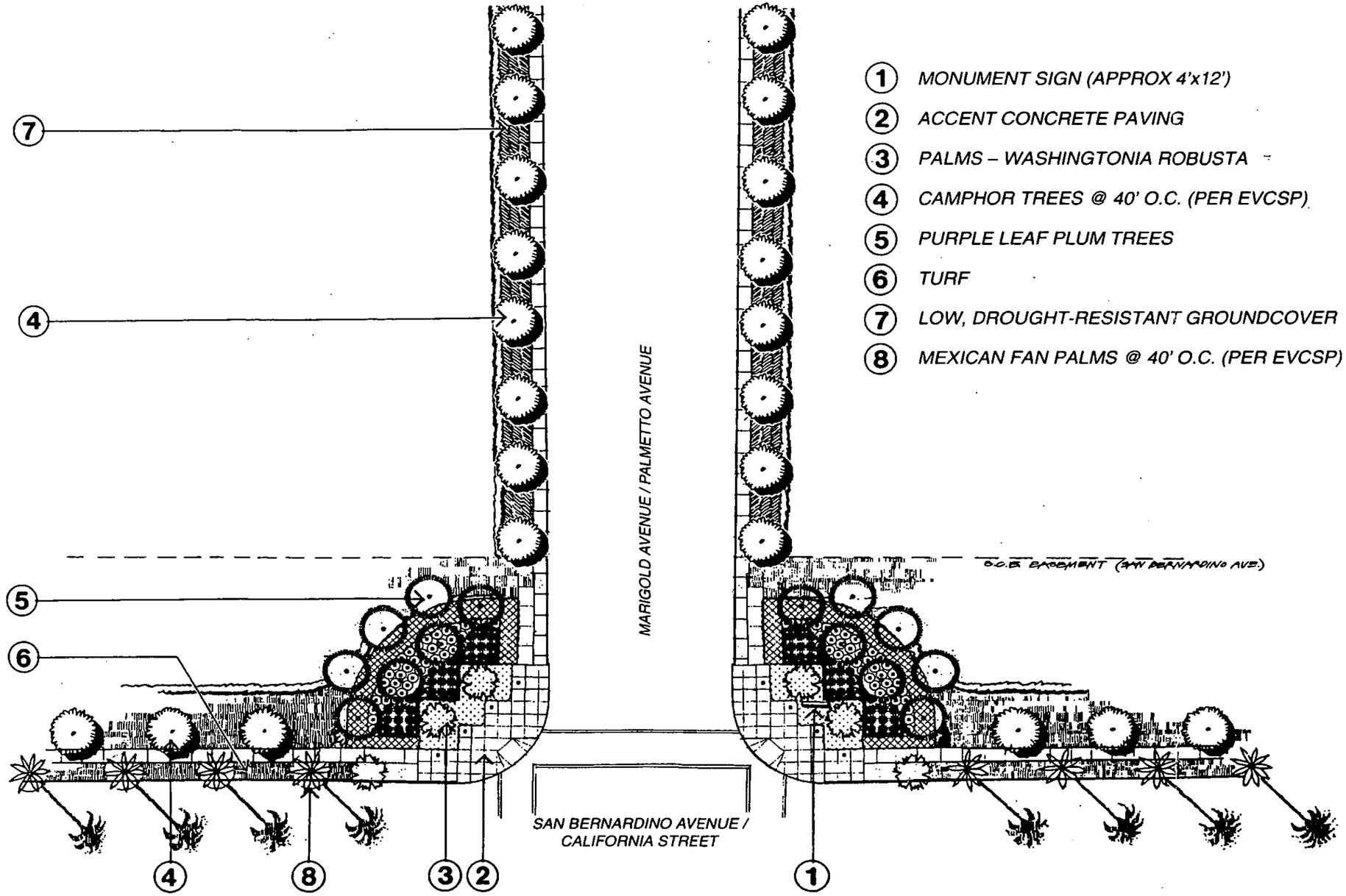


REDLANDS COMMERCE CENTER

PROJECT MONUMETATION

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Exhibit 9a



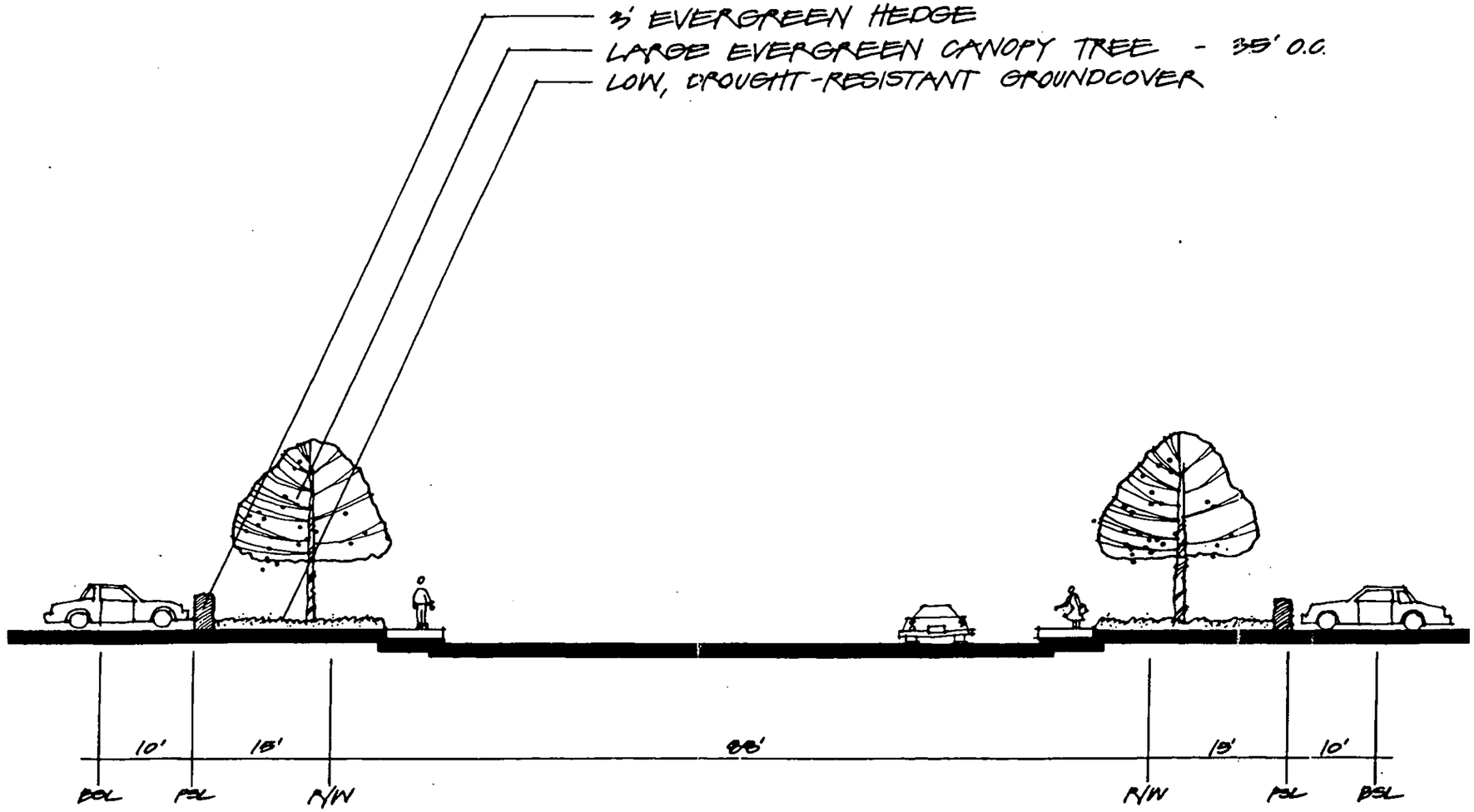
1. *MONUMENT SIGN (APPROX 4'x12')*
2. *ACCENT CONCRETE PAVING*
3. *PALMS – WASHINGTONIA ROBUSTA*
4. *CAMPHOR TREES @ 40' O.C. (PER EVCSP)*
5. *PURPLE LEAF PLUM TREES*
6. *TURF*
7. *LOW, DROUGHT-RESISTANT GROUNDCOVER*
8. *MEXICAN FAN PALMS @ 40' O.C. (PER EVCSP)*

PRIMARY ENTRY

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Exhibit 9b

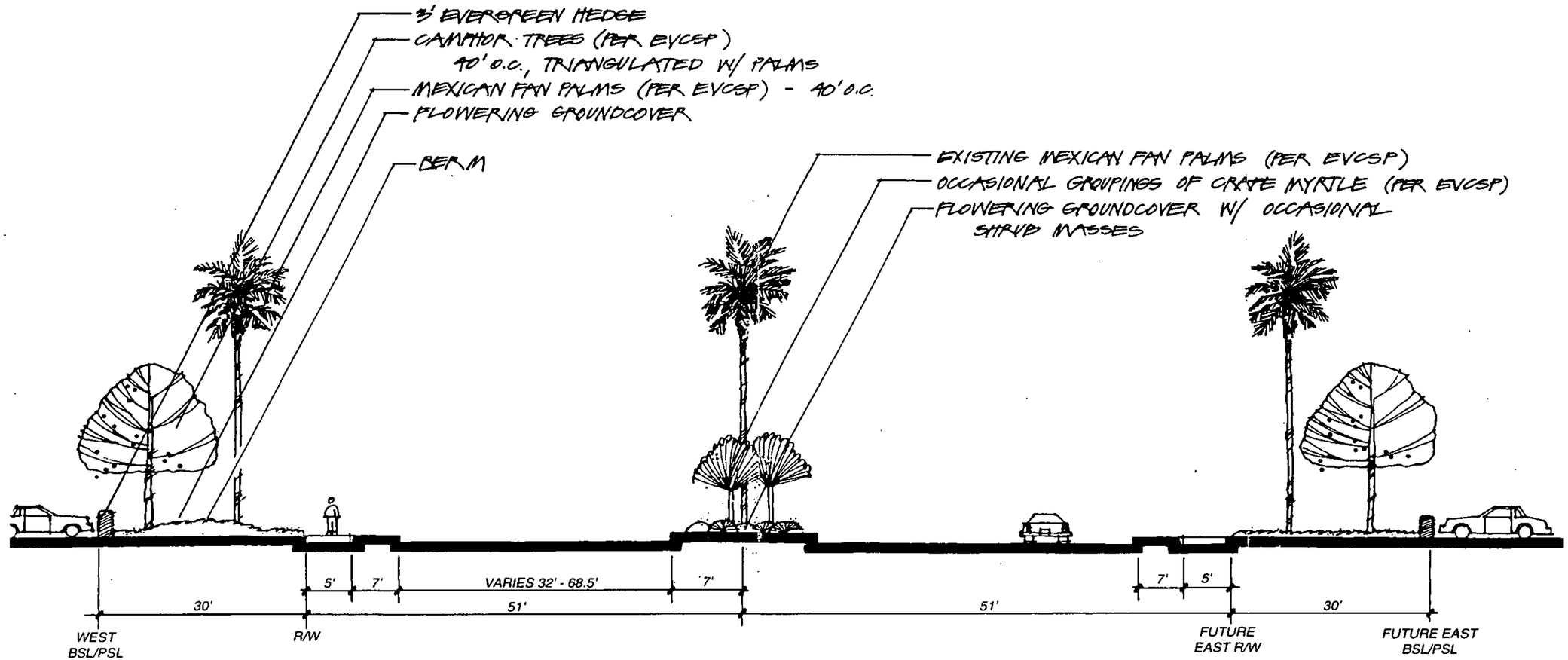


STREETSCAPE
MARIGOLD AVENUE
PALMETTO AVENUE

REDLANDS COMMERCE CENTER

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Environmental Studies

Exhibit 9c

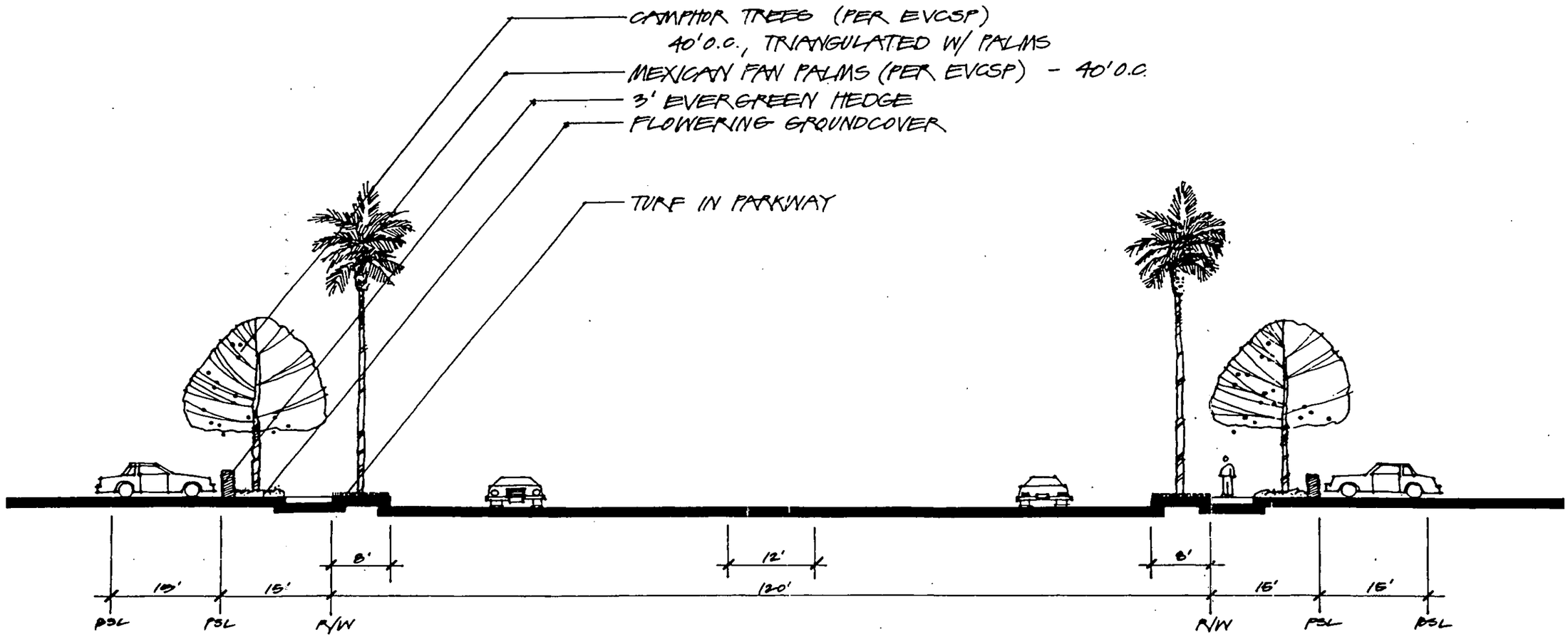


STREETSCAPE
CALIFORNIA STREET

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Exhibit 9d



STREETSCAPE
SAN BERNARDINO AVENUE

REDLANDS COMMERCE CENTER

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Exhibit 9e

CHAPTER 3 *DEVELOPMENT STANDARDS*

SECTION 3.1 GENERAL PROVISIONS

A. USES PERMITTED IN THE DISTRICTS

All Districts established in this Concept Plan shall be only for those uses described in the sections dealing with said Districts, and for such other uses as the Planning Commission may determine to be similar, and for uses described in the following sub-paragraphs:

1. Agriculture as a new use or a continuation of the existing land use, including orchards, groves, nurseries, field crops, tree crops, berry crops, bush crops, truck gardening, commercial flower growing, and all necessary structures and appurtenances thereof.

2. Any other existing use, or uses, of all buildings, improvements and premises not in conformity with the standards or requirements of the district in which they are located, and which uses are legal, or for which permits, variances or conditional exceptions were granted under previous zoning ordinances, may continue as "Nonconforming Uses" or 'Variances", as defined by the City of Redlands Zoning Ordinance, and subject to the provisions regulating such non-conforming uses.

B. DEFINITIONS

Words, phrases and terms herein shall be deemed to have the meaning ascribed to them in the City of Redlands Municipal Code.

C. ESTABLISHMENT OF DISTRICTS

For purposes of controlling the orderly development of Redlands Commerce Center, and in order to carry out the provisions of this Concept Plan, is hereby divided into the following two (2) land use districts:

Symbol	District Name
IR	Regional Industrial District
OS	Open Space District

D. USES NOT LISTED IN THE SEVERAL DISTRICTS

When a use is not specifically listed in the sections devoted to "Uses Permitted", it shall be assumed that such uses are hereby expressly prohibited unless by a written decision of the Planning Commission it is determined that said use is similar to and not more objectionable than uses listed.

E. DISTRICT BOUNDARIES ON THE LAND USE MAP

The Districts listed above in Section C, and the boundaries of said districts are shown on the Land Use Map attached hereto and made an integral part of this Concept Plan. All notations, references and other information shown on the map shall be as much a part of these general and specific provisions as if the matters and information were fully described herein.

F. PUBUC UTILITIES AND PUBLIC SERVICES

The provisions of this Concept Plan shall not be so construed as to limit or interfere with the construction, installation, operation and maintenance for public utility purposes, of water and gas pipes, mains and conduits, electric light and electric power transmission and distribution lines, telephone and telegraph lines, oil pipe lines, sewer and sewer mains, and incidental appurtenances.

G. CONDITIONALLY PERMITTED USES

The following uses may be permitted in any District, except where expressly prohibited, when such uses are deemed to be essential or desirable to the public convenience or welfare, and consistent with the goals and policies of this Concept Plan and the City of Redlands General Plan:

1. Temporary and permanent governmental facilities and enterprises (federal, state and local) where buildings and/or property are publicly owned or leased.

2. Temporary support facilities associated with the construction of highways and other public improvements including, but not limited to, batch plants and equipment storage yards.

3. Institutional uses including, but not limited to, schools and universities, conference centers, hospitals, churches, rehabilitation centers, and day care centers.

4. Public utilities and public service uses or structures including, but not limited to, reservoirs, pumping stations, electrical substations, central communications office, microwave and repeater huts and towers, and satellite receiving stations.

5. Social care facilities with seven (7) or more patients or clients.

H. GENERAL REGULATIONS

1. Subsurface Transmission Lines:

   All newly installed public utility transmission lines required solely for Redlands Commerce Center shall be installed underground.

2. Floor Area Ratio:

   The maximum Floor Area Ratio (FAR), as determined by dividing the total gross leasable floor area in square feet by the total gross lot area in square feet, permitted in each District shall be as follows:

District	Use	Maximum FAR
IR	Office	0.60
IR	Commercial	0.25
IR	Industrial	0.80

3. Floor Area Ratio Bonuses:

   The maximum FAR may be increased subject to the following conditions. The total bonus shall not exceed fifty (50) percent of the permitted FAR. The permitted FAR bonus shall be determined by the Planning Commission, based upon its determination of the significance of amenities provided on the site.

   a. Buildings providing structured parking: Bonus not to exceed twenty (20) percent of the permitted FAR.

   b. Buildings providing amenity areas such as pedestrian arcades or plazas with significant visual features: Bonus not to exceed fifteen (15) percent of the permitted FAR. Any amenity area for which a bonus is granted must comply with the following criteria:

      (1) The area must be in addition to that necessary to meet landscaping, park and setback requirements.

(2) Minimum size: The area must contain a minimum of 4,000 square feet.

(3) Location: All amenity areas must be adjacent to and approximately level with, a public street. The difference in grade between the amenity area and the street shall not be more than three (3) feet, although this requirement is not intended to preclude mounding or terracing within the amenity area.

(4) Visibility: The interior of the amenity area shall be visible from the street for security purposes.

(5) Seating: One linear foot of bench or seating shall be provided for every 40 square feet of amenity area. Seating may be in the form of ledges.

(6) Sunlight patterns: The amenity area shall be able to receive direct sunlight on at least thirty (30) percent of the surface area from 10 a.m. to 2 p.m. between the spring and fall equinox.

(7) Design and landscaping: At least one major element, such as artwork or water, shall be included in the amenity area. The dominant landscape elements shall be trees and groundcover. The amount of impervious surface should not exceed forty (40) percent of the amenity area unless unique design considerations warrant. Where artwork is used, the minimum cost of public art shall be one (1) percent of the overall cost of the project as stated on the building permit.

c. Additional landscaping, lakes, golf course or other open space amenities: Bonus not to exceed twenty (20) percent of the permitted FAR.

d. Transportation Management Plan, including car and van pooling, flexible work scheduling, etc.: Bonus not exceed fifteen (15) percent of the permitted FAR.

e. Supportive uses within office buildings that provide services to employees, such as cafeterias, lounges, recreational areas, or child care facilities, may be determined to be exempt from maximum floor area ratio requirements. The determination of whether a proposed use qualifies for this exemption shall be made by the Planning Commission. This exemption may be granted only if the

property owner enters into an agreement with the city ensuring that such area remains in the exempt use.

SECTION 3.2 REGIONAL INDUSTRIAL (IR) DISTRICT

A. PERMITTED USES

No building, structure or land shall be used, and no building or structure shall be erected, structurally altered, or enlarged except for the following purposes:

1. Research and Development

Research laboratories, product development facilities, and testing laboratories and facilities, including:

Biochemical
Chemical
Metallurgical
X-Ray
Film and photographic
Medical and dental
Electrical
Optical
Mechanical

2. Manufacturing

Establishments primarily engaged in manufacturing the following products:

Apparel, drapery, upholstery, millinery, and related cloth and clothing items
Furniture and fixtures, including office furniture, store fixtures, blinds and shades, and shelving
Paper products, including envelopes, bags, wallpaper, containers, pressed and molded pulp goods
Publishing, including newspapers, business forms, typesetting, photoengraving, bookbinding and printing
Chemicals, including pharmaceutical, botanical, soaps and detergents, chemical fertilizers, perfumes and cosmetics, candles and wax
Fabricated plastic products
Stone, clay and glass products, including plate glass, mirrors, dishes and earthenware, pottery, porcelain and china, fixtures and supplies, and cut stone
Fabricated metal products, including heating and air conditioning equipment, communication equipment,

electrical equipment, plumbing fixtures, radio and TV equipment, appliances, wiring, cutlery and hand tools, fasteners, and similar equipment and supplies

Professional and scientific goods, including measuring instruments, clocks and watches, optical goods, surgical and medical instruments, photographic equipment, engineering, scientific and research instruments, computers, orthopedic, prosthetic and surgical appliances, ophthalmic goods, and similar equipment and supplies

Miscellaneous manufactured goods, including jewelry, lapidary, precious metals, toys, sporting goods, umbrellas, brushes, novelties, notions, silverware, pictures and frames, musical instruments, tobacco products, artist supplies and similar goods

Prefabricated wooden buildings, veneer and plywood, and containers

Fabricated rubber products

Paints, varnishes, lacquers, enamels and allied products (excluding boiling processes)

Industrial chemicals

Pesticides and agricultural chemicals

3. Wholesale trade:

Wholesale trade of durable and non-durable goods to commercial, industrial and professional business uses, including motor vehicles, sporting goods, electrical appliances, hardware, machinery and equipment for industry, construction, professional and service establishments

Warehouse and distribution centers, Existing - see City Council Resolution No. 8793 (2026) and Ord. No. 3002 (2026)

4. Support service and commercial uses:

Heavy equipment repair

Welding and metal repair

Electrical and electronic repair

Restaurants operated for employees on the premises

Child-care centers operated for employees on the premises

Open space and recreation areas for employees

Automobile service stations

Business and research offices related to the administration and operation of the permitted industrial uses

Equipment rental

Parcel delivery
Repair of any item permitted to be sold in this district
Van and storage, including mini-warehouse facilities
One (1) dwelling unit on the same parcel of land as a permitted use requiring continual supervision, to be occupied exclusively by a superintendent or a caretaker and his family
Commercial sales and service incidental to a principal permitted use
Truck rental and leasing
Motor freight terminals
Truck terminals, storage, parking and repair

5. Other uses similar to the above listed uses if approved by the Planning Commission pursuant to a Determination of Use request.

B. USES PERMITTED SUBJECT TO A CONDITIONAL USE PERMIT

1. Institutional Facilities:

   Universities
   Schools
   Conference centers
   Hospitals
   Churches, synagogues and places of worship
   Rehabilitation centers
   Day care centers

2. Temporary and permanent governmental facilities

3. Temporary support facilities associated with public works projects

4. Public utilities and services

5. Social care facilities with seven (7) or more patients or clients

C. PROHIBITED USES

1. Residential other than caretakers quarters

2. Retail commercial and office uses, other than those listed in Section A.4, above, as principal permitted uses

3. Animal and poultry raising, slaughter or packing

4. Auto wrecking, junkyards, salvage yards and recycling centers

5. Wholesale trade of commodities that may be incompatible with other uses permitted in this district, including but not limited to fuel, scrap, ammunition, petroleum products and hazardous chemicals

6. Fur and hide curing or tanning

D. DEVELOPMENT STANDARDS

1. Lot Area:

   The minimum lot area shall be twenty thousand (20,000) square feet. The requirement shall not be construed to prohibit condominium-type developments which have smaller lot sizes provided a mandatory property owners' association is established, and the land area under the jurisdiction of the association meets the minimum lot size requirement.

2. Lot Width:

   Minimum lot width shall be one hundred (100) feet.

3. Lot Depth:

   Minimum lot depth shall be one hundred fifty (150) feet.

4. Building Height:

   Buildings and structures shall have a height not greater than fifty (50) feet.

5. Floor Area Ratio:

   The maximum Floor Area Ratio (FAR), as determined by dividing the total gross leasable floor area in square feet by the total gross lot area in square feet, shall be:

   a. Office uses: 0.60
   b. Retail commercial uses: 0.25
   c. Industrial uses: 0.80

6. Lot coverage:

Lot area coverage by buildings or structures shall not exceed fifty (50) percent of the total lot area.

7. Building Setbacks:

Minimum building setbacks shall be as follows:

a.	Front yard	25 feet
	Street side yard	25 feet
	Side and rear yards	None except where adjoining residential district

b. Districts abutting California Street and San Bernardino Avenue shall comply with the special setback and landscaping requirements for these streets. (See Section 3.4.A. herein.)

8. Landscape Requirements:

Landscaping shall comply with the provisions set forth in Section 3.4.A. herein.

9. Parking Standards and Requirements:

Parking shall comply with the provisions set forth in Section 3.4.B. herein.

10. Loading Area Requirements:

Loading areas shall comply with the provisions set forth in Section 3.4.C. herein.

11. Site Lighting Requirements:

Site lighting shall comply with the provisions set forth in Section 3.4.D. herein.

12. Trash Enclosures:

Trash enclosures shall comply with the provisions set forth in

Section 3.4.E. herein.

13. Screening, Fences and Walls:

Screening, fences and walls shall comply with the provisions set forth in Section 3.4.F. herein.

14. Signs:

Unless otherwise specified in a duly adopted Sign Program as approved by the Planning Commission, all signs shall comply with the applicable provisions set forth in the City of Redlands Sign Code.

15. Access to a Public Street:

All lots shall have a minimum of sixty (60) feet of access on a dedicated and improved street.

16. Uses Enclosed:

All uses shall be conducted within a completely enclosed building except as follows:

a. Off-street parking and loading areas.

b. Automobile service stations - all merchandise must displayed within the building or under canopy cover.

c. The open storage of materials, products, and equipment when such storage is enclosed by fence, wall, buildings or other means adequate to conceal such storage from view from adjoining property or the public street. However, this requirement shall not apply to the display of products or equipment offered for sale or rental, providing said display is maintained in a neat and orderly manner.

17. Sheet Metal Siding:

Buildings or structures having exterior walls of sheet metal shall not be located closer than one hundred fifty (150) feet from the property line along any freeway, major or secondary highway, or closer than one hundred (100) feet from the property line along any other dedicated street, except that said buildings or structures may be located closer to the street if any of the following conditions prevail:

a. The sheet metal comprises less than twenty-five (25) percent of the exterior wall area of said building or structure, or

b. The sheet metal consists of panels with stainless steel, baked enamel or similar finish, or

c. Said building or structure is concealed from view from the public street by walls, fences, landscaping, or other buildings or structures.

SECTION 3.3 OPEN SPACE DISTRICT

A. PERMITTED USES

No building, structure or land shall be used, and no building or structure shall be erected, structurally altered, or enlarged except for the following purposes:

1. Cultural, Entertainment and Recreational Facilities:

   Parks, playgrounds and athletic fields
   Golf courses
   Arboretums, rose and botanical gardens

2. Flood control structures

3. Hiking, bicycle and equestrian paths and trails.

4. Other uses similar to the above listed uses if approved by the Planning Commission pursuant to a Determination of Use request.

B. USES PERMITTED SUBJECT TO A CONDITIONAL USE PERMIT

Any of the permitted uses listed above involving the use of a building or structure, excepting flood control structures.

C. PROHIBITED USES

1. Residential uses except for caretakers quarters

2. Commercial uses other than those incidental to permitted recreational uses

3. Industrial, manufacturing, storage or warehouse uses

4. Solid waste facilities

5. Cemeteries

D. DEVELOPMENT STANDARDS

1. Lot Area:

No minimum lot area shall be required.

2. Lot Width:

   No minimum lot width shall be required.

3. Lot Depth:

   No minimum lot depth shall be required.

4. Building Height:

   Buildings and structures shall have a height not greater than fifteen (15) feet.

5. Lot coverage:

   Lot area coverage by buildings or structures shall not exceed five (5) percent of the total lot area.

6. Building Setbacks:

   Minimum building setbacks shall be as follows:

   a.

Front yard	25 feet
Street side yard	25 feet
Interior side yard	10 feet
Rear yard	20 feet

   b. Districts abutting California Street and San Bernardino Avenue shall comply with the special setback and landscaping requirements for these streets. (See Section 3.4.A. herein.)

7. Landscape Requirements:

   Landscaping requirements shall comply with the provisions set forth in Section 3.4.A. herein.

8. Parking Standards and Requirements:

   Parking shall comply with the provisions set forth in Section 3.4.B. herein.

9. Loading Area Requirements:

Loading areas shall comply with the provisions set forth in Section 3.4.C. herein.

10. Site Lighting Requirements:

    Site lighting shall comply with the provisions set forth in Section 3.4.D. herein.

11. Trash Enclosures:

    Trash enclosures shall comply with the provisions set forth in Section 3.4.E. herein.

12. Screening, Fences and Walls:

    Screening, fences and walls shall comply with the provisions set forth in Section 3.4.F. herein.

13. Signs:

    Unless otherwise specified in a duly adopted Sign Program as approved by the Planning Commission, all signs shall comply with the applicable provisions set forth in the City of Redlands Sign Code.

SECTION 3.4 GENERAL SITE DEVELOPMENT STANDARDS

A. LANDSCAPE REQUIREMENTS

1. Parking Area Landscaping:

The following standards shall apply to parking areas adjacent to roadways or exposed to public view from roadways or adjacent parcels:

a. Landscaped berms, or a combination of berms, landscaping and/or wall treatments of sufficient height to substantially screen parking areas shall be provided between parking areas and rights-of-way.

b. All double row parking spaces shall be separated by a five (5) foot wide planter or by planter boxes. Planters shall be enclosed by a six (6) inch continuous poured-in-place concrete curb.

c. Trees with a trunk height of not less than six (6) feet shall be installed in the planters at each end of an aisle, at three (3) space intervals throughout the lot, and at twenty (20) foot intervals along the periphery of the lot.

d. At least fifty (50) percent of the trees shall be an evergreen variety and shall be evenly distributed throughout the lot.

e. Planter areas shall also contain groundcover and/or flowering shrubs. Drought tolerant plant material is encouraged.

f. Where automobile bumpers overhang landscaped planters, two (2) feet of clear area unobstructed by trees or shrubs shall be provided for overhang.

g. In large parking lots, parking areas shall be broken up into sections containing no more than 200 vehicles, with landscaped buffer areas at least eight (8) feet in width established between sections.

h. A landscaped island shall be provided for every twenty (20) parking spaces.

i. Landscaped islands, inter-stall planters and peripheral landscaping together shall total at least seven (7) percent of the total parking lot area.

2. Where parking areas are completely screened from public view by building placement or a combination of walls, fences and/or landscaped buffers, landscaping requirements within the parking lot may be reduced at the discretion of the Planning Commission.

3. Pedestrian walkways shall be provided within parking lots to destination points.

4. A minimum portion of the site shall be landscaped. No landscaped area having a width less than five (5) feet shall be considered in the minimum landscaping requirement. This minimum landscaping requirement is as follows:

Industrial Uses	15%
Retail Commercial Uses	20%
Office Uses	20%

5. In addition to required landscaping, landscaping may be provided in-lieu of ten (10) percent of the total number of required parking spaces, provided that the landscaping is arranged such that parking may be installed at a later date if such a demand arises, and further provided that the owner agrees to provide such parking at the request of the Planning Commission.

6. Variation of landscape coverage may be permitted for individual parcels within planned developments when the development as a whole meets the required coverage and is consistent with the approved Concept Plan.

7. The landscaped area requirement may be reduced by a maximum of five (5) percentage points where public art is to be displayed in a setting which enhances pedestrian spaces and building architecture. Minimum cost of public art shall be one (1) percent of the overall cost of the project as stated on the building permit.

8. Street Trees:

   a. Street trees shall be planted not less than:

      (1) 25 feet back of beginning of curb returns at

intersections
(2) 10 feet from lamp standards
(3) 10 feet from fire hydrants
(4) 10 feet from meters
(5) 10 feet from underground utilities

b. Street trees shall have a minimum caliper of one (1) inch measured 12' above the base, and a minimum container size of fifteen (15) gallon. Palm trees shall have a minimum brown trunk height of ten (10) feet.

c. Street trees shall be planted at the equivalent of one (1) tree per thirty (30) feet of street frontage.

9. Site Landscaping:

Trees shall be planted in areas of public view adjacent to structures, either singly or in grove effect, at the equivalent of one (1) tree per thirty (30) linear feet of building.

10. Irrigation:

Automatic irrigation systems are required for all landscaped areas. Irrigation systems should be designed and installed so as not over-spray walks, buildings, walls, streets, etc. The use of water conservation systems such as drip irrigation, moisture sensors and master controllers is encouraged.

B. PARKING REQUIREMENTS AND STANDARDS

1. Parking Requirements

Adequate parking shall be provided on-site for each use in accordance with the following requirements:

USE	PARKING REQUIREMENT
Commercial Uses:	
Neighborhood center	1 space/200 s.f. of gross leaseable area
Hotels, motels	1.1 space/sleeping unit

Retail trade	1	space/250 s.f. of sales area
Retail furniture/appliance	1	space/400 s.f. + 0.5 space/employee
Retail food and drink	1	space/3 seats or 1 space/50 s.f. serving area, whichever is larger; + 0.5 space/employee; min. of 10 spaces
Drive-in restaurants		same as above + 6 stacking spaces for drive through
Wholesale trade	1	space/2 employees + 1 space for each company vehicle; or 1 space/1,000 s.f. of gross floor area, whichever is larger
Automobile & machinery sales	1	space/2,000 s.f. of open area devoted to display or sales; provided that where such area exceeds 10,000 s.f.; space/5,000 s.f. in excess of 10,000 s.f.
Business Services:		
Rail, bus, air terminals	1	space/3 seats in waiting area
Office (prof/admn)	1	space/250 s.f. gross floor area; Minimum of 4 spaces
Banks, financial institutions	1	space/200 s.f. gross floor area; Minimum of 4 spaces
Repair services	5	spaces/3,000 s.f. + 1 space/800 s.f. in excess of 3,000 s.f.; minimum of 5 spaces
Automobile repair	4	spaces/service bay; minimum of 66 spaces
Warehousing	1	space/500 s.f. gross floor area up to 20,000 s.f., + 1 space/1,000 s.f. in excess of 20,000 s.f.

Automated warehousing	1	space/1,000 s.f. gross floor area or 1 space/employee on largest shift
Professional Services		
Medical & dental offices	1	space/250 s.f.; minimum of 5 spaces/office
Hospitals	1	space/bed + 1 space/employee & staff on largest shift
Convalescent/nursing homes	1	space/3 residents + 1 space/employee & staff on largest shift
Veterinary hospital	1	space/250 s.f; minimum of 6 spaces
Educational Services:		
Child care	1	space/employee + 1 space/5 children; minimum of 4 spaces
College/university	1	space/3 enrolled day students + 1 space/staff & faculty member
Trade/vocation school	1	space/3 students + 1 space/staff & faculty member
Entertainment		
Theater/auditorium	1	space/5 fixed seats or 1 space/40 s.f. of seating area where there are no fixed seats, + 1 space/250 s.f. of floor area not used for seating
Skating rinks	1	space/3 fixed seats, + 1 space/ 20 s.f. of seating area where these are no fixed seats, + 1 space/250 s.f. of skating area; 24 linear inches of bench shall be

		considered a fixed seat
Dance Halls	1	space/3 fixed seats, + 1 space/20 s.f. of seating area where there are no fixed seats, + 1 space/20 s.f. of dance floor area
Bowling alleys	5	spaces/lane, + 2 spaces/billiard table
Billiard parlor	2	spaces/billiard table
Parks, pool, etc.	1	space/8,000 s.f. of active recreation area, + 1 space/acre of passive recreation area
Gold Courses	10	spaces/hole, + 1 space/35 s.f. of floor area used for public assembly, + 1 space/250 s.f. of floor area used for other commercial uses
Amusement enterprises	1	space/4 persons using facilities
Miscellaneous:		
Churches	1	space/3 fixed seats or 1 space/40 s.f. of floor area designated for public assembly
Private clubs/lodges	1	space/50 s.f. of floor area designated fro public assembly
Chapels/mortuaries	1	space/5 fixed seats or 1 space/40 s.f. of floor area designated for public assembly, + 1 space/company vehicle
Manufacturing	1	space/1,000 s.f. gross floor area or 1 space/employee, whichever is largest, + 1 space/company vehicle
Government buildings – (public use)	1	space/250 s.f. gross floor area

(little public use)	1	space/400 s.f. gross floor area or 1 space/employee on the largest shift

2. Parking Standards

a. The required parking spaces shall be located on the same site with the principal use. Property within the ultimate right-of-way of a street or highway shall not be used to provide required parking or loading facilities.

b. On-site parking shall be restricted to those areas that are paved and designated for vehicle parking.

c. When the occupancy or use of any premises is changed to a different use, parking shall be provided to meet the requirements for the new use or occupancy.

d. When the occupancy or use of any premise is altered, enlarged, expanded or intensified, additional parking shall be provided to meet the requirements for the additional area and/or use.

e. Where two or more uses are located in a single building or a single premise, required parking shall be provided for each specific use.

f. No required parking space or loading area shall be discontinued, reduced or altered in any manner below the minimum requirements established herein unless alternative parking is provided.

g. Shared parking may be approved by the Planning Commission, provided that the time of operation of the involved uses are not the same, under the following conditions:

(1) Up to fifty (50) percent of the parking facilities required for a use considered to be primarily a day time use may be provided by a use considered to be primarily a night time use; up to fifty (50) percent of the parking facilities required for a use considered to be primarily a night time use may be provided by a use considered to be primarily a day time use; provided that such reciprocal parking areas shall be subject to the conditions as set forth in sub-paragraph (2) below.

(2) Conditions required for joint use:

(a) A building or use for which application is made for authority to utilize the existing off-street parking facilities provided by another building or use, shall be located within one hundred fifty (150) feet of such parking facilities.

(b) The applicant shall show that there is no substantial conflict in the principal operating hours for the buildings or uses for which the joint use of off-street parking facilities is proposed.

(c) Parties affected in the joint use of off-street parking shall evidence agreement. for such joint use by a proper legal instrument approved by the City Attorney as to form and content.

h. Each off-street parking space shall have dimensions not less than nine (9) feet in width and nineteen (19) feet in length, except parallel parking stalls which shall be a minimum of eight (8) feet in width and twenty-four (24) feet in length. No part of the area of a required parking space shall be used for driveways, aisles, walkways, or other required improvements. Stall depths may be reduced up to one (1) foot where the parking space is adjacent to a minimum six (6) foot wide sidewalk or adjacent to landscaped planter with a minimum interior dimension of five (5) feet.

i. Handicapped parking shall be provided in accordance with the requirements of state law.

j. Individual parking stalls shall be legibly marked off on the pavement. Arrows painted on paving shall dictate direction of traffic flow, the parking area shall be designed so that a car entering the parking area shall not be required to enter a street to move from one location to any other location within the parking area or premises.

k. Entryways to parking areas shall be well defined and recognizable with adequate lighting and signage provided to facilitate traffic flow.

l. Parking and maneuvering areas shall be so arranged that any vehicle entering the public right-of-way can do so traveling in a forward direction.

m. Minimum aisle widths for two-way traffic shall be twenty-six (26) feet.

n. Minimum aisle widths for one way traffic:

Parking Angle	Aisle Width
0	13 feet
45	14 feet
60	17 feet
90	26 feet

o. The required off-street parking and loading areas and access drives shall be surfaced per City of Redlands standards.

p. Head-in parking which would necessitate full frontage access to the Street or highway shall not be permitted.

q. Parking areas shall be designed to facilitate sweeping and reduce trash buildup; parking bumpers shall be prohibited.

r. Visitor parking areas shall be provided near visitor entrances. Where appropriate, visitor drop-off zones shall be provided near visitor entrances.

s. Pedestrian walkways shall be provided to connect parking areas to destination points. Walkways shall be paved, lighted, and have adequate signage to direct pedestrian traffic.

t. Parking structures shall be permitted, and shall be architecturally compatible with the main building. Autos should be screened to a height of 3'6" to 4' on each level, and the space between the screening element and the ceiling shall remain open and unobstructed. Facades should be multi-textured or have other architectural relief.

C. LOADING AREA REQUIREMENTS

1. All hospitals, institutions, hotels, commercial and industrial uses shall provide loading spaces not less than ten (10) feet in width, twenty (20) feet in length, and fourteen (14) feet in height as follows:

Gross Floor Area (S.F.)	Loading Spaces Required
Commercial:	
3,000 - 15,000	1
15,001 - 45,000	2
45,001 - 75,000	3
75,001 - 105,000	4
105,001and above	5
Industrial:	
3,500 - 40,000	1
40,001 - 80,000	2
80,001 - 120,000	3
120,001 - 160,000	4
160,001and above	5
Hospitals & Institutions:	
3,000 - 20,000	1
20,001 - 50,000	2
50,001- 80,000	3
80,001-110,000	4
110,001and above	5
Hotels & Office:	
3,000 - 50,000	1
50,001 -100,000	2
100,001 and above	3

2. All loading facilities and maneuvering areas shall be located on-site with the use.

3. Sites shall be designed so that parking areas are separate from loading areas.

4. Adequate space shall be provided for stacking of vehicles waiting to load or unload, out of the public right-of-way and parking areas.

5. Backing of trucks from public right-of-way onto site for loading shall be allowed only at the ends of cul-de-sac streets.

6. No loading facilities shall be located at the front of the structure; loading facilities shall be permitted only in the rear and interior side yard areas.

7. Aisle width to loading docks shall be a minimum of fifty (50) feet exclusive of truck parking area.

8. Loading facilities shall be adequately screened from the public view by use of walls, landscaping or building design.

9. Minimum aisle width adjacent to loading areas shall be sixteen (16) feet for one-way and twenty-eight (28) feet for two-way.

10. On structures within view of freeways, loading areas should be oriented away from public view from the freeway and from oncoming traffic along freeways.

11. Loading area shall be designed as an integral part of the building's architecture.

12. Concrete pads shall be required at all loading bays.

D. SITE LIGHTING REQUIREMENTS

1. Lighting shall be required on all new development for the purpose of providing illumination to ensure public safety and security. Lighting fixtures shall be functional, coordinated and visually attractive. Lighting shall be required at the following locations:

   a. Pedestrian walkways and plazas

   b. Building entries, driveways entries and parking areas

   c. Hazardous locations, such as changes of grade and stairways, shall be well illuminated with low-level supplemental lighting or additional overhead fixtures.

2. Lights shall be placed so as not to cause glare or excessive light spillage on neighboring sites.

3. All parking lot and driveway lighting shall provide uniform illumination at a minimum level of 0.5 foot candles.

4. All light fixtures are to be concealed light source fixtures, except for pedestrian-oriented accent lights.

5. Security lighting fixtures are not to project above the walls, fences or roof line of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting only loading and storage locations, or other similar service areas.

6. Exterior wall-mounted floodlights are expressly prohibited except for security lighting in areas as noted above.

7. All illuminated signs are to be internally illuminated.

8. Lighting of building facades is permitted.

9. The design of all lighting fixtures and their structural support shall be architecturally compatible with the surrounding buildings.

10. Walkway lighting fixtures shall have an overall height not to exceed twelve (12) feet.

11. Parking lot lighting fixtures shall have an overall height not to exceed thirty (30) feet, except up to 40 ft. on properties located north of Palmetto Ave. and west of California St. (see Resolution No. 6285 for Amendment #3).

12. When walkway lighting is provided primarily by low-level fixtures, there shall be sufficient peripheral lighting to illuminate the immediate surroundings to ensure public safety. Shatter proof lenses are recommended on low-level fixtures.

E. TRASH ENCLOSURES

1. All trash, refuse and waste materials shall be stored in an enclosed area and shall be accessible to service vehicles. Wastes which might cause fumes or dust, or which constitute a fire hazard, or which may be edible by, or otherwise be attractive to, rodents or insects shall be stored only in closed containers in required enclosures.

2. A six (6) foot high masonry wall shall be constructed around all refuse collection areas. Trash enclosures shall have solid wood or metal doors.

3. Refuse collection areas shall not be located between the frontage street and the building line, or adjacent to or visible from freeways.

F. SCREENING, FENCES AND WALLS

1. All loading areas, mechanical equipment, outside storage, refuse collection areas, or other uses as determined by the Planning Commission shall be screened if located within seventy (70) feet of a front property line.

2. Any fence or wall that is constructed on a lot that contains an on-site slope shall be constructed at the top of the uphill side of such slope.

3. No fence or wall and no landscaping which obstructs visibility shall be permitted within the corner cut-off zones of street intersections.

4. A six (6) foot high fence or wall shall be constructed along the perimeter of all areas determined by the Planning Commission to be dangerous to the public health and safety. A six (6) foot high solid fence or wall shall be constructed around all open storage areas.

5. Open fences not to exceed four (4) feet in height shall be permitted within a required front yard area. For purposes of this section an open fence shall mean those types composed of wire mesh or wrought iron capable of admitting at least ninety (90) percent of light.

6. Solid fences and walls not to exceed six (6) feet in height shall be permitted along side and rear property lines except that no solid fence or wall exceeding three (3) feet in height shall be located within any required front yard area.

7. Open fences, as defined above, over six (6) feet in height may be located in the rear half of the lot subject to a finding by the Planning Commission that such a fence does not constitute a nuisance to abutting property. Such fences up to sixteen (16) feet in height located within the buildable rear yard area of a lot and not less than ten (10) feet from any property tine are exempt from the requirement.

8. All required screening from public view of such uses as storage areas, loading docks, and equipment, shall be architecturally integrated with the building design through the use of concrete, masonry or other similar materials. Solid walls within the buildable lot area shall not exceed a height of eight (8) feet from the highest finished grade. If the height of the

wall is not sufficient, appropriate landscaping shall be required to screen the objectionable area from the freeway.

9. Fencing up to a height of six (6) feet may be permitted within any street-side setback area when there is a demonstrated need for security as determined by the Planning Commission. All security fences which are within the street-side setback shall be constructed of wrought iron or similar materials with respect to quality and durability, shall transmit at least ninety (90) percent light, and shall not obstruct views of landscaping. No chain link or barbed wire is allowed. Security fencing shall not create a sight distance problem for motorists entering or exiting the site.

CHAPTER 4 *IMPLEMENTATION PROGRAM*

The Implementation Program for Redlands Commerce Center is comprised of several subsequent public agency and/or departmental review and approval steps. The purpose and intent of this program is to clarify the process and procedures of each of these distinct discretionary and non-discretionary actions as the incremental development of Marigold Business Park progresses from concept to reality. These future actions, which range from approval and recordation of large-lot subdivision or parcel maps to issuance of building permits, are discussed in the following sections. The two sections and their respective major topics are:

4.1 Discretionary Actions

A. Subdivision Maps
B. Environmental Review Commission (ERC)
C. Commission Review and Approval (CRA)
D. Amendments to the Concept Plan
E. Development Plan
F. Development Agreement

4.2 Improvement Plans

A. Infrastructure Plans
B. Financing Plans
C. Building Plans

Future parcel or site-specific project proposals will involve one or more of these implementing procedures. This Implementation Program is intended to simplify and streamline the project review process, consistent with the goals and objectives of the EVCSP, while preserving the public health, safety and welfare.

SECTION 4.1 DISCRETIONARY ACTIONS

A. SUBDIVISION MAPS

Subdivision maps may be processed as either parcel maps or as tentative and final maps, in compliance with the Subdivision Map Act and the City of Redlands Subdivision Ordinance.

B. ENVIRONMENTAL REVIEW

The certified EVCSP Program EIR and the Redlands Commerce Center Concept Plan Negative Declaration have adequately addressed the project's impacts. Future development proposals which are found consistent with the approved Concept Plan may be processed by the local agency without further environmental documentation, pursuant to California Environmental Quality Act (CEQA) guidelines. The finding of consistency, or lack thereof, shall be made by City staff meeting as the Environmental Review Committee (ERC) based upon a "Consistency Review" of the proposed project.

If the Environmental Review Committee finds that conditions have changed, or new conditions exist, which have not been adequately addressed, or were not contemplated by the EVCSP Program EIR or the Redlands Commerce Center Concept Plan Negative Declaration, additional environmental documentation and review may be required.

C. COMMISSION REVIEW AND APPROVAL (CRA)

All subsequent development applications for projects within Redlands Commerce Center will be subject to public hearings before the Planning Commission in accordance with the existing requirements of the Commission Review and Approval (CRA) process. This procedure shall be deemed to satisfy the provisions of Section EV1 .0405(b) of the East Valley Corridor Specific Plan relating to the definition and requirements of a Development Plan. An application for a site development permit under the CRA procedures may be submitted for any portion or portions of a Land Use district as established by the approved Concept Plan.

D. AMENDMENTS TO THE CONCEPT PLAN

The City Council may amend, supplement or change the regulations and districts herein or subsequently established after recommendation thereupon by the Planning Commission and after public hearings as required by law. An amendment, supplement or change may be initiated by the City Council, Planning Commission or by petition of the owner of the subject property.

The procedures for amending the Concept Plan shall be the same as those procedures established for the adoption of the Concept Plan, or by the submittal and approval of a Development Plan, as described in Section 3.5.F. below.

The following technical refinements and/or adjustments to the Concept Plan may be approved by the Director of Community Development without public hearing and without amending the plan:

1) The addition of new information to the Concept Plan maps or text

which does not change the effects of any concepts or regulations.

2) Changes to the community infrastructure such as drainage systems, water, and wastewater systems, which do not have the effect of increasing or decreasing capacity in the plan area, nor do not change the concepts of the plan.

3) Minor adjustments to Planning Area and/or Land Use District boundaries which result in change of not more than ten (10) percent of the land area of any district.

E. DEVELOPMENT PLAN

Upon adoption of the Redlands Commerce Center Concept Plan a property owner may elect to submit and process an application for a Development Plan, covering any or all of the Planning Areas within the Concept Plan project boundaries. The Development Plan may serve to implement or amend, supplement or change the Concept Plan and shall comply with the provisions of Section EV1 .0405(b) of the East Valley Corridor Specific Plan, as follows:

"(b) Development Plan

(1) Development Plan Defined

(A) The Development Plan functions as a comprehensive, detailed plan of development for the PD which is based upon the approved Concept Plan. The Development Plan is appropriate for large-scale, mixed use or multi-phased developments under single or cooperative ownership.

(B) The Development Plan shall address the following issues:

(i) Proposed land uses and building types, the functional arrangement of such uses and building types and relationship to site, site grading, circulation, lighting, paving, parking, screening, setbacks, recreation and open space areas, and adjacent properties;

(ii) The level of public services and facilities required by the proposed development and the program for providing, operating and maintaining such services and facilities;

(iii) Access and circulation requirements and proposed

improvements;

(iv) Known man-made and natural hazards and methods for mitigation of such hazards;

(v) Significant features and areas to be retained for common open space, and provisions for the preservation, conservation, utilization and maintenance of such areas.

(2) Development Plan Requirements

The Development Plan shall include a written text describing the proposed project and development standards, and mapped information clearly showing the pertinent features of the proposed development, as well as conditions on and around the site affecting the overall design of the project.

(A) The written portion of the Development Plan shall include the following elements:

(i) Project description, including:

- Legal description
- Name of project, owner, developer and/or builder
- Proposed use
- Existing site conditions
- Total site area
- Total building area
- Floor to lot area ratio
- Development schedule
- Prospective phasing

(ii) Tabulation of each phase, including:

- Land use
- Estimated population and density
- Building, open space, parking and road coverage ratio by land use in acres and percentage
- Linear feet of street and percent grade
- Site alteration (grading in cubic yards)
- Number of commercial, office or industrial employees, and estimated number of customers (if applicable)
- Types of uses planned, by square footage

- Floor to lot area ratio
- Parking spaces required and provided

(iii) Land Use Section, including standards for lot size, building density, population density, height, bulk, setbacks, and other development standards that are proposed to be established by the PD.

(iv) Public Services and Facilities Section, including project setting in relation to schools, parks, medical facilities, libraries and other community facilities (as applicable); services and facilities to be provided as part of this project, and agencies providing them; and costs for such services and utilities in relation to the Specific Plan financing plan, including those costs which may be determined to be reimbursable.

(v) Circulation Section, describing the standards, approximate costs, mileage, and type of financing for construction and maintenance of roads, rail, trails, public transit facilities and other public transportation systems. This section shall also discuss impacts of the proposed project on the circulation network in terms of average daily trips and peak hour trips generated currently and at project build-out.

(vi) Conservation and Open Space Section, describing proposed open space and recreation facilities, and preservation of natural features such as palm rows, cultural resources, citrus, or other natural resources.

(vii) Public Safety Section, including seismic, flood or other safety hazards affecting the site, and safety features for protection of the project from hazard.

(viii) Noise Section, describing existing or proposed noise generators on or near the site, such as highways, freeways, rail lines, airports, etc., along with standards for the protection of present and future site occupants from noise disturbances associated with such features.

(ix) Design Element, describing design features of the project in relation to the requirements and guidelines set forth in Division 4 of the Specific Plan. This

section shall discuss any major site design features, use of landscaping, screening, architectural excellence or other design amenities provided in the project.

(x) Appendix, including names, addresses and phone numbers of project owner developer, and professional consultants, and names and addresses of all property owners. The appendix shall also contain any supporting technical reports prepared for the project.

(B) The mapped portion of the Development Plan shall include the following maps:

(i) A small-scale vicinity map showing the relationship of the site to natural and man-made features and facilities near the site.

(ii) A base map showing the site and surrounding area within 500 feet, including the location of natural contours and drainage features at two (2) foot intervals; the location of any existing Washingtonia Robusta palms; and existing structures, improvements, excavations, easements and roadways.

(iii) An information map identifying seismic, flood, noise, scenic or cultural resources as described in the text, along with a preliminary grading plan showing proposed cut and fill areas and grading elevations.

(iv) A land use and circulation design, including lot layouts and structures with dimensions, proposed uses, and setbacks. Proposed circulation improvements shall include location, width and names of proposed streets or highways, public transit routes, bikeways, pedestrian ways, riding and hiking trails, and parking facilities, including the number of spaces provided. This map shall also show mature trees to be retained, relocated or remove; any proposed phasing of the development; and major site design features.

(v) Aerial photo of site (if available)

(vi) Maps (A) through (D) shall be of a uniform scale

sufficient to clearly identify Development Plan features included on the site and within five hundred (500) feet of the property line.

(C) Where the proposed development consists of a single use to be built in one phase, or where the reviewing agency determines the level of review to be adequate, a Site Approval (Commission Review and Approval) or Conditional Use Permit may be filed in lieu of a Development Plan, either concurrently with the Concept Plan or in a separate procedure consistent with an approved Concept Plan. The requirements and review procedures for the application shall be those adopted in the Land Use Ordinance of the governing jurisdiction."

F. DEVELOPMENT AGREEMENT

The owner/developer of Redlands Commerce Center may, at his option, elect to enter into a lawful contract with the City of Redlands with respect to development rights. Said contract shall set forth the vesting of all discretionary entitlements for the use of the property and all associated requirements for the owner/developer to provide public improvements and/or benefits. Said contract shall be in the form of a Development Agreement pursuant to California Government Code Sections 65864 through 65869.5.

SECTION 4.2 IMPROVEMENT PLANS

A. INFRASTRUCTURE PLANS

The installation, extension or upgrade of the master planned facilities for streets, storm drainage, water and/or wastewater, sufficient to accommodate the proposed development, will be completed to the satisfaction of the City prior to the issuance of occupancy permits for that project phase. The full and complete installation, extension or upgrade of any infrastructure system to its ultimate master-planned configuration or capacity shall not be required, provided that sufficient surety has been offered by the applicant, and accepted by the City, which guarantees that such ultimate installation, extension or upgrade will be completed, or the City Engineer has determined that the ultimate completion of such installation, extension or upgrade is the responsibility of parties other than the applicant.

All public infrastructure improvements for streets, storm drains, water and wastewater systems shall be designed and constructed in accordance with all applicable City standards and codes.

B. FINANCING PLANS

The owner/applicant shall be required to pay all applicable City development impact and infrastructure fees, in accordance with the existing adopted fee schedules, at the time of issuance of building permit. The construction of master-planned facilities by the owner/applicant shall be credited against required fees. Extraordinary construction costs incurred by the owner/applicant as a result of installation, extension or upgrade of any master-planned facility, above and beyond that which is necessary to service the proposed project, shall be reimbursed by future benefiting property owners, pursuant to the provisions established by the City of Redlands.

Infrastructure financing will be accomplished through a variety of funding mechanisms. The mechanisms presently under consideration include a combination of existing City development impact fees, conventional funding from private lending institutions, and Community Facilities District and/or Municipal Improvement District public bond financing.

C. BUILDING PLANS

All buildings and structures shall be designed and constructed in accordance with all applicable City codes and regulations, including the provisions of the current edition of the Uniform Building Code and all related documents as published by the I.C.B.O. All building plans shall be subject to the requirements of the City of Redlands Building

Department plan check and permitting process for structural, electrical, mechanical and plumbing systems. Building fees payable at time of issuance of permit shall be determined by either:

1) The applicable provisions of the City's standard schedule of fees which are in effect on the date of the Building Department's acceptance of the permit application; or,

2) The schedule of fees contained within the duly executed Redlands Commerce Center Development Agreement. (In cases of inconsistency between the fee schedules, the provisions of the Development Agreement shall apply.)

SECTION 4.3 INFRASTRUCTURE PHASING

A. PURPOSE

The Redlands Commerce Center Concept Plan is intended to serve as a guide to the development of the property based on the identified development constraints and opportunities. The EVCSP also requires the Concept Plan to provide information on the phasing program in order to demonstrate the viability of any individual development phase and its non-dependent relationship with later stages of construction.

B. PHASING PROGRAM

The phasing program for Redlands Commerce Center is based on a market-driven and performance-oriented approach, as opposed to the traditional geographic-based and sequence-oriented methodology. This approach, while fueled by a different engine, produces the same end-result -- a complete, adequate and logical backbone infrastructure system. This backbone infrastructure system will be developed during the initial phase of the project in association with the first building. This infrastructure will include the completion of the street system, sewer and water lines, storm drainage, dry utilities and project monumentation. Following completion of the infrastructure, individual buildings will be developed based upon market conditions. However, at this time it is anticipated that the project completion will occur over a five year time frame.

REDLANDS COMMERCE CENTER

CONCEPT PLAN NO. 2
(AMENDMENT NO. 2)

FEBRUARY, 2002

Prepared for

SPRING PACIFIC PROPERTIES

For Review by

CITY OF REDLANDS

Prepared by

URBAN ENVIRONS

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CHAPTER 1 *INTRODUCTION*

SECTION 1.1 INTRODUCTION

The Redlands Commerce Center Concept Plan is a planning and regulatory document that addresses the future use and development of approximately 261 acres of property in the northwest sector of the City of Redlands. As an outgrowth of more than a decade of planning, engineering and environmental studies associated with the 4,000-acre East Valley Corridor Specific Plan (EVCSP), the plan for Redlands Commerce Center is founded upon the primary goal of creating a high quality business environment through the application of comprehensive master-planning principles.

A. ORGANIZATION

The Redlands Commerce Center Concept Plan is organized into four chapters: Chapter 1 -Introduction, Chapter 2 - Master Plans, Chapter 3 - Development Standards, and Chapter 4 - Implementation Program. The first chapter discusses the plan's purpose, background, setting, goals and objectives, and provides a summary overview of the proposed project. The second chapter consists of detailed descriptions of the various master plan components, including: Land Use Plan, Circulation Plan, Infrastructure Plans, and Landscape Concept Plan. The third chapter establishes definitive land use districts, and sets forth the regulations and standards that will govern the actual use and site development of the property. The final chapter addresses the review and approval procedures and non-discretionary actions which are subsequent to and which will implement this Concept Plan, and discusses the infrastructure phasing program.

B. PURPOSE AND INTENT

The Redlands Commerce Center Concept Plan is consistent with the goals and policies of the City of Redlands General Plan, and complies with all applicable provisions of the EVCSP. This document is intended to fulfill the Planned Development provisions of that Specific Plan which provide for the staged or combined application and processing of a Concept Plan and/or Development Plan. The master-planned approach embodied in the EVCSP and implemented by the Redlands Commerce Center Concept Plan guarantees the logical and orderly development of the property into an aesthetic and pleasant environment for business, industry and commerce. The following paragraphs, quoted from the EVCSP, define the Concept Plan and its requirements.

> Concept Plan Defined – "The Concept Plan functions as a development suitability analysis and land use plan which identifies development opportunities and constraints within the Development Envelope, including physical characteristics, public services and facilities, capacity of the circulation system,

and existing or planned uses of adjacent properties. The intent of the Concept Plan is to establish limits, parameters, and planning objectives to guide development based on the identified development constraints and opportunities."

Concept Plan Requirements - "The Concept Plan shall provide information on the following issues:

(A) The location, boundaries and acreages of the general land use types proposed within the Development Envelope, including open space.

(B) Existing and proposed land uses and streets within 500 feet of the project area boundaries, and anticipated impacts on adjacent land uses.

(C) The proposed circulation system, including both vehicular and pedestrian systems and general locations of access points to major and secondary roadways.

(0) Anticipated impacts on the existing circulation network and infrastructure systems.

(E) Where applicable, a development program establishing the phasing and/or sequence in which the various development areas are to be developed. Each phase shall include sufficient development to enable that phase to exist as an independent entity integrated with previous phases, but not dependent upon later stages of construction.

The creation of this master-planned community, focused on employment-based land uses, will produce several positive results. The stringent design standards and land use regulations, which equal and often exceed existing city zoning ordinance and code requirements, have been specifically tailored in consideration of the unique aspects of the site, and to ensure the development of a business park of the highest quality. The increased quantity and diversity of employment opportunities will make a significant contribution to the region's balance of jobs versus housing. Increased property values will generate additional property tax revenues which, along with sales and business tax revenue, will produce a significant fiscal benefit to the City of Redlands. The comprehensive and coordinated planning approach for Redlands Commerce Center provides the city with a lasting regulatory framework for the long-term management of the growth and development of this vital component of the community.

C. BACKGROUND AND PROJECT SETTING

The land which comprises the 261-acre Redlands Commerce Center is a portion of the "Marigold Farms" properties which were in the Chapman family ownership for more than sixty years. Originally used for cattle ranching and dairy farming, the Chapman family purchased the property in 1930. Portions of the property remain in agricultural production to this day, primarily row crops.

In 1963, as a result of an attempt by the City of San Bernardino to annex the Marigold Farms property, the Chapman family and the City of Redlands entered into discussions regarding the future of this property. Recognizing that Marigold Farms had long been identified with Redlands, both the family and the city agreed that the property could play a critically important role as the future base for industrial development in the city. Accordingly, in 1963 the Chapman family agreed to the annexation of Marigold Farms by the City of Redlands. The action of the city in annexing and zoning the property for industrial use demonstrates the city's vision and underscores the highest and best use for the property. In the late 1970's, the Chapman family began working with other property owners to create a regional plan for the West Redlands area. This led to the decade-long planning effort which culminated in the 1989 adoption of the East Valley Corridor Specific Plan. This plan is further evidence of the tremendous potential of Marigold Farms and more than three thousand acres of surrounding land as a vital and dynamic business hub. This study was accomplished with pains-taking care to protect the public interest through the establishment of comprehensive and rigorous development regulations. The participation by three governmental entities, the cities of Redlands and Loma Linda and the County of San Bernardino, and numerous property owners is testimony to the regional significance of this area and the cooperative spirit of the East Valley Corridor joint public-private planning effort.

The property consists of approximately 261 acres of land in the northwest sector of the city. The site is bounded on the north by the Santa Ana River Wash, by California Street on the east, and San Bernardino Avenue on the south. The Mountain View Power electrical generation plant lies immediately adjacent to the west.

Regional access to the site and surrounding property is afforded by the San Bernardino Freeway (Interstate 10), and the Crosstown Freeway (State Route 30). Access to these regional systems is presently provided by three arterial highways, Mountain View Avenue, California Street and San Bernardino Avenue. Mountain View Avenue, which lies just to the west of the site, and California Street, which forms the eastern border of the property, have existing interchanges with the I-10 freeway, approximately seven-tenths of a mile to the south. San Bernardino Avenue, which borders the property on the south, has an interchange with SR-30, approximately one and one-half miles to the east.

Exhibit 1, Location Map, identifies the subject property and the surrounding area. Exhibit 2, East Valley Corridor Specific Plan – Land Use Districts, depicts the existing

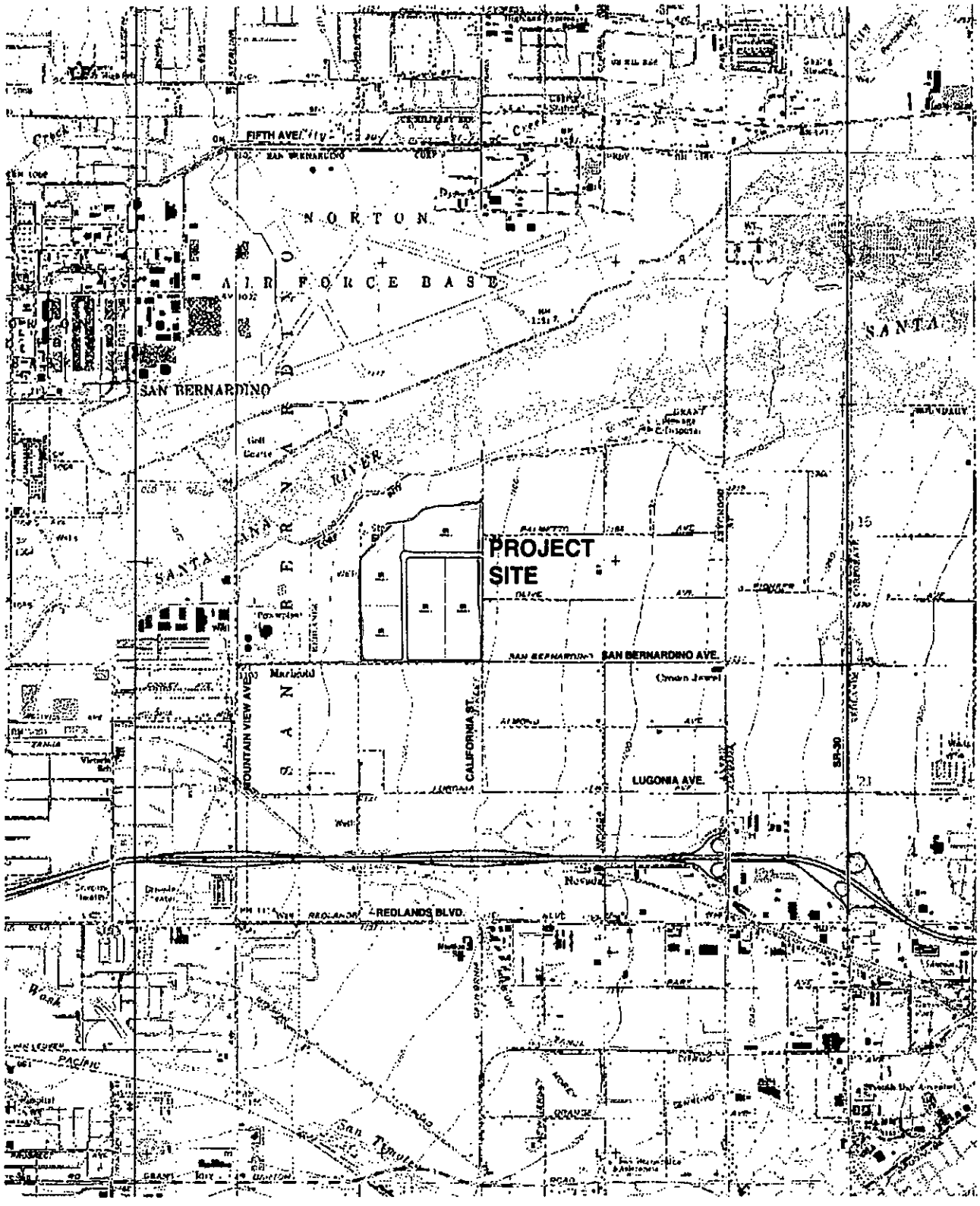
land use designations for the area.

The only improved streets on the property are the perimeter streets of California Street and San Bernardino Avenue. Three additional reserved or "paper" streets are located throughout the subject property, Bryn Mawr Avenue, Guido Avenue and Victor Avenue. These streets will be vacated through City Council action as they do not provide logical street access to the interior of the property. The single recorded on-site easement is a 92-foot wide easement, parallel to and north of San Bernardino Avenue, granted to the Southern California Edison Company for overhead electric transmission lines and appurtenances. Existing 115KV and 66KV overhead transmission lines are located within this easement.

Existing land uses surrounding the Redlands Commerce Center consist of citrus groves and the City of Redlands landfill to the east, row crop farming to the south, the power station to the west, and the Santa Ana River channel to the north. Exhibit 3, Site Features, shows the property boundaries, topography and other existing conditions. The legal description for the Redlands Commerce Center is contained in Appendix "A".

The Marigold Business Park Concept Plan No. 2 was approved by the Redlands City Council in the early 1990's. Since the adoption of the Concept Plan, the property has remained in the undeveloped, and has continued in agricultural production. The property was acquired for development by Spring Pacific Properties in the Fall, 2000, with the intention of implementing the Concept Plan and fulfilling the City's vision for the property as a master planned industrial park.

Amendment No. 2 to Concept Plan No. 2 proposes to refine the land use, circulation and other master plans to reflect the specific development plans which have been developed for the property by Spring Pacific Properties. These development plans have evolved as the maturation of the subject property has occurred in response to regional demands and market trends for quality industrial land use.



LOCATION MAP

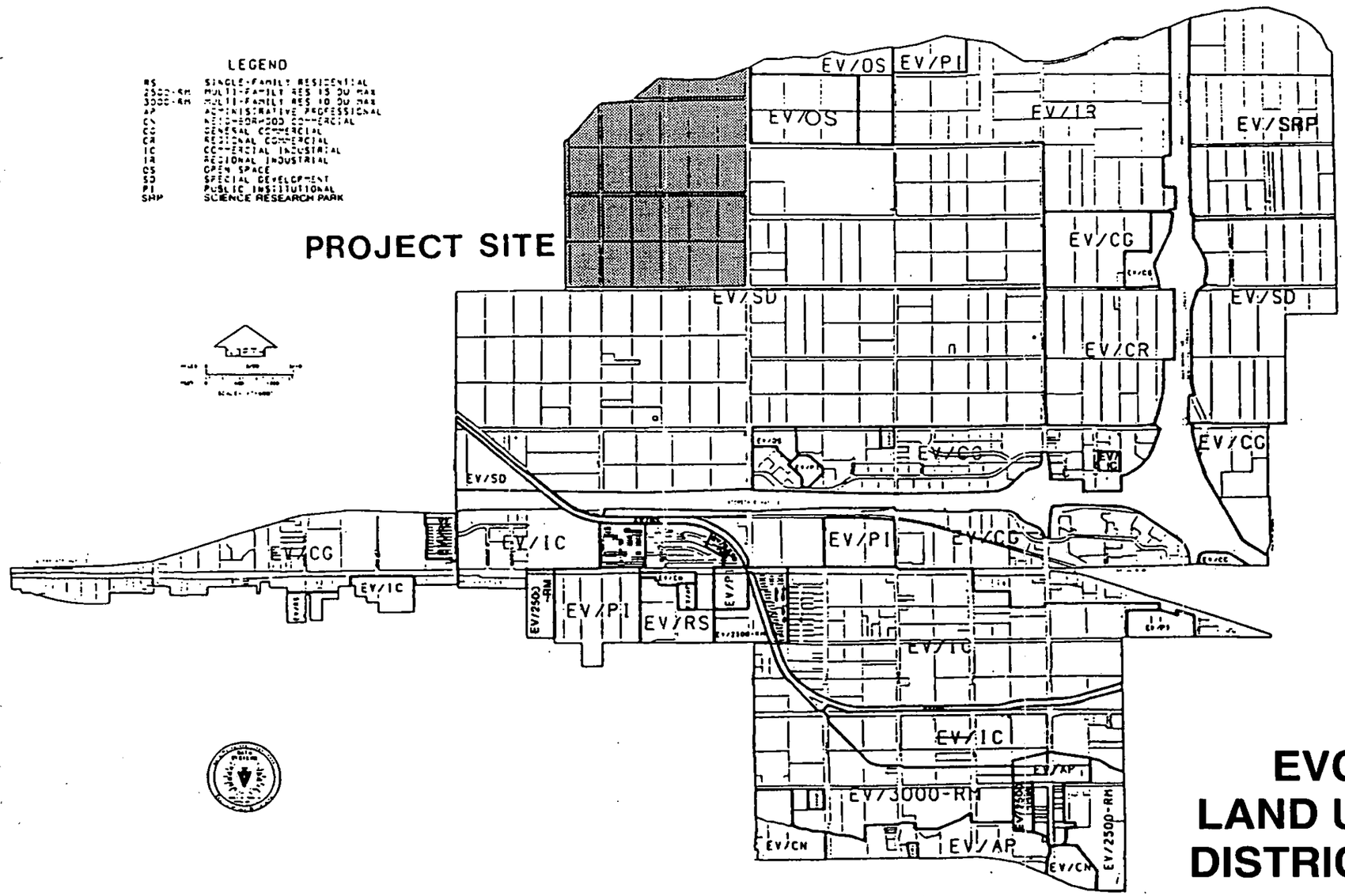
REDLANDS COMMERCE CENTER

urban environs
Land Planning
Environmental Studies

Exhibit 1

EAST VALLEY CORRIDOR SPECIFIC PLAN

LAND USE DISTRICTS



REDLANDS COMMERCE CENTER

EVCSP LAND USE DISTRICTS

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Exhibit 2

SECTION 1.2 ENVIRONMENTAL CONSIDERATIONS

A. EXISITNG ENVIRONMENTAL SETTING

Topography, Soils and Geology - The topography of the site is essentially flat, having a very gentle and fairly constant slope of approximately one and one-half percent falling from east to west. The elevation of the site ranges from approximately 1155 feet above Mean Sea Level (MSL) along the eastern boundary, falling some thirty-five feet to an approximate elevation of 1120 feet above MSL along the west property line. The site has deep, well-drained soils, underlain by alluvial sediments of sand and gravel shed from the San Bernardino Mountains and deposited by the Santa Ana River. The site is near two major and active earthquake faults: the San Andreas and the San Jacinto. Geologic hazards from these two faults that could potentially effect the site include seismic shaking and liquefaction. Standard structural design and construction techniques should mitigate these potential hazards.

Climate - The area's climate is characterized by cool winters and dry, hot summers. Average temperatures range from 53 degrees in the winter to 80 degrees in the summer, with extremes in occasional years reaching the low twenties in winter and in excess of 110 degrees in the summer. The dry, hot Santa Ana winds, with velocities occasionally approaching 80 to 100 miles per hour, is a fairly common occurrence, predominantly in the late summer and fall months. Average yearly rainfall accumulation is approximately thirteen inches, normally concentrated during the December-March rainy season.

Hydrology - The project site and the surrounding properties which lie north of the I-10 Freeway are not part of any major flood hazard area. The existing local drainage system in the area was based upon low density and agricultural land uses. Storm water flows are expected to increase significantly with the development of higher density uses proposed by the EVCSP, and the plan has identified the necessary backbone storm water facilities to accommodate the anticipated increased flows.

Air Quality - The site is located in the eastern portion of the San Bernardino Valley. This area is part of the South Coast Air Basin and air quality is managed by the South Coast Air Quality Management District (SCAQMD). The valley is surrounded by low hills to the south and the towering San Bernardino Mountains to the north and east. The Los Angeles Basin, a major air pollutant source area, is located about fifty miles to the west. Air pollutants from the Los Angeles basin are transported inland into the San Bernardino Valley by the prevailing on-shore or westerly winds. The westerly air flow, the prevalence of a marine inversion layer and strong solar radiation combine to produce high ozone levels and lowered visibility on many days between May and September. Presently, the South Coast Air Basin does not meet Federal EPA ambient air quality standards for ozone (0_3). carbon monoxide (CO), nitrogen dioxide (NO_2), and total suspended particulate (TSP). Additionally, the California Air Resources Board (CARB) has adopted state ambient air quality standards that are slightly more stringent

than the federal standards. The project site generally experiences unhealthful air with respect to ozone levels on up to forty percent of the days during the year, almost exclusively from May to September. Although the basin has experienced an eighteen percent decrease in air pollution for the period 1981 to 1985, the basin failed to meet federal standards by the end of 1987 as mandated by the Clean Air Act. Air quality in the area generally can be considered good to moderate from October to April when meteorological conditions are not conducive to high ozone production.

Noise - Existing major sources of noise in the East Valley area are primarily vehicular noise generated by the 1-10 freeway and Highway 30. Vehicular noise levels are expected to increase in the area due to increased traffic on 1-10, Highway 30, and the expanded arterial street system as the region and area develop and grow. The Defense Department's decision to close the Norton AFB as a military air base has significantly reduced the existing noise levels and patterns produced by over-flying aircraft. In all probability, the facility will be converted to some form of civilian airport operation, and aircraft noise generation likely will continue to be an environmental consideration. The non-residential nature of the land uses proposed for Redlands Commerce Center are normally acceptable within the anticipated noise level environment for the area.

Cultural Resources - Although no known cultural resources have been identified on-site, and the property does not lie within the Preservation-Historical/Archaeological Overlay District of the EVCSP, there may exist some limited potential for the discovery of cultural resources. The project site is a portion of the "Marigold Farm", which has been in existence since the 1890's, originally as a dairy and feedlot, and more recently for farming. While these activities represent a period of ranching and agricultural use in the Redlands area, the property is not considered a unique nor historically significant site. Cultural resources in the form of surface and subsurface prehistoric and ethnohistoric archaeological sites may possibly be present along the Santa Ana River.

Transportation - The existing traffic circulation system in the area consists of two regional highways, Interstate 10 and State Route 30, and an incomplete and only partially-improved network of surface streets. San Bernardino Avenue and California Street are presently improved as two-lane streets immediately adjacent to the site. Curbs, gutters and sidewalks are absent, and pavement widths are less than standard for the major arterial classification of these two roadways. Bryn Mawr Avenue, Victor Avenue and Guido Avenue are "paper" streets, currently lacking in any improvements. Arterial access to the south and east is considered good, while access to the north and west is limited. Present traffic volumes in the immediate vicinity is very light, although some congestion does occur at intersections in the commercial corridor southerly of the project site near the freeway. Significant increased traffic is anticipated with the development of the East Valley Corridor, and the specific plan adopted for the area contains provisions for expanding and upgrading the arterial Street system. The EVCSP Program EIR states that the projected "...increases on regional traffic are considered significant cumulative impacts that are not fully mitigated. Cumulative impacts are effects that are not significant (or have been mitigated to a level of non-

significance) on the local or project level, but when added to other regional projects' impacts, may be considered cumulatively significant." In light of this determination, and as a precedent to the certification of the Program EIR and adoption of the EVCSP, a statement of over-riding considerations was adopted by all three local responsible agencies involved as required by the California Environmental Quality Act (CEQA).

B. PREVIOUS ENVIRONMENTAL DOCUMENTATION

EVCSP Program EIR - The adoption of the East Valley Corridor Specific Plan was proceeded by the certification of a Final Environmental Impact Report (EIR) for the project. The County of San Bernardino, through County Service Area 110 (CSA-110), was the lead agency in the preparation and certification process of the EIR. The cities of Redlands and Loma Linda acted as responsible agencies and also conducted public hearings on the EIR. The EIR for the EVCSP is defined as a Program EIR, in that it addressed the impacts and mitigation of a series of actions that are characterized as one large project. The EVCSP is a single project which is an issuance of plans to govern the conduct of a continuing program and is the regulatory authority for individual activities (i.e., subsequent development project applications) having generally similar environmental effects and mitigation measures. This approach afforded the lead and responsible agencies the opportunity to conduct more complete analyses of individual and cumulative impacts and alternatives, and consideration of broad policy alternatives and mitigation measures prior to development.

The EVCSP Program EIR functions as the base environmental document for subsequent development projects. Determination of whether additional environmental documentation is required for a subsequent development project is based upon an examination of the project proposal and the EVGSP Program EIR. Upon completion of this examination the City of Redlands will find that one of the four following actions is required by CEQA:

1. If a later activity would have effects that were not analyzed in the EVCSP Program EIR, a new Initial Study would need to be prepared leading either to a supplemental focused EIR or a Negative Declaration.

2. If no new effects would occur or no new mitigation measures would be required, the City of Redlands may approve the activity as being within the scope of the project covered by the EVCSP Program EIR, and no new environmental document would be required.

3. The City of Redlands shall incorporate feasible mitigation measures and alternatives developed in the EVCSP Program EIR into subsequent actions in the program.

4. Where the subsequent activities involve site-specific operations, the City of Redlands should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the EVCSP Program EIR.

Generally speaking, the EVCSP Program EIR was prepared to analyze and mitigate all potential adverse environmental impacts resulting from proposed development. The Redlands Commerce Center Concept Plan is wholly consistent with the land use regulations and development standards established by the EVCSP. Upon examination of the development proposal, the EVCSP Program EIR and appropriate site-specific information, the City of Redlands will find that the proposed project is consistent with the Specific Plan and within the scope of the project covered by the EVCSP Program EIR, and no new environmental documentation is required. By virtue of this finding, the City of Redlands granted the Concept Plan a Mitigated Negative Declaration. It is expected that the City of Redlands will once again reaffirm the previous adequacy of the environmental documentation for Concept Plan No. 2, Amendment No. 1, and prepare an updated Mitigated Negative Declaration.

Mitigation Monitoring Program - A Mitigation Monitoring Program, developed to ensure that all applicable mitigation measures identified in the EVCSP Program EIR are properly implemented, is an integral element of this development plan. The Mitigation Monitoring Program, located in Appendix "B", is a comprehensive inventory of applicable mitigation measures. These measures are categorized according to the timing of their implementation (i.e., at tentative tract map approval, prior to permit issuance, etc.), and the entity responsible for implementation (i.e., developer, public agency, etc.).

SECTION 1.3 GOALS AND OBJECTIVES

Redlands Commerce Center has as its primary goal the creation of a high quality business environment. This fundamental goal will be achieved through the application of accepted master-planning principles targeted toward the accomplishment of the following specific goals and objectives:

1. To implement the policies and principles of the existing City of Redlands General Plan.

2. To implement the policies and principles of the East Valley Corridor Specific Plan.

3. To promote and facilitate high quality business and industrial development which maximize employment opportunities and provide a balance of jobs and housing in the region.

4. To accommodate the continued agricultural activities during the transition of the property to other uses.

5. To simplify and streamline the development review process without compromising the integrity of the General Plan.

6. To provide for the extension of public services and utilities in a logical and orderly manner.

7. To provide an efficient and functional vehicular circulation system with sufficient capacity to accommodate projected traffic volumes.

8. To enhance the character and image of the area by establishing development standards, regulations and design guidelines which foster an aesthetically pleasing built-environment.

9. To promote the implementation of the City of Redlands Open Space Plan by providing trail and linear park opportunities.

SECTION 1.4 PROJECT DESCRIPTION

Redlands Commerce Center is envisioned as a coordinated, master-planned community of business, commerce and industry. It is intended to encourage a diversity of employment-based industrial development (warehouse/distribution, manufacturing, and assembly uses) within a well designed and carefully controlled environment. The project site was zoned for industrial use in the mid-1960's by the City of Redlands. More recently the property was designated as a "Special Development' land use district, and is wholly contained within a single "Development Envelope" as defined by the EVCSP. (See Exhibit 4, East Valley Corridor Specific Plan - Planned Development Envelopes.) The Special Development designation is intended to encourage greater flexibility and creativity in land use design and regulation. The Development Envelope identifies areas of common constraints and opportunities, and represents the smallest geographic area that must be master-planned as a single entity. The EVCSP's "Planned Development' provisions establish a two-tiered development review process, the "Concept Plan" and the "Development Plan" for Special Development areas. The Redlands Commerce Center Concept Plan represents the first and most critical stage of this process. The second or Development Plan stage will consist of the city's existing Commission Review and Approval (CRA) process. This approach and the types and intensity of uses proposed by this Concept Plan are consistent with both the procedures and the regulations set forth in the EVCSP.

Much of the land area is designed to accommodate large industrial users. Approximately 242 acres, or 93% of the project's total land area, in the northern and western sectors of the project is designated "Regional Industrial". A wide variety of product-types (i.e., building types and end-users) can be accommodated within these industrial parcels or planning areas, ranging from large distribution centers of several hundred thousand square feet to multi-tenant facilities with suites as small as a few hundred square feet.

The major open space elements constitute approximately 8.9 acres (3.4%) of land. This area includes the pedestrian/equestrian/bicycle trail, the linear park along the Santa Ana River bluff, and the SCE easement along San Bernardino Avenue. Not included in this open space are several acres of landscaped setback areas adjacent to California Street, Marigold Avenue.

The arterial and collector street system has been designed to provide safe and convenient access to the regional circulation network from all areas of the project. Marigold Avenue functions as the backbone artery, connecting the Palmetto/California intersection on the north with San Bernardino Avenue on the south. The existing perimeter streets, California Street and San Bernardino Avenue, will be widened and improved.

Several design elements, including signage, lighting, paving and landscaping, will be

incorporated in the treatment of key intersections to delineate the project's monumentation and entries. These elements, along with the theme landscaping of the streets' parkways will establish the visual quality, character and identity of Redlands Commerce Center. The landscape materials and other design elements will reflect the concepts of the EVCSP.

Project development and implementation is expected to occur over a period of several years. This process, which includes the extension of utilities and infrastructure, street improvements, site grading, on-site improvements, building construction, landscaping and amenity installation, etc., will be accomplished incrementally as market and economic forces dictate.

SECTION 1.5 GENERAL NOTES

The following General Notes shall apply to all development and use of property contained within the boundaries of the Redlands Commerce Center Concept Plan:

1. Any details not specifically addressed herein shall be subject to the provisions of the City of Redlands Zoning Ordinance No. 1000, as amended, and the East Valley Corridor Specific Plan No. 42.

2. Water service shall be provided by the City of Redlands, in accordance with existing policies.

3. Sewer service shall be provided by the City of Redlands, in accordance with existing policies.

4. Solid waste disposal service shall be provided by the City of Redlands, in accordance with existing policies.

5. Fire and police protection service shall be provided by the City of Redlands, in accordance with existing policies.

6. Electrical service will be provided by the Southern California Edison company.

7. Natural gas service will be provided by the Southern California Gas Company.

8. Telephone service will be provided by the General Telephone Company.

CHAPTER 2 *MASTER PLANS*

This chapter discusses the overall objectives and pertinent details associated with the primary physical design components of the Redlands Commerce Center Concept Plan. These components are described as master plans for the following systems:

- Land Use
- Circulation
- Infrastructure (water, wastewater and storm drainage)
- Landscape Concept

These master plans represent the basic foundation for subsequent, site or parcel specific development. The descriptions of the land use designations, coupled with the provisions contained in Chapter 3, Development Standards, establish the zoning and land use regulations for each individual parcel. The master plans for circulation and infrastructure describe the major backbone facilities that ensure that the incremental development of individual parcels will be adequately serviced from a traffic and utilities standpoint. The landscape concept plan establishes the overall project theme and visual identity, ensuring a cohesive and unified appearance that reflects the landscaping and aesthetic goals of the EVCSP.

SECTION 2.1 LAND USE

The Land Use Plan for Redlands Commerce Center provides for a variety of warehouse, distribution, manufacturing and industrial uses configured in a logical and orderly pattern. Although the Redlands Commerce Center has been envisioned for a variety of industrial uses, the primary focus of the Land Use Plan has been designed for larger warehouse and distribution uses. This warehouse and distribution trend has been developing over the past decade in the general area, and the Redlands Commerce Center is particularly situated to accommodate the development of these larger buildings. The Land Use Plan is depicted in Exhibit 5.

A. REGIONAL INDUSTRIAL

The Land Use Plan has designated all the developable land as Regional Industrial. Large parcels have been created in order to accommodate the warehouse and distribution centers that are proposed for most of the project site. The Regional Industrial district is comprised of a total of 242 acres of land area, approximately 93% of the total project site. It is intended primarily for development of manufacturing, assembly and warehouse/distribution operations in large facilities having tens and even

hundreds of thousands of square feet under roof. This district will also accommodate research and development and corporate operations that encompass light industrial facilities and direct-support office and administrative activities. Typical building construction is expected to be high-bay, single-story, with some mezzanine or second-story office space as an integral part of the facility.

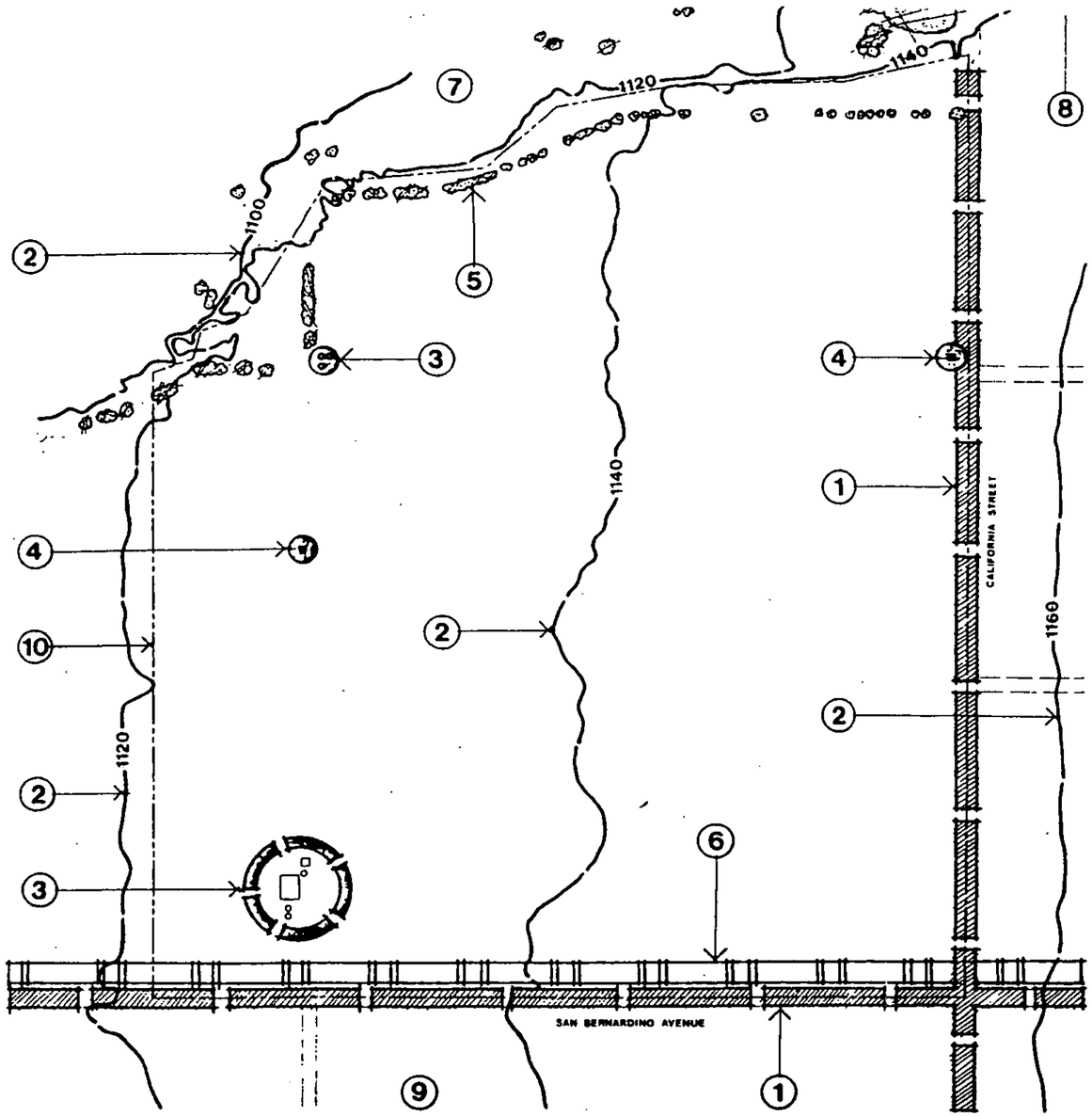
The overall average FAR for the district is expected to fall within the 0.50 - 0.55 range, with an FAR of 0.80 as the maximum permitted FAR for any one planning area parcel. Significant truck loading and maneuvering space will likely be a requirement of most users locating in this district. Adequate parking, most probably in surface parking lots, will be provided for all proposed uses as specified by the "Parking Requirements" contained in Chapter 3.

Vehicular access to any parcel from California Street or San Bernardino Avenue (major arterials) is permitted, subject to the restrictions and controls described in the following Section 2.2, Circulation System. Controlled vehicular access to any parcel from Marigold Avenue (a secondary arterial) is permitted.

B. OPEN SPACE

The major open space elements of Redlands Commerce Center consist of an extensive trail system and landscaping of the Edison easement. The multi-purpose trail system and linear Santa Ana River bluff-top park, both accessible and useable by the public, are proposed to be developed consistent with the EVCSP. The wide Edison easement area adjacent to San Bernardino Avenue will be landscaped, affording the community with a public visual amenity. The open space areas occupy 8.9 acres of land area, which is 3.4% of the total project site.

The multi-purpose trail, which will consist of a hard-surfaced pedestrian and bicycle path and a separate granular surfaced equestrian trail, will implement an important segment of the planned regional trail system. It will connect to the trail that is proposed as part of the development to the south (Concept Plan No. 1), extending north along the westerly property line and then east along the bluff overlooking the Santa Ana River. Ultimately, the regional trail is planned to link the river and the San Timoteo Canyon area. The design parameters of the trail system are discussed in more detail in Section 2.2, Circulation System. Trail system improvements will be initiated concurrent with any site development adjacent to the trail.



REDLANDS COMMERCE CENTER

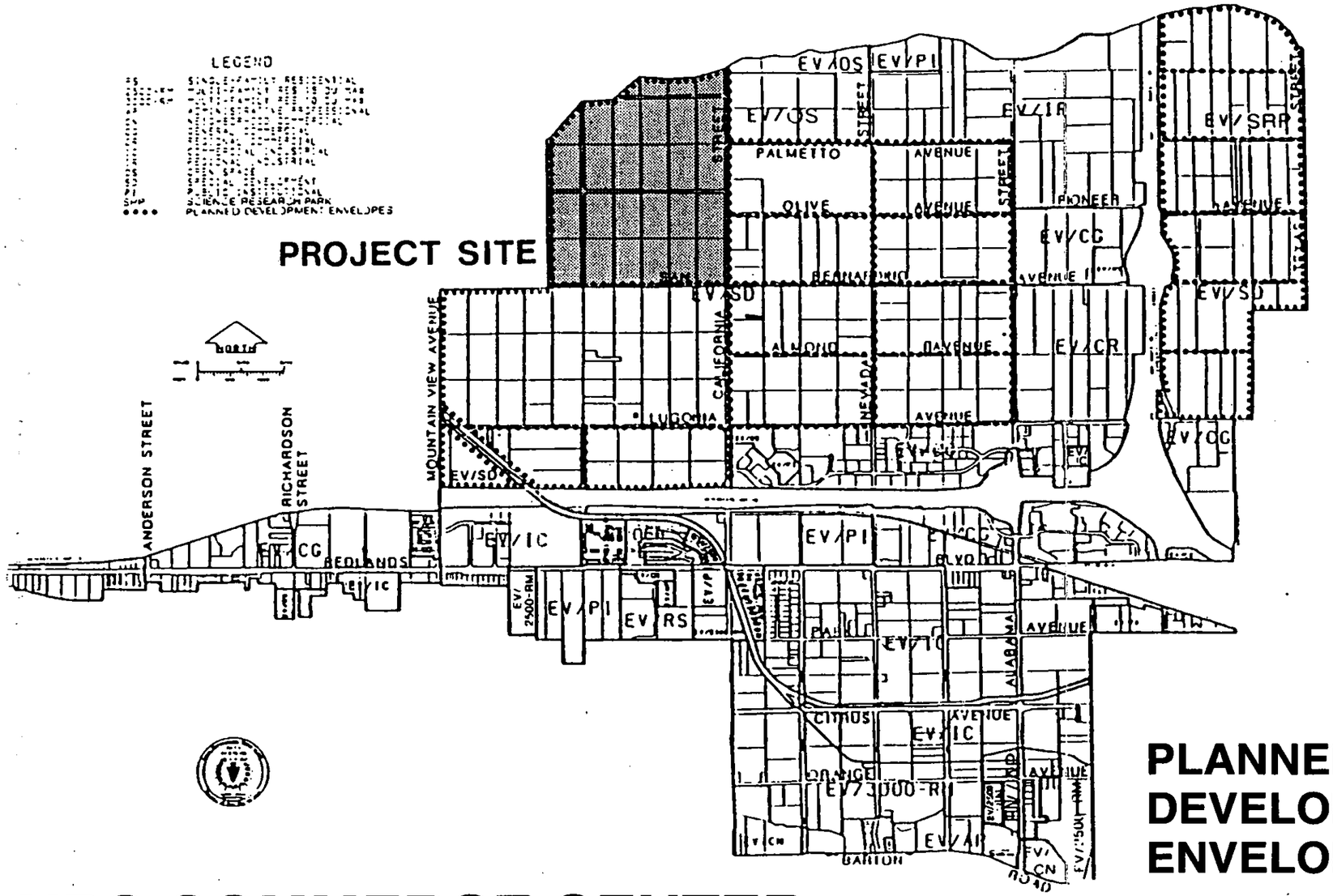
SITE FEATURES

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Exhibit 3

EAST VALLEY CORRIDOR SPECIFIC PLAN

PLANNED DEVELOPMENT ENVELOPES

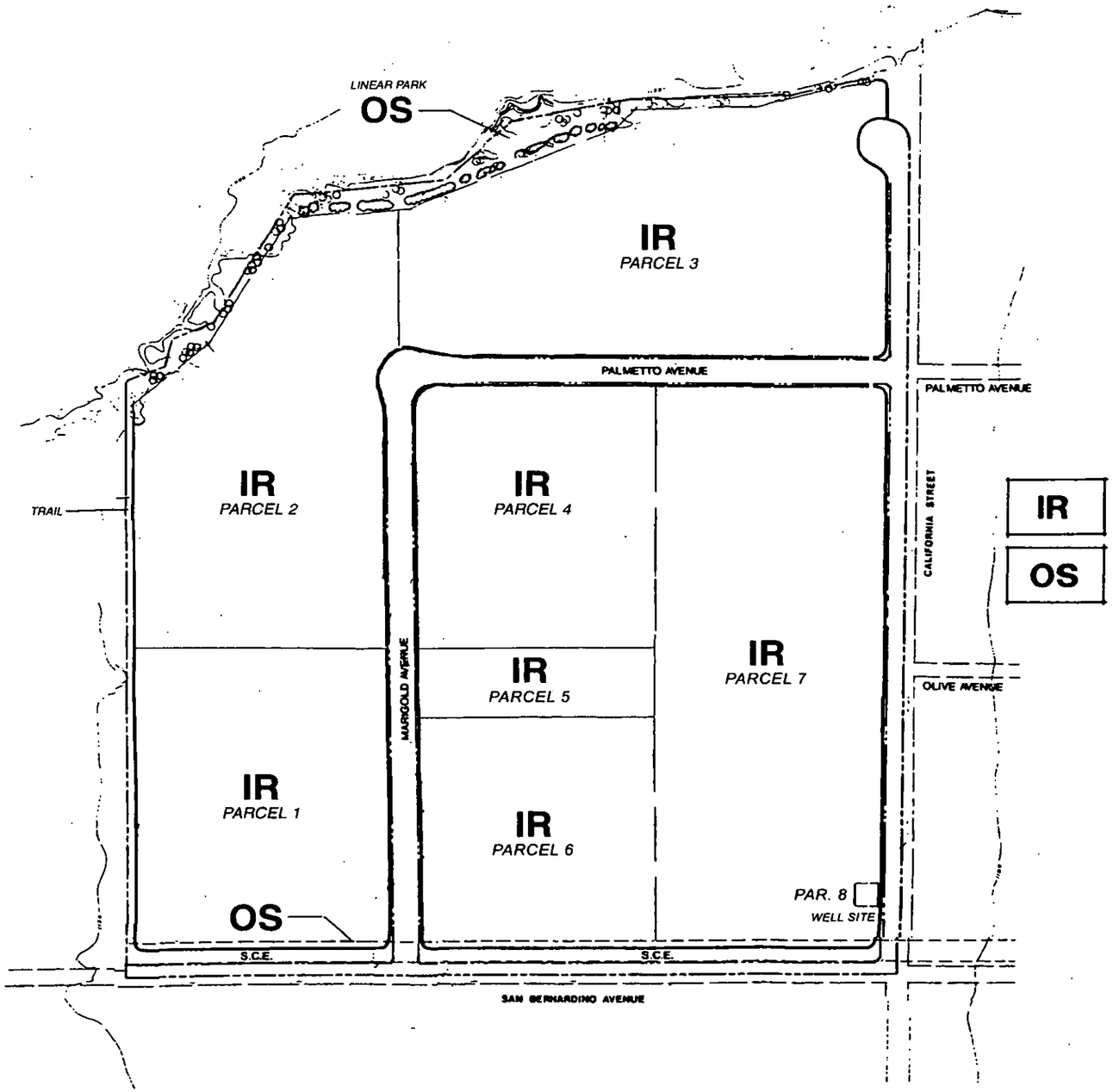


REDLANDS COMMERCE CENTER

PLANNED DEVELOPMENT ENVELOPES

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Exhibit 4



IR

OS

LAND USE SUMMARY

LAND USE	ACRES	PCT.
REGIONAL INDUSTRIAL	*242.5*	*92.8*
OPEN SPACE	*8.5*	*3.3*
STREETS	*10.3*	*3.9*
TOTAL	*261.3*	*100.0*

REDLANDS COMMERCE CENTER

LAND USE PLAN

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Exhibit 5

SECTION 2.2 CIRCULATION SYSTEM

The Redlands Commerce Center is ideally situated near two freeway interchanges, and is presently served by an arterial street system. The vehicular access and circulation concept for the project capitalizes on these existing opportunities. The project's circulation plan complements this basic framework through the upgrading of adjacent arterials to ultimate standards, as well as expanding the network with additional interior streets. The plan also accommodates the possibility of future local streets that would augment this system by establishing a local street standard. The circulation plan also addresses the non-vehicular system consisting of a pedestrian and bicycle path and equestrian trail.

Both vehicular and non-vehicular systems will be developed consistent with the provisions of the EVCSP. The circulation concept, depicting the horizontal alignments and classifications of the systems components, is shown on Exhibit 6, Circulation Plan. Individual descriptions of these components and cross-section diagrams are described in the following sections and depicted in Exhibit 6a.

A. CALIFORNIA STREET

California Street forms the eastern boundary and provides the project site with primary access from the 1-10 freeway. It is designated as a major arterial highway by the EVCSP, designed to ultimately carry six lanes of traffic. The street is presently only partially improved with one paved lane in each direction. The existing dedicated right-of-way measures 82.5 feet, 41.25 feet on either side of the street centerline.

As part of the Concept Plan, California Street will be designated a secondary highway, recognizing its termination at Palmetto Avenue (An EVCSP Amendment will be required to implement this change in designation). The cross-section for California Street will be modified in order to protect in-place the existing palm rows on the east side of the street. Between San Bernardino Avenue and Palmetto Avenue, California Street will be developed in conjunction with this project as a fully improved secondary highway half-street up to its intersection with Palmetto Avenue. The additional right-of-way necessary to implement this widening will be dedicated as necessary. The ultimate full-width improvements for California Street for this portion include four 12-foot travel lanes, two 8-foot parking lanes, and 6-foot sidewalks adjacent to the curb, all within a modified right-of-way, once again to protect the palm rows.

North of Palmetto Avenue, California Street terminates at the City's landfill. Therefore, the street section will be reduced to recognize this termination, while still providing for the protection of the east side palm rows. In addition, the EVCSP provides for a Class I bike path on the eastside of California Street in the parking and building setback area. Exhibit 6a depicts the ultimate cross-sections for California Street.

Private street or driveway access from individual lots or parcels to California Street shall be located a minimum of 250 feet from any public street intersection and shall be spaced a minimum of 200 feet apart.

B. SAN BERNARDINO AVENUE

The Redlands Commerce Center is bounded on the south by San Bernardino Avenue, an EVCSP designated six-lane major arterial. Currently this street is only partially improved as a two-lane, asphalt-paved roadway. The existing dedicated right-of-way is 78.18 feet in width, 41.25 feet wide south of the centerline, and 36.93 feet wide north of the centerline.

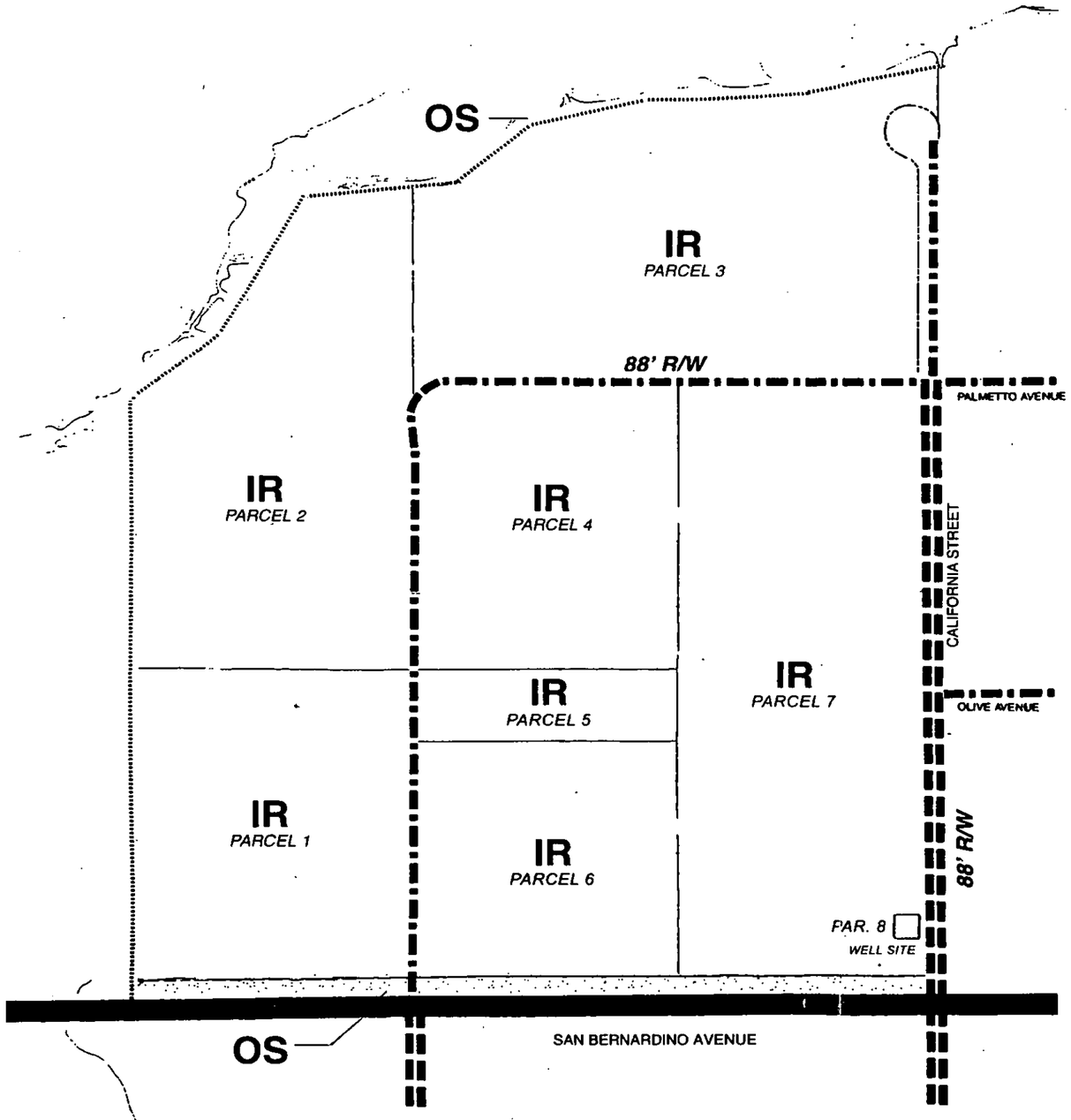
San Bernardino Avenue will be developed in conjunction with this project as a fully improved major arterial half-street for the full length of its frontage adjacent to the site. The additional right-of-way necessary to implement this widening will be dedicated as necessary. The ultimate full-width improvements for San Bernardino Avenue include six 12-foot travel lanes, two 10-foot emergency stopping lanes, a 12-foot wide painted median, 6-foot sidewalks located eight feet from back of curb, and landscaped parkways, in a 120-foot wide right-of-way. Exhibit 6a depicts the ultimate cross-section for San Bernardino Avenue.

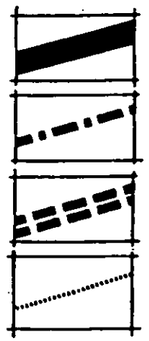
Private Street or driveway access from individual lots or parcels to San Bernardino Avenue shall be located a minimum of 250 feet from any public street intersection and shall be spaced a minimum of 200 feet apart.

C. MARIGOLD AVENUE/PALMETTO AVENUE

The circulation system adopted as part of the EVCSP included the westerly extension of a secondary arterial from the present terminus of Palmetto Avenue at California Street, and transitioning south to Lugonia Avenue. This extension, the so-called "Palmetto Loop", is incorporated in the Redlands Commerce Center circulation plan as Marigold Avenue and Palmetto Avenue. The intersections of this arterial at California Street and San Bernardino Avenue are the primary entries to the project.

Both streets will be developed as a fully improved, full width secondary highway consistent with adopted EVCSP standards. The street will consist of four 12-foot travel lanes, two 10-foot emergency stopping lanes, and 6-foot sidewalks adjacent to the curb, all within an 88-foot right-of-way. Exhibit 6a depicts the standard cross-section for Marigold Avenue and Palmetto Avenue.





MAJOR ARTERIAL

SECONDARY HIGHWAY

SECONDARY HIGHWAY (DIVIDED)

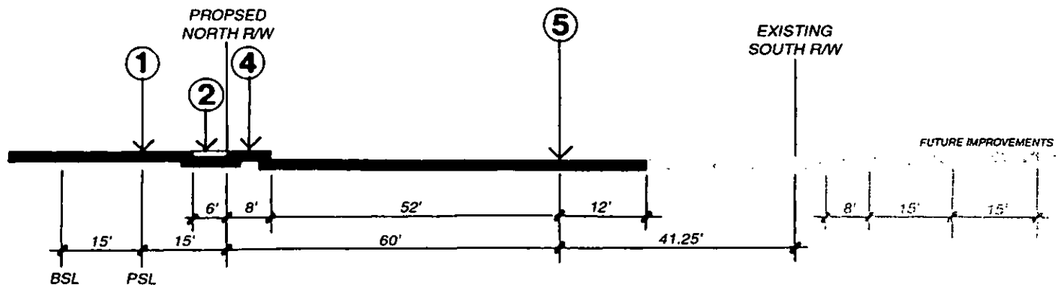
TRAIL

REDLANDS COMMERCE CENTER

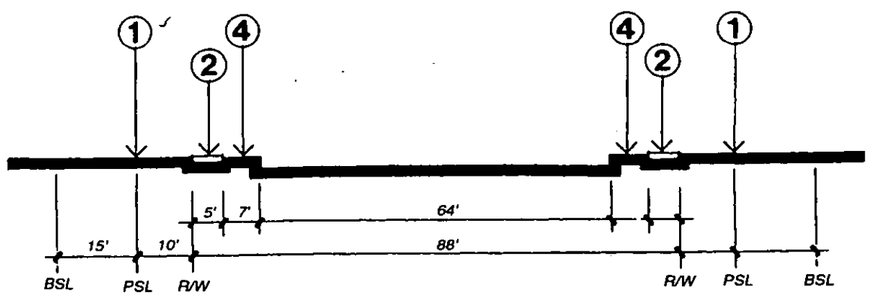
CIRCULATION PLAN

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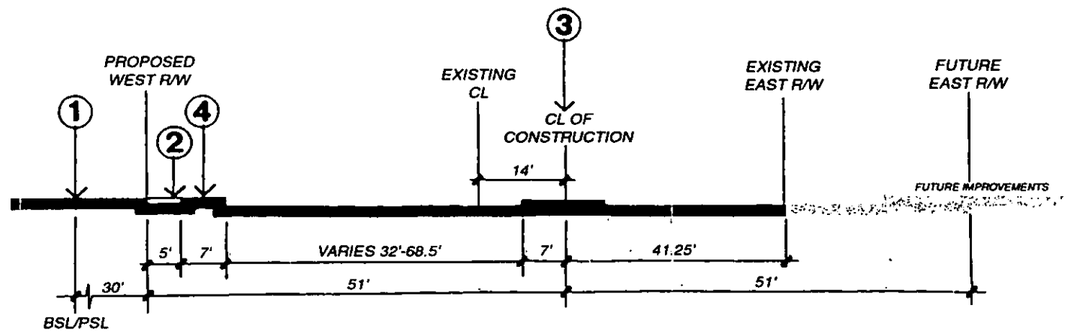
Exhibit 6



SAN BERNARDINO AVENUE



MARIGOLD AVENUE
PALMETTO AVENUE



CALIFORNIA STREET

1. LANDSCAPED SETBACK
2. SIDEWALK
3. LANDSCAPED MEDIAN
4. LANDSCAPED PARKWAY
5. PAINTED MEDIAN

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STREET SECTIONS

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Land Planning
Environmental Studies

Exhibit 6a

D. TRAILS

The proposed trail system consists of two trails: a combination pedestrian/bicycle path, and an equestrian trail. These trails will implement an important segment of the planned regional trail system in the area. The trails will follow parallel alignments located within a combined easement adjacent to the western boundary of Redlands Commerce Center and within the proposed linear bluff-top park adjacent to the Santa Ana River. Exhibit 7 depicts the cross-section for the trails.

The bike path will be classified as a Class I Bikeway, and constructed in accordance with the California Highway Design Manual, "Bikeway Planning and Design". The following standards shall apply to the trail system:

1. Class I Bikeways/Pedestrian Path

    a. Bicycle paths shall be two-way routes.

    b. The minimum paved width for a two-way bike path shall be 8 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement.

    c. A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the pavement.

    d. The vertical clearance to obstructions across the clear width of the path shall be a minimum of 8 feet.

    e. Bike paths closer than 5 feet from the edge of a highway shall include a physical divider such as fencing, berms, trees or shrubbery to prevent bicyclists from encroaching onto the highway.

    f. Drainage inlet grates, manhole covers, driveways, etc., on bikeways should be designed and installed in a manner that provides an adequate surface for bicyclists.

    g. Uniform signs, markings, and traffic control devices are mandatory and shall conform to the requirements of State law.

2. Equestrian Trails

    a. The minimum width for an equestrian trail shall be 8 feet. A

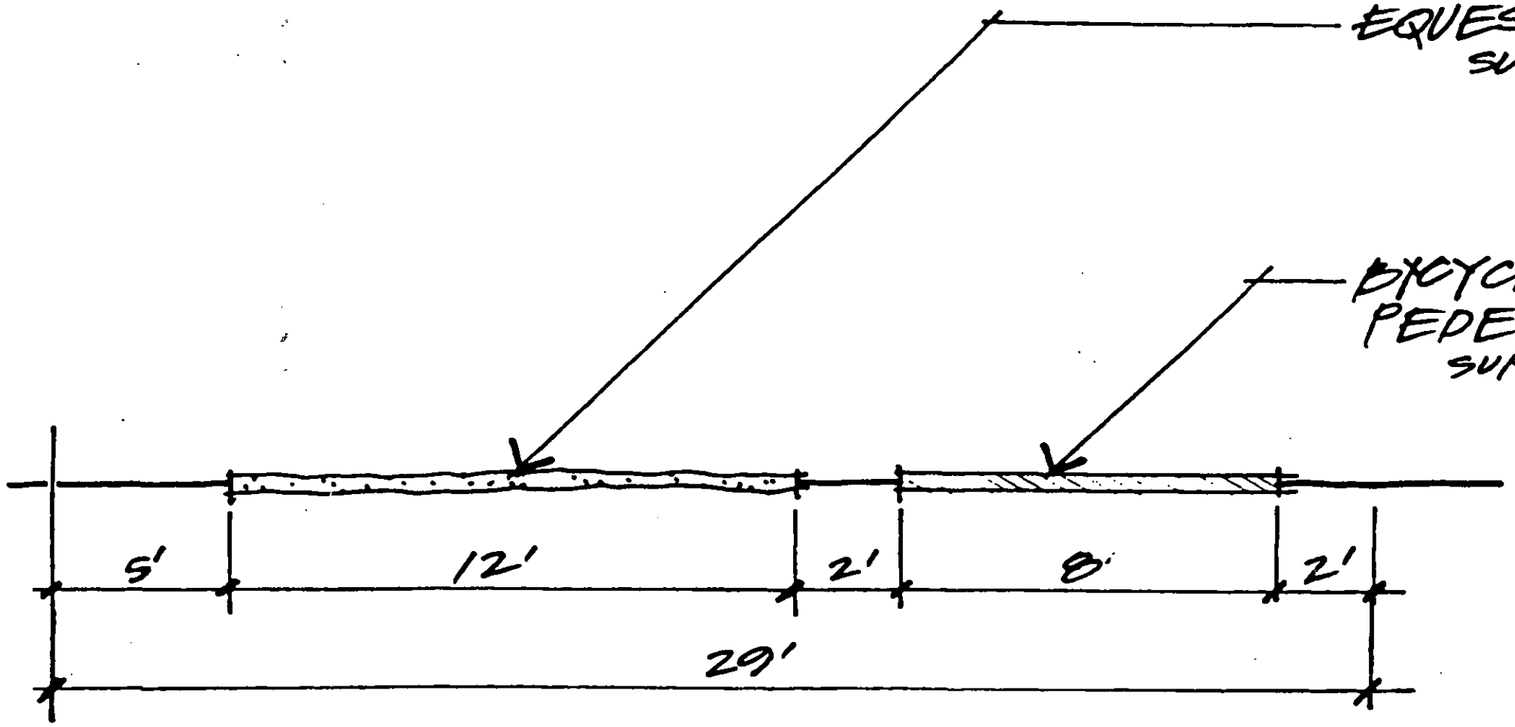
minimum 2-foot wide graded area shall be provided adjacent to the trail.

b. A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the trail.

c. The vertical clearance to obstructions across the clear width of the path shall be a minimum of 12 feet.

d. The trail surface shall be constructed of six (6) inches of granular material placed over a forty (40) pound felt base.

The complete on-site trail system will be developed in conjunction with the development of the adjacent site.



REDLANDS COMMERCE CENTER

TRAIL SECTION

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Exhibit 7

SECTION 2.3 INFRASTRUCTURE SYSTEMS

Backbone infrastructure systems for water, wastewater and storm drainage are important public utility elements to be considered in the overall planning for Redlands Commerce Center. The sizing and location for these systems, sufficient to service the anticipated needs of the development, have been carefully planned and are depicted on Exhibit 8, Infrastructure Plan. These systems will be fully designed and installed in accordance with City of Redlands standards and the approved and permitted improvement plans. Private utilities such as natural gas, electricity, telephone, and cable are locally available, but are not shown on the plan.

The individual distribution/collection systems for water, wastewater and storm drainage are described in the following sections.

A. WATER SYSTEM

The closest water facilities are located in Lugonia Avenue and Mountain View Avenue. New water mains will be constructed in several streets to provide water service to the project, in accordance with the City of Redlands' guidelines. The new mains are:

- A 16-inch water main in California Street, from Lugonia Avenue north to Palmetto Avenue.
- A 12-inch water main in San Bernardino Avenue, from California Street west to the project boundary.
- A 12-inch water main in Marigold Avenue and Palmetto Avenue, from California Street to San Bernardino Avenue.
- A 6-inch reclaimed waterline within all surrounding streets.

The water system will also include a network of 6-inch and 8-inch mains providing service to the various parcels. The system will be designed and installed according to City of Redlands standards. Applicable city water fees will be paid at the appropriate stage of plan approval or permit issuance. Construction of master plan facilities may be credited against water fees.

B. WASTEWATER SYSTEM

The City of Redlands has completed construction of the master-planned lift station and force main located at the southeast corner of Lugonia Avenue and Mountain View Avenue, approximately 1900 feet from the project boundaries. This capital improvement enables wastewater generated from the project site and surrounding area to be collected and transported to the city's treatment facility at the north end of Nevada Street.

New sewer mains will be constructed within the new street system to provide wastewater service to the project, in accordance with the City of Redlands' guidelines. The new mains are:

- A 15-inch line in San Bernardino Avenue, from California Street to the City lift station.
- A 15-inch line in Marigold Avenue, from Palmetto Avenue to San Bernardino Avenue.
- A 12-inch line in Palmetto Avenue, from California Street to Marigold Avenue.

The system will be designed and installed according to City of Redlands standards and applicable city fees will be paid at the appropriate stage of plan approval and/or permit issuance. Construction of master plan facilities will be credited against sewer fees.

C. STORM DRAINAGE SYSTEM

The site presently drains in a westerly direction via surface flows. No existing improved storm drain facilities are currently located on or near the property. The following master plan storm drain improvements will be implemented, in accordance with the City of Redlands' guidelines:

- A master planned storm drain line in California Street from San Bernardino Avenue north to the Santa Ana River. This storm drain varies in size from 96 inches to 114 inches.
- A storm drain in Palmetto Avenue, ranging in size from 36 inches to 54 inches.
- A storm drain in Marigold Avenue from San Bernardino Avenue north to the Santa Ana River. This storm drain varies in size from 24 inches to 96 inches.

Local drainage improvements consisting of improved surface facilities, catch basins and storm drain laterals will conduct on-site flows to the master plan facilities. The system will be designed and installed according to City of Redlands standards and applicable city fees will be paid at the appropriate stage of plan approval or permit issuance. Construction of master plan facilities will be credited against storm drain fees.

Future site development in those areas which are adjacent to or near the bluff of the Santa Ana River wash, namely planning area Parcels A, F and J, shall be subject to the County of San Bernardino Flood Control District regulations. The district restricts buildings within a 150 foot setback from the top of the bluff unless certain conditions are met by the applicant and approved by the district. The 150 foot minimum building setback standard may be reduced or removed subject to the district's approval of proposed improvements (i.e., bluff/bank protection), soils analysis, or other engineering plans necessary to assure that any proposed building will not be endangered by potential bluff sloughing. Site development and building permit applications for any structure proposed to be located within 150 feet of the existing top of the bluff shall be subject to the review and approval of the County of San Bernardino Flood Control District.

SECTION 2.4 LANDSCAPE CONCEPT PLAN

The visual character and identity of Redlands Commerce Center will largely be defined through the landscape treatment of its streets, entries, setback areas, open spaces and amenities. The Landscape Concept Plan, depicted on Exhibit 9 and others, establishes a strong, unifying theme ensuring a cohesive and recognizable image for the entire development. The treatment of these major thematic elements is described in the following section. The written and graphic descriptions contained herein are intended to establish a conceptual level of landscape treatment with respect to extent, intensity and standard of quality. Subsequent landscape designs at the project-specific level which propose modifications to the design elements shall be found consistent with the Concept Plan, provided that the quality and character of this section are maintained or enhanced, and the minimum standards of the EVCSP are maintained.

A. PROJECT MONUMENTATION

Located near the intersection of San Bernardino Avenue and California Street, a major identity statement will consist of enhanced landscaping of specimen plant materials, a thematic monumentation structure (similar to the monument sign employed at the primary entries, but double-faced) on which will be displayed the project's signage and/or logo. An important theme element to be employed here and at the project entries is the use of extensive masses of marigold flowers for annual color, reflective of the property's heritage and namesake - Marigold Farms. In this instance the marigold flower beds are arranged in a random checkerboard pattern laid in a carpet of turf. Small evergreen canopy trees frame the monument sign and marigold beds. This plaza features a seating-height, raised planter of marigolds in the center and is bordered by rows of small flowering accent trees. Exhibit 9a and 9b illustrates the concept that to be implemented at this location.

B. PRIMARY PROJECT ENTRY

Two key intersections are designated as the primary entries to Redlands Commerce Center, Marigold Avenue at San Bernardino Avenue, and Palmetto Avenue at California Street. Thematic elements repeated from the project monumentation site include the marigold flowers, monumentation walls and specimen trees. Meandering swaths of marigolds alternating with turf (reminiscent of contour farming practices) lead the arriving visitor from the perimeter arterial street up to the monument sign which will display the project name and/or logo. Small evergreen trees create a low canopy behind the monument, forming a bosque or block of trees planted on a grid that is reminiscent of the area's citrus grove heritage. A three-foot high evergreen hedge functions as a backdrop to the entry statement. Small flowering accent trees, similar to

those used at the pedestrian plaza, will be employed in the raised median at these entries to create a dramatic contrast to the evergreen canopy trees behind the monument sign. Exhibit 9b portrays the design concept for the primary entry in plan view.

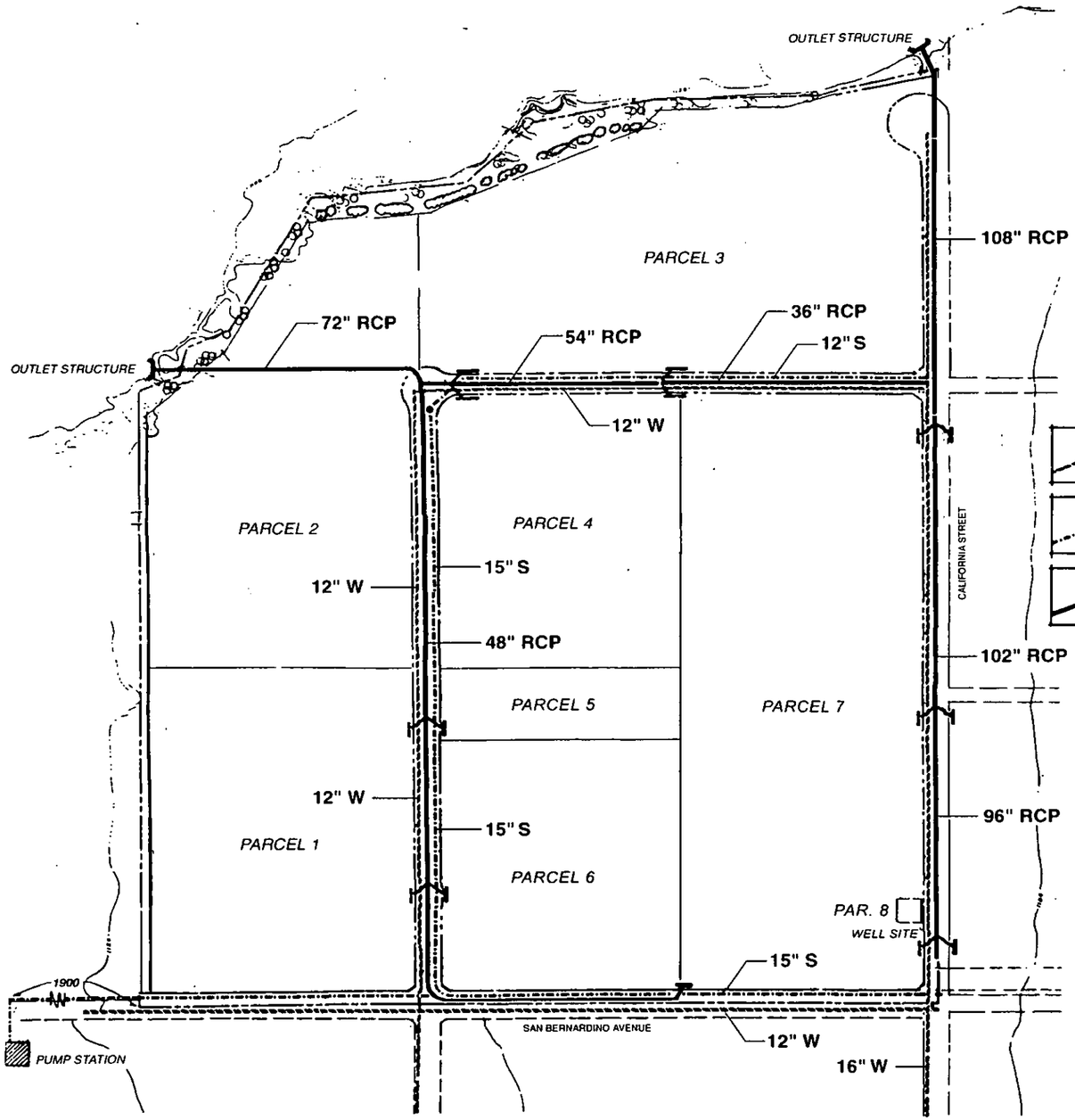
C. STREETSCAPES

Landscaping of the project's streets will play an important role in reinforcing the image and identity established by the monumentation and entry statements.

Marigold Avenue/Palmetto Avenue - Marigold Avenue and Palmetto Avenue are planned to incorporate a generously landscaped parkway and setback. The parkway/setback edge will be planted in a formal arrangement of large, broad-domed evergreen canopy trees, spaced 35 feet on-center, set in a carpet of drought-resistant low-growing groundcover. Due to its high water demand, the use of turf is restricted to only the entry and monumentation areas. A row of evergreen shrubs will form a three-foot hedge as a parkway backdrop and to screen parking areas. Exhibit 9c illustrates the landscape concept for these important project theme street.

California Street - The arterial streetscape treatment for the westerly half-section of California Street will implement the concepts established by the EVCSP. Mexican Fan Palms in the median, and Mexican Fan Palms and Camphor trees in the parkway are the dominant theme elements. Exhibit 9d demonstrates the landscape concept for this perimeter arterial street.

San Bernardino Avenue - The arterial streetscape treatment for the northerly half-section of San Bernardino Avenue will also implement the concepts established by the EVCSP. Mexican Fan Palms and Camphor trees in the parkway are the dominant theme elements. The parkway strip between the curb and sidewalk will be turf, the single exception to the restricted use of this plant material. Exhibit 9e depicts the landscape concept for this perimeter arterial Street.



WATER MAIN SIZE: 12" (U.O.N.)

SEWER MAIN SIZE: 8" (U.O.N.)

STORM DRAIN SIZE: AS SHOWN

REDLANDS COMMERCE CENTER

INFRASTRUCTURE PLAN

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Exhibit 8

CHAPTER 3 *DEVELOPMENT STANDARDS*

SECTION 3.1 GENERAL PROVISIONS

A. USES PERMITTED IN THE DISTRICTS

All Districts established in this Concept Plan shall be only for those uses described in the sections dealing with said Districts, and for such other uses as the Planning Commission may determine to be similar, and for uses described in the following sub-paragraphs:

1. Agriculture as a new use or a continuation of the existing land use, including orchards, groves, nurseries, field crops, tree crops, berry crops, bush crops, truck gardening, commercial flower growing, and all necessary structures and appurtenances thereof.

2. Any other existing use, or uses, of all buildings, improvements and premises not in conformity with the standards or requirements of the district in which they are located, and which uses are legal, or for which permits, variances or conditional exceptions were granted under previous zoning ordinances, may continue as "Nonconforming Uses" or 'Variances", as defined by the City of Redlands Zoning Ordinance, and subject to the provisions regulating such non-conforming uses.

B. DEFINITIONS

Words, phrases and terms herein shall be deemed to have the meaning ascribed to them in the City of Redlands Municipal Code.

C. ESTABLISHMENT OF DISTRICTS

For purposes of controlling the orderly development of Redlands Commerce Center, and in order to carry out the provisions of this Concept Plan, is hereby divided into the following two (2) land use districts:

Symbol	District Name
IR	Regional Industrial District
OS	Open Space District

D. USES NOT LISTED IN THE SEVERAL DISTRICTS

When a use is not specifically listed in the sections devoted to "Uses Permitted", it shall be assumed that such uses are hereby expressly prohibited unless by a written decision of the Planning Commission it is determined that said use is similar to and not more objectionable than uses listed.

E. DISTRICT BOUNDARIES ON THE LAND USE MAP

The Districts listed above in Section C, and the boundaries of said districts are shown on the Land Use Map attached hereto and made an integral part of this Concept Plan. All notations, references and other information shown on the map shall be as much a part of these general and specific provisions as if the matters and information were fully described herein.

F. PUBUC UTILITIES AND PUBLIC SERVICES

The provisions of this Concept Plan shall not be so construed as to limit or interfere with the construction, installation, operation and maintenance for public utility purposes, of water and gas pipes, mains and conduits, electric light and electric power transmission and distribution lines, telephone and telegraph lines, oil pipe lines, sewer and sewer mains, and incidental appurtenances.

G. CONDITIONALLY PERMITTED USES

The following uses may be permitted in any District, except where expressly prohibited, when such uses are deemed to be essential or desirable to the public convenience or welfare, and consistent with the goals and policies of this Concept Plan and the City of Redlands General Plan:

1. Temporary and permanent governmental facilities and enterprises (federal, state and local) where buildings and/or property are publicly owned or leased.

2. Temporary support facilities associated with the construction of highways and other public improvements including, but not limited to, batch plants and equipment storage yards.

3. Institutional uses including, but not limited to, schools and universities, conference centers, hospitals, churches, rehabilitation centers, and day care centers.

4. Public utilities and public service uses or structures including, but not limited to, reservoirs, pumping stations, electrical substations, central communications office, microwave and repeater huts and towers, and satellite receiving stations.

5. Social care facilities with seven (7) or more patients or clients.

H. GENERAL REGULATIONS

1. Subsurface Transmission Lines:

   All newly installed public utility transmission lines required solely for Redlands Commerce Center shall be installed underground.

2. Floor Area Ratio:

   The maximum Floor Area Ratio (FAR), as determined by dividing the total gross leasable floor area in square feet by the total gross lot area in square feet, permitted in each District shall be as follows:

District	Use	Maximum FAR
IR	Office	0.60
IR	Commercial	0.25
IR	Industrial	0.80

3. Floor Area Ratio Bonuses:

   The maximum FAR may be increased subject to the following conditions. The total bonus shall not exceed fifty (50) percent of the permitted FAR. The permitted FAR bonus shall be determined by the Planning Commission, based upon its determination of the significance of amenities provided on the site.

   a. Buildings providing structured parking: Bonus not to exceed twenty (20) percent of the permitted FAR.

   b. Buildings providing amenity areas such as pedestrian arcades or plazas with significant visual features: Bonus not to exceed fifteen (15) percent of the permitted FAR. Any amenity area for which a bonus is granted must comply with the following criteria:

      (1) The area must be in addition to that necessary to meet landscaping, park and setback requirements.

(2) Minimum size: The area must contain a minimum of 4,000 square feet.

(3) Location: All amenity areas must be adjacent to and approximately level with, a public street. The difference in grade between the amenity area and the street shall not be more than three (3) feet, although this requirement is not intended to preclude mounding or terracing within the amenity area.

(4) Visibility: The interior of the amenity area shall be visible from the street for security purposes.

(5) Seating: One linear foot of bench or seating shall be provided for every 40 square feet of amenity area. Seating may be in the form of ledges.

(6) Sunlight patterns: The amenity area shall be able to receive direct sunlight on at least thirty (30) percent of the surface area from 10 a.m. to 2 p.m. between the spring and fall equinox.

(7) Design and landscaping: At least one major element, such as artwork or water, shall be included in the amenity area. The dominant landscape elements shall be trees and groundcover. The amount of impervious surface should not exceed forty (40) percent of the amenity area unless unique design considerations warrant. Where artwork is used, the minimum cost of public art shall be one (1) percent of the overall cost of the project as stated on the building permit.

c. Additional landscaping, lakes, golf course or other open space amenities: Bonus not to exceed twenty (20) percent of the permitted FAR.

d. Transportation Management Plan, including car and van pooling, flexible work scheduling, etc.: Bonus not exceed fifteen (15) percent of the permitted FAR.

e. Supportive uses within office buildings that provide services to employees, such as cafeterias, lounges, recreational areas, or child care facilities, may be determined to be exempt from maximum floor area ratio requirements. The determination of whether a proposed use qualifies for this exemption shall be made by the Planning Commission. This exemption may be granted only if the

property owner enters into an agreement with the city ensuring that such area remains in the exempt use.

SECTION 3.2 REGIONAL INDUSTRIAL (IR) DISTRICT

A. PERMITTED USES

No building, structure or land shall be used, and no building or structure shall be erected, structurally altered, or enlarged except for the following purposes:

1. Research and Development

Research laboratories, product development facilities, and testing laboratories and facilities, including:

Biochemical
Chemical
Metallurgical
X-Ray
Film and photographic
Medical and dental
Electrical
Optical
Mechanical

2. Manufacturing

Establishments primarily engaged in manufacturing the following products:

Apparel, drapery, upholstery, millinery, and related cloth and clothing items
Furniture and fixtures, including office furniture, store fixtures, blinds and shades, and shelving
Paper products, including envelopes, bags, wallpaper, containers, pressed and molded pulp goods
Publishing, including newspapers, business forms, typesetting, photoengraving, bookbinding and printing
Chemicals, including pharmaceutical, botanical, soaps and detergents, chemical fertilizers, perfumes and cosmetics, candles and wax
Fabricated plastic products
Stone, clay and glass products, including plate glass, mirrors, dishes and earthenware, pottery, porcelain and china, fixtures and supplies, and cut stone
Fabricated metal products, including heating and air conditioning equipment, communication equipment,

electrical equipment, plumbing fixtures, radio and TV equipment, appliances, wiring, cutlery and hand tools, fasteners, and similar equipment and supplies

Professional and scientific goods, including measuring instruments, clocks and watches, optical goods, surgical and medical instruments, photographic equipment, engineering, scientific and research instruments, computers, orthopedic, prosthetic and surgical appliances, ophthalmic goods, and similar equipment and supplies

Miscellaneous manufactured goods, including jewelry, lapidary, precious metals, toys, sporting goods, umbrellas, brushes, novelties, notions, silverware, pictures and frames, musical instruments, tobacco products, artist supplies and similar goods

Prefabricated wooden buildings, veneer and plywood, and containers

Fabricated rubber products

Paints, varnishes, lacquers, enamels and allied products (excluding boiling processes)

Industrial chemicals

Pesticides and agricultural chemicals

3. Wholesale trade:

Wholesale trade of durable and non-durable goods to commercial, industrial and professional business uses, including motor vehicles, sporting goods, electrical appliances, hardware, machinery and equipment for industry, construction, professional and service establishments

Warehouse and distribution centers

4. Support service and commercial uses:

Heavy equipment repair

Welding and metal repair

Electrical and electronic repair

Restaurants operated for employees on the premises

Child-care centers operated for employees on the premises

Open space and recreation areas for employees

Automobile service stations

Business and research offices related to the administration and operation of the permitted industrial uses

Equipment rental

Parcel delivery
Repair of any item permitted to be sold in this district
Van and storage, including mini-warehouse facilities
One (1) dwelling unit on the same parcel of land as a permitted use requiring continual supervision, to be occupied exclusively by a superintendent or a caretaker and his family
Commercial sales and service incidental to a principal permitted use
Truck rental and leasing
Motor freight terminals
Truck terminals, storage, parking and repair

5. Other uses similar to the above listed uses if approved by the Planning Commission pursuant to a Determination of Use request.

B. USES PERMITTED SUBJECT TO A CONDITIONAL USE PERMIT

1. Institutional Facilities:

   Universities
   Schools
   Conference centers
   Hospitals
   Churches, synagogues and places of worship
   Rehabilitation centers
   Day care centers

2. Temporary and permanent governmental facilities

3. Temporary support facilities associated with public works projects

4. Public utilities and services

5. Social care facilities with seven (7) or more patients or clients

C. PROHIBITED USES

1. Residential other than caretakers quarters

2. Retail commercial and office uses, other than those listed in Section A.4, above, as principal permitted uses

3. Animal and poultry raising, slaughter or packing

4. Auto wrecking, junkyards, salvage yards and recycling centers

5. Wholesale trade of commodities that may be incompatible with other uses permitted in this district, including but not limited to fuel, scrap, ammunition, petroleum products and hazardous chemicals

6. Fur and hide curing or tanning

D. DEVELOPMENT STANDARDS

1. Lot Area:

The minimum lot area shall be twenty thousand (20,000) square feet. The requirement shall not be construed to prohibit condominium-type developments which have smaller lot sizes provided a mandatory property owners' association is established, and the land area under the jurisdiction of the association meets the minimum lot size requirement.

2. Lot Width:

Minimum lot width shall be one hundred (100) feet.

3. Lot Depth:

Minimum lot depth shall be one hundred fifty (150) feet.

4. Building Height:

Buildings and structures shall have a height not greater than fifty (50) feet.

5. Floor Area Ratio:

The maximum Floor Area Ratio (FAR), as determined by dividing the total gross leasable floor area in square feet by the total gross lot area in square feet, shall be:

a.	Office uses:	0.60
b.	Retail commercial uses:	0.25
c.	Industrial uses:	0.80

6. Lot coverage:

Lot area coverage by buildings or structures shall not exceed fifty (50) percent of the total lot area.

7. Building Setbacks:

Minimum building setbacks shall be as follows:

a.	Front yard	25 feet
	Street side yard	25 feet
	Side and rear yards	None except where adjoining residential district

b. Districts abutting California Street and San Bernardino Avenue shall comply with the special setback and landscaping requirements for these streets. (See Section 3.4.A. herein.)

8. Landscape Requirements:

Landscaping shall comply with the provisions set forth in Section 3.4.A. herein.

9. Parking Standards and Requirements:

Parking shall comply with the provisions set forth in Section 3.4.B. herein.

10. Loading Area Requirements:

Loading areas shall comply with the provisions set forth in Section 3.4.C. herein.

11. Site Lighting Requirements:

Site lighting shall comply with the provisions set forth in Section 3.4.D. herein.

12. Trash Enclosures:

Trash enclosures shall comply with the provisions set forth in

Section 3.4.E. herein.

13. Screening, Fences and Walls:

Screening, fences and walls shall comply with the provisions set forth in Section 3.4.F. herein.

14. Signs:

Unless otherwise specified in a duly adopted Sign Program as approved by the Planning Commission, all signs shall comply with the applicable provisions set forth in the City of Redlands Sign Code.

15. Access to a Public Street:

All lots shall have a minimum of sixty (60) feet of access on a dedicated and improved street.

16. Uses Enclosed:

All uses shall be conducted within a completely enclosed building except as follows:

a. Off-street parking and loading areas.

b. Automobile service stations - all merchandise must displayed within the building or under canopy cover.

c. The open storage of materials, products, and equipment when such storage is enclosed by fence, wall, buildings or other means adequate to conceal such storage from view from adjoining property or the public street. However, this requirement shall not apply to the display of products or equipment offered for sale or rental, providing said display is maintained in a neat and orderly manner.

17. Sheet Metal Siding:

Buildings or structures having exterior walls of sheet metal shall not be located closer than one hundred fifty (150) feet from the property line along any freeway, major or secondary highway, or closer than one hundred (100) feet from the property line along any other dedicated street, except that said buildings or structures may be located closer to the street if any of the following conditions prevail:

a. The sheet metal comprises less than twenty-five (25) percent of the exterior wall area of said building or structure, or

b. The sheet metal consists of panels with stainless steel, baked enamel or similar finish, or

c. Said building or structure is concealed from view from the public street by walls, fences, landscaping, or other buildings or structures.

SECTION 3.3 OPEN SPACE DISTRICT

A. PERMITTED USES

No building, structure or land shall be used, and no building or structure shall be erected, structurally altered, or enlarged except for the following purposes:

1. Cultural, Entertainment and Recreational Facilities:

   Parks, playgrounds and athletic fields
   Golf courses
   Arboretums, rose and botanical gardens

2. Flood control structures

3. Hiking, bicycle and equestrian paths and trails.

4. Other uses similar to the above listed uses if approved by the Planning Commission pursuant to a Determination of Use request.

B. USES PERMITTED SUBJECT TO A CONDITIONAL USE PERMIT

Any of the permitted uses listed above involving the use of a building or structure, excepting flood control structures.

C. PROHIBITED USES

1. Residential uses except for caretakers quarters

2. Commercial uses other than those incidental to permitted recreational uses

3. Industrial, manufacturing, storage or warehouse uses

4. Solid waste facilities

5. Cemeteries

D. DEVELOPMENT STANDARDS

1. Lot Area:

No minimum lot area shall be required.

2. Lot Width:

   No minimum lot width shall be required.

3. Lot Depth:

   No minimum lot depth shall be required.

4. Building Height:

   Buildings and structures shall have a height not greater than fifteen (15) feet.

5. Lot coverage:

   Lot area coverage by buildings or structures shall not exceed five (5) percent of the total lot area.

6. Building Setbacks:

   Minimum building setbacks shall be as follows:

   a.

Front yard	25 feet
Street side yard	25 feet
Interior side yard	10 feet
Rear yard	20 feet

   b. Districts abutting California Street and San Bernardino Avenue shall comply with the special setback and landscaping requirements for these streets. (See Section 3.5.A. herein.)

7. Landscape Requirements:

   Landscaping requirements shall comply with the provisions set forth in Section 3.5.A. herein.

8. Parking Standards and Requirements:

   Parking shall comply with the provisions set forth in Section 3.5.B. herein.

9. Loading Area Requirements:

Loading areas shall comply with the provisions set forth in Section 3.5.0. herein.

10. Site Lighting Requirements:

    Site lighting shall comply with the provisions set forth in Section 3.5.D. herein.

11. Trash Enclosures:

    Trash enclosures shall comply with the provisions set forth in Section 3.5.E. herein.

12. Screening, Fences and Walls:

    Screening, fences and walls shall comply with the provisions set forth in Section 3.5.F. herein.

13. Signs:

    Unless otherwise specified in a duly adopted Sign Program as approved by the Planning Commission, all signs shall comply with the applicable provisions set forth in the City of Redlands Sign Code.

SECTION 3.4 GENERAL SITE DEVELOPMENT STANDARDS

A. LANDSCAPE REQUIREMENTS

1. Parking Area Landscaping:

The following standards shall apply to parking areas adjacent to roadways or exposed to public view from roadways or adjacent parcels:

a. Landscaped berms, or a combination of berms, landscaping and/or wall treatments of sufficient height to substantially screen parking areas shall be provided between parking areas and rights-of-way.

b. All double row parking spaces shall be separated by a five (5) foot wide planter or by planter boxes. Planters shall be enclosed by a six (6) inch continuous poured-in-place concrete curb.

c. Trees with a trunk height of not less than six (6) feet shall be installed in the planters at each end of an aisle, at three (3) space intervals throughout the lot, and at twenty (20) foot intervals along the periphery of the lot.

d. At least fifty (50) percent of the trees shall be an evergreen variety and shall be evenly distributed throughout the lot.

e. Planter areas shall also contain groundcover and/or flowering shrubs. Drought tolerant plant material is encouraged.

f. Where automobile bumpers overhang landscaped planters, two (2) feet of clear area unobstructed by trees or shrubs shall be provided for overhang.

g. In large parking lots, parking areas shall be broken up into sections containing no more than 200 vehicles, with landscaped buffer areas at least eight (8) feet in width established between sections.

h. A landscaped island shall be provided for every twenty (20) parking spaces.

i. Landscaped islands, inter-stall planters and peripheral landscaping together shall total at least seven (7) percent of the total parking lot area.

2. Where parking areas are completely screened from public view by building placement or a combination of walls, fences and/or landscaped buffers, landscaping requirements within the parking lot may be reduced at the discretion of the Planning Commission.

3. Pedestrian walkways shall be provided within parking lots to destination points.

4. A minimum portion of the site shall be landscaped. No landscaped area having a width less than five (5) feet shall be considered in the minimum landscaping requirement. This minimum landscaping requirement is as follows:

Industrial Uses	15%
Retail Commercial Uses	20%
Office Uses	20%

5. In addition to required landscaping, landscaping may be provided in-lieu of ten (10) percent of the total number of required parking spaces, provided that the landscaping is arranged such that parking may be installed at a later date if such a demand arises, and further provided that the owner agrees to provide such parking at the request of the Planning Commission.

6. Variation of landscape coverage may be permitted for individual parcels within planned developments when the development as a whole meets the required coverage and is consistent with the approved Concept Plan.

7. The landscaped area requirement may be reduced by a maximum of five (5) percentage points where public art is to be displayed in a setting which enhances pedestrian spaces and building architecture. Minimum cost of public art shall be one (1) percent of the overall cost of the project as stated on the building permit.

8. Street Trees:

   a. Street trees shall be planted not less than:

      (1) 25 feet back of beginning of curb returns at

intersections
(2) 10 feet from lamp standards
(3) 10 feet from fire hydrants
(4) 10 feet from meters
(5) 10 feet from underground utilities

b. Street trees shall have a minimum caliper of one (1) inch measured 12' above the base, and a minimum container size of fifteen (15) gallon. Palm trees shall have a minimum brown trunk height of ten (10) feet.

c. Street trees shall be planted at the equivalent of one (1) tree per thirty (30) feet of street frontage.

9. Site Landscaping:

Trees shall be planted in areas of public view adjacent to structures, either singly or in grove effect, at the equivalent of one (1) tree per thirty (30) linear feet of building.

10. Irrigation:

Automatic irrigation systems are required for all landscaped areas. Irrigation systems should be designed and installed so as not over-spray walks, buildings, walls, streets, etc. The use of water conservation systems such as drip irrigation, moisture sensors and master controllers is encouraged.

B. PARKING REQUIREMENTS AND STANDARDS

1. Parking Requirements

Adequate parking shall be provided on-site for each use in accordance with the following requirements:

USE	PARKING REQUIREMENT
Commercial Uses:	
Neighborhood center	1 space/200 s.f. of gross leaseable area
Hotels, motels	1.1 space/sleeping unit

Retail trade	1	space/250 s.f. of sales area
Retail furniture/appliance	1	space/400 s.f. + 0.5 space/employee
Retail food and drink	1	space/3 seats or 1 space/50 s.f. serving area, whichever is larger; + 0.5 space/employee; min. of 10 spaces
Drive-in restaurants		same as above + 6 stacking spaces for drive through
Wholesale trade	1	space/2 employees + 1 space for each company vehicle; or 1 space/1,000 s.f. of gross floor area, whichever is larger
Automobile & machinery sales	1	space/2,000 s.f. of open area devoted to display or sales; provided that where such area exceeds 10,000 s.f.; space/5,000 s.f. in excess of 10,000 s.f.
Business Services:		
Rail, bus, air terminals	1	space/3 seats in waiting area
Office (prof/admn)	1	space/250 s.f. gross floor area; Minimum of 4 spaces
Banks, financial institutions	1	space/200 s.f. gross floor area; Minimum of 4 spaces
Repair services	5	spaces/3,000 s.f. + 1 space/800 s.f. in excess of 3,000 s.f.; minimum of 5 spaces
Automobile repair	4	spaces/service bay; minimum of 66 spaces
Warehousing	1	space/500 s.f. gross floor area up to 20,000 s.f., + 1 space/1,000 s.f. in excess of 20,000 s.f.

Automated warehousing	1	space/1,000 s.f. gross floor area or 1 space/employee on largest shift
Professional Services		
Medical & dental offices	1	space/250 s.f.; minimum of 5 spaces/office
Hospitals	1	space/bed + 1 space/employee & staff on largest shift
Convalescent/nursing homes	1	space/3 residents + 1 space/employee & staff on largest shift
Veterinary hospital	1	space/250 s.f; minimum of 6 spaces
Educational Services:		
Child care	1	space/employee + 1 space/5 children; minimum of 4 spaces
College/university	1	space/3 enrolled day students + 1 space/staff & faculty member
Trade/vocation school	1	space/3 students + 1 space/staff & faculty member
Entertainment		
Theater/auditorium	1	space/5 fixed seats or 1 space/40 s.f. of seating area where there are no fixed seats, + 1 space/250 s.f. of floor area not used for seating
Skating rinks	1	space/3 fixed seats, + 1 space/ 20 s.f. of seating area where these are no fixed seats, + 1 space/250 s.f. of skating area; 24 linear inches of bench shall be

		considered a fixed seat
Dance Halls	1	space/3 fixed seats, + 1 space/20 s.f. of seating area where there are no fixed seats, + 1 space/20 s.f. of dance floor area
Bowling alleys	5	spaces/lane, + 2 spaces/billiard table
Billiard parlor	2	spaces/billiard table
Parks, pool, etc.	1	space/8,000 s.f. of active recreation area, + 1 space/acre of passive recreation area
Gold Courses	10	spaces/hole, + 1 space/35 s.f. of floor area used for public assembly, + 1 space/250 s.f. of floor area used for other commercial uses
Amusement enterprises	1	space/4 persons using facilities
Miscellaneous:		
Churches	1	space/3 fixed seats or 1 space/40 s.f. of floor area designated for public assembly
Private clubs/lodges	1	space/50 s.f. of floor area designated fro public assembly
Chapels/mortuaries	1	space/5 fixed seats or 1 space/40 s.f. of floor area designated for public assembly, + 1 space/company vehicle
Manufacturing	1	space/1,000 s.f. gross floor area or 1 space/employee, whichever is largest, + 1 space/company vehicle
Government buildings – (public use)	1	space/250 s.f. gross floor area

(little public use)	1	space/400 s.f. gross floor area or 1 space/employee on the largest shift

2. Parking Standards

a. The required parking spaces shall be located on the same site with the principal use. Property within the ultimate right-of-way of a street or highway shall not be used to provide required parking or loading facilities.

b. On-site parking shall be restricted to those areas that are paved and designated for vehicle parking.

c. When the occupancy or use of any premises is changed to a different use, parking shall be provided to meet the requirements for the new use or occupancy.

d. When the occupancy or use of any premise is altered, enlarged, expanded or intensified, additional parking shall be provided to meet the requirements for the additional area and/or use.

e. Where two or more uses are located in a single building or a single premise, required parking shall be provided for each specific use.

f. No required parking space or loading area shall be discontinued, reduced or altered in any manner below the minimum requirements established herein unless alternative parking is provided.

g. Shared parking may be approved by the Planning Commission, provided that the time of operation of the involved uses are not the same, under the following conditions:

(1) Up to fifty (50) percent of the parking facilities required for a use considered to be primarily a day time use may be provided by a use considered to be primarily a night time use; up to fifty (50) percent of the parking facilities required for a use considered to be primarily a night time use may be provided by a use considered to be primarily a day time use; provided that such reciprocal parking areas shall be subject to the conditions as set forth in sub-paragraph (2) below.

(2) Conditions required for joint use:

(a) A building or use for which application is made for authority to utilize the existing off-street parking facilities provided by another building or use, shall be located within one hundred fifty (150) feet of such parking facilities.

(b) The applicant shall show that there is no substantial conflict in the principal operating hours for the buildings or uses for which the joint use of off-street parking facilities is proposed.

(c) Parties affected in the joint use of off-street parking shall evidence agreement. for such joint use by a proper legal instrument approved by the City Attorney as to form and content.

h. Each off-street parking space shall have dimensions not less than nine (9) feet in width and nineteen (19) feet in length, except parallel parking stalls which shall be a minimum of eight (8) feet in width and twenty-four (24) feet in length. No part of the area of a required parking space shall be used for driveways, aisles, walkways, or other required improvements. Stall depths may be reduced up to one (1) foot where the parking space is adjacent to a minimum six (6) foot wide sidewalk or adjacent to landscaped planter with a minimum interior dimension of five (5) feet.

i. Handicapped parking shall be provided in accordance with the requirements of state law.

j. Individual parking stalls shall be legibly marked off on the pavement. Arrows painted on paving shall dictate direction of traffic flow, the parking area shall be designed so that a car entering the parking area shall not be required to enter a street to move from one location to any other location within the parking area or premises.

k. Entryways to parking areas shall be well defined and recognizable with adequate lighting and signage provided to facilitate traffic flow.

l. Parking and maneuvering areas shall be so arranged that any vehicle entering the public right-of-way can do so traveling in a forward direction.

m. Minimum aisle widths for two-way traffic shall be twenty-six (26) feet.

n. Minimum aisle widths for one way traffic:

Parking Angle	Aisle Width
0	13 feet
45	14 feet
60	17 feet
90	26 feet

o. The required off-street parking and loading areas and access drives shall be surfaced per City of Redlands standards.

p. Head-in parking which would necessitate full frontage access to the Street or highway shall not be permitted.

q. Parking areas shall be designed to facilitate sweeping and reduce trash buildup; parking bumpers shall be prohibited.

r. Visitor parking areas shall be provided near visitor entrances. Where appropriate, visitor drop-off zones shall be provided near visitor entrances.

s. Pedestrian walkways shall be provided to connect parking areas to destination points. Walkways shall be paved, lighted, and have adequate signage to direct pedestrian traffic.

t. Parking structures shall be permitted, and shall be architecturally compatible with the main building. Autos should be screened to a height of 3'6" to 4' on each level, and the space between the screening element and the ceiling shall remain open and unobstructed. Facades should be multi-textured or have other architectural relief.

C. LOADING AREA REQUIREMENTS

1. All hospitals, institutions, hotels, commercial and industrial uses shall provide loading spaces not less than ten (10) feet in width, twenty (20) feet in length, and fourteen (14) feet in height as follows:

Gross Floor Area (S.F.)	Loading Spaces Required
Commercial:	
3,000 - 15,000	1
15,001 - 45,000	2
45,001 - 75,000	3
75,001 - 105,000	4
105,001 and above	5
Industrial:	
3,500 - 40,000	1
40,001 - 80,000	2
80,001 - 120,000	3
120,001 - 160,000	4
160,001 and above	5
Hospitals & Institutions:	
3,000 - 20,000	1
20,001 - 50,000	2
50,001- 80,000	3
80,001-110,000	4
110,001 and above	5
Hotels & Office:	
3,000 - 50,000	1
50,001 -100,000	2
100,001 and above	3

2. All loading facilities and maneuvering areas shall be located on-site with the use.

3. Sites shall be designed so that parking areas are separate from loading areas.

4. Adequate space shall be provided for stacking of vehicles waiting to load or unload, out of the public right-of-way and parking areas.

5. Backing of trucks from public right-of-way onto site for loading shall be allowed only at the ends of cul-de-sac streets.

6. No loading facilities shall be located at the front of the structure; loading facilities shall be permitted only in the rear and interior side yard areas.

7. Aisle width to loading docks shall be a minimum of fifty (50) feet exclusive of truck parking area.

8. Loading facilities shall be adequately screened from the public view by use of walls, landscaping or building design.

9. Minimum aisle width adjacent to loading areas shall be sixteen (16) feet for one-way and twenty-eight (28) feet for two-way.

10. On structures within view of freeways, loading areas should be oriented away from public view from the freeway and from oncoming traffic along freeways.

11. Loading area shall be designed as an integral part of the building's architecture.

12. Concrete pads shall be required at all loading bays.

D. SITE LIGHTING REQUIREMENTS

1. Lighting shall be required on all new development for the purpose of providing illumination to ensure public safety and security. Lighting fixtures shall be functional, coordinated and visually attractive. Lighting shall be required at the following locations:

   a. Pedestrian walkways and plazas

   b. Building entries, driveways entries and parking areas

   c. Hazardous locations, such as changes of grade and stairways, shall be well illuminated with low-level supplemental lighting or additional overhead fixtures.

2. Lights shall be placed so as not to cause glare or excessive light spillage on neighboring sites.

3. All parking lot and driveway lighting shall provide uniform illumination at a minimum level of 0.5 foot candles.

4. All light fixtures are to be concealed light source fixtures, except for pedestrian-oriented accent lights.

5. Security lighting fixtures are not to project above the walls, fences or roof line of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting only loading and storage locations, or other similar service areas.

6. Exterior wall-mounted floodlights are expressly prohibited except for security lighting in areas as noted above.

7. All illuminated signs are to be internally illuminated.

8. Lighting of building facades is permitted.

9. The design of all lighting fixtures and their structural support shall be architecturally compatible with the surrounding buildings.

10. Walkway lighting fixtures shall have an overall height not to exceed twelve (12) feet.

11. Parking lot lighting fixtures shall have an overall height not to exceed twenty (20) feet.

12. When walkway lighting is provided primarily by low-level fixtures, there shall be sufficient peripheral lighting to illuminate the immediate surroundings to ensure public safety. Shatter proof lenses are recommended on low-level fixtures.

E. TRASH ENCLOSURES

1. All trash, refuse and waste materials shall be stored in an enclosed area and shall be accessible to service vehicles. Wastes which might cause fumes or dust, or which constitute a fire hazard, or which may be edible by, or otherwise be attractive to, rodents or insects shall be stored only in closed containers in required enclosures.

2. A six (6) foot high masonry wall shall be constructed around all refuse collection areas. Trash enclosures shall have solid wood or metal doors.

3. Refuse collection areas shall not be located between the frontage street and the building line, or adjacent to or visible from freeways.

F. SCREENING, FENCES AND WALLS

1. All loading areas, mechanical equipment, outside storage, refuse collection areas, or other uses as determined by the Planning Commission shall be screened if located within seventy (70) feet of a front property line.

2. Any fence or wall that is constructed on a lot that contains an on-site slope shall be constructed at the top of the uphill side of such slope.

3. No fence or wall and no landscaping which obstructs visibility shall be permitted within the corner cut-off zones of street intersections.

4. A six (6) foot high fence or wall shall be constructed along the perimeter of all areas determined by the Planning Commission to be dangerous to the public health and safety. A six (6) foot high solid fence or wall shall be constructed around all open storage areas.

5. Open fences not to exceed four (4) feet in height shall be permitted within a required front yard area. For purposes of this section an open fence shall mean those types composed of wire mesh or wrought iron capable of admitting at least ninety (90) percent of light.

6. Solid fences and walls not to exceed six (6) feet in height shall be permitted along side and rear property lines except that no solid fence or wall exceeding three (3) feet in height shall be located within any required front yard area.

7. Open fences, as defined above, over six (6) feet in height may be located in the rear half of the lot subject to a finding by the Planning Commission that such a fence does not constitute a nuisance to abutting property. Such fences up to sixteen (16) feet in height located within the buildable rear yard area of a lot and not less than ten (10) feet from any property tine are exempt from the requirement.

8. All required screening from public view of such uses as storage areas, loading docks, and equipment, shall be architecturally integrated with the building design through the use of concrete, masonry or other similar materials. Solid walls within the buildable lot area shall not exceed a height of eight (8) feet from the highest finished grade. If the height of the

wall is not sufficient, appropriate landscaping shall be required to screen the objectionable area from the freeway.

9. Fencing up to a height of six (6) feet may be permitted within any street-side setback area when there is a demonstrated need for security as determined by the Planning Commission. All security fences which are within the street-side setback shall be constructed of wrought iron or similar materials with respect to quality and durability, shall transmit at least ninety (90) percent light, and shall not obstruct views of landscaping. No chain link or barbed wire is allowed. Security fencing shall not create a sight distance problem for motorists entering or exiting the site.

CHAPTER 4 *IMPLEMENTATION PROGRAM*

The Implementation Program for Redlands Commerce Center is comprised of several subsequent public agency and/or departmental review and approval steps. The purpose and intent of this program is to clarify the process and procedures of each of these distinct discretionary and non-discretionary actions as the incremental development of Marigold Business Park progresses from concept to reality. These future actions, which range from approval and recordation of large-lot subdivision or parcel maps to issuance of building permits, are discussed in the following sections. The two sections and their respective major topics are:

4.1 Discretionary Actions

A. Subdivision Maps
B. Environmental Review Commission (ERC)
C. Commission Review and Approval (CRA)
D. Amendments to the Concept Plan
E. Development Plan
F. Development Agreement

4.2 Improvement Plans

A. Infrastructure Plans
B. Financing Plans
C. Building Plans

Future parcel or site-specific project proposals will involve one or more of these implementing procedures. This Implementation Program is intended to simplify and streamline the project review process, consistent with the goals and objectives of the EVCSP, while preserving the public health, safety and welfare.

SECTION 4.1 DISCRETIONARY ACTIONS

A. SUBDIVISION MAPS

Subdivision maps may be processed as either parcel maps or as tentative and final maps, in compliance with the Subdivision Map Act and the City of Redlands Subdivision Ordinance.

B. ENVIRONMENTAL REVIEW

The certified EVCSP Program EIR and the Redlands Commerce Center Concept Plan Negative Declaration have adequately addressed the project's impacts. Future development proposals which are found consistent with the approved Concept Plan may be processed by the local agency without further environmental documentation, pursuant to California Environmental Quality Act (CEQA) guidelines. The finding of consistency, or lack thereof, shall be made by City staff meeting as the Environmental Review Committee (ERC) based upon a "Consistency Review" of the proposed project.

If the Environmental Review Committee finds that conditions have changed, or new conditions exist, which have not been adequately addressed, or were not contemplated by the EVCSP Program EIR or the Redlands Commerce Center Concept Plan Negative Declaration, additional environmental documentation and review may be required.

C. COMMISSION REVIEW AND APPROVAL (CRA)

All subsequent development applications for projects within Redlands Commerce Center will be subject to public hearings before the Planning Commission in accordance with the existing requirements of the Commission Review and Approval (CRA) process. This procedure shall be deemed to satisfy the provisions of Section EV1 .0405(b) of the East Valley Corridor Specific Plan relating to the definition and requirements of a Development Plan. An application for a site development permit under the CRA procedures may be submitted for any portion or portions of a Land Use district as established by the approved Concept Plan.

D. AMENDMENTS TO THE CONCEPT PLAN

The City Council may amend, supplement or change the regulations and districts herein or subsequently established after recommendation thereupon by the Planning Commission and after public hearings as required by law. An amendment, supplement or change may be initiated by the City Council, Planning Commission or by petition of the owner of the subject property.

The procedures for amending the Concept Plan shall be the same as those procedures established for the adoption of the Concept Plan, or by the submittal and approval of a Development Plan, as described in Section 3.5.F. below.

The following technical refinements and/or adjustments to the Concept Plan may be approved by the Director of Community Development without public hearing and without amending the plan:

1) The addition of new information to the Concept Plan maps or text

which does not change the effects of any concepts or regulations.

2) Changes to the community infrastructure such as drainage systems, water, and wastewater systems, which do not have the effect of increasing or decreasing capacity in the plan area, nor do not change the concepts of the plan.

3) Minor adjustments to Planning Area and/or Land Use District boundaries which result in change of not more than ten (10) percent of the land area of any district.

E. DEVELOPMENT PLAN

Upon adoption of the Redlands Commerce Center Concept Plan a property owner may elect to submit and process an application for a Development Plan, covering any or all of the Planning Areas within the Concept Plan project boundaries. The Development Plan may serve to implement or amend, supplement or change the Concept Plan and shall comply with the provisions of Section EV1 .0405(b) of the East Valley Corridor Specific Plan, as follows:

"(b) Development Plan

(1) Development Plan Defined

(A) The Development Plan functions as a comprehensive, detailed plan of development for the PD which is based upon the approved Concept Plan. The Development Plan is appropriate for large-scale, mixed use or multi-phased developments under single or cooperative ownership.

(B) The Development Plan shall address the following issues:

(i) Proposed land uses and building types, the functional arrangement of such uses and building types and relationship to site, site grading, circulation, lighting, paving, parking, screening, setbacks, recreation and open space areas, and adjacent properties;

(ii) The level of public services and facilities required by the proposed development and the program for providing, operating and maintaining such services and facilities;

(iii) Access and circulation requirements and proposed

improvements;

(iv) Known man-made and natural hazards and methods for mitigation of such hazards;

(v) Significant features and areas to be retained for common open space, and provisions for the preservation, conservation, utilization and maintenance of such areas.

(2) Development Plan Requirements

The Development Plan shall include a written text describing the proposed project and development standards, and mapped information clearly showing the pertinent features of the proposed development, as well as conditions on and around the site affecting the overall design of the project.

(A) The written portion of the Development Plan shall include the following elements:

(i) Project description, including:

- Legal description
- Name of project, owner, developer and/or builder
- Proposed use
- Existing site conditions
- Total site area
- Total building area
- Floor to lot area ratio
- Development schedule
- Prospective phasing

(ii) Tabulation of each phase, including:

- Land use
- Estimated population and density
- Building, open space, parking and road coverage ratio by land use in acres and percentage
- Linear feet of street and percent grade
- Site alteration (grading in cubic yards)
- Number of commercial, office or industrial employees, and estimated number of customers (if applicable)
- Types of uses planned, by square footage

- Floor to lot area ratio
- Parking spaces required and provided

(iii) Land Use Section, including standards for lot size, building density, population density, height, bulk, setbacks, and other development standards that are proposed to be established by the PD.

(iv) Public Services and Facilities Section, including project setting in relation to schools, parks, medical facilities, libraries and other community facilities (as applicable); services and facilities to be provided as part of this project, and agencies providing them; and costs for such services and utilities in relation to the Specific Plan financing plan, including those costs which may be determined to be reimbursable.

(v) Circulation Section, describing the standards, approximate costs, mileage, and type of financing for construction and maintenance of roads, rail, trails, public transit facilities and other public transportation systems. This section shall also discuss impacts of the proposed project on the circulation network in terms of average daily trips and peak hour trips generated currently and at project build-out.

(vi) Conservation and Open Space Section, describing proposed open space and recreation facilities, and preservation of natural features such as palm rows, cultural resources, citrus, or other natural resources.

(vii) Public Safety Section, including seismic, flood or other safety hazards affecting the site, and safety features for protection of the project from hazard.

(viii) Noise Section, describing existing or proposed noise generators on or near the site, such as highways, freeways, rail lines, airports, etc., along with standards for the protection of present and future site occupants from noise disturbances associated with such features.

(ix) Design Element, describing design features of the project in relation to the requirements and guidelines set forth in Division 4 of the Specific Plan. This

section shall discuss any major site design features, use of landscaping, screening, architectural excellence or other design amenities provided in the project.

(x) Appendix, including names, addresses and phone numbers of project owner developer, and professional consultants, and names and addresses of all property owners. The appendix shall also contain any supporting technical reports prepared for the project.

(B) The mapped portion of the Development Plan shall include the following maps:

(i) A small-scale vicinity map showing the relationship of the site to natural and man-made features and facilities near the site.

(ii) A base map showing the site and surrounding area within 500 feet, including the location of natural contours and drainage features at two (2) foot intervals; the location of any existing Washingtonia Robusta palms; and existing structures, improvements, excavations, easements and roadways.

(iii) An information map identifying seismic, flood, noise, scenic or cultural resources as described in the text, along with a preliminary grading plan showing proposed cut and fill areas and grading elevations.

(iv) A land use and circulation design, including lot layouts and structures with dimensions, proposed uses, and setbacks. Proposed circulation improvements shall include location, width and names of proposed streets or highways, public transit routes, bikeways, pedestrian ways, riding and hiking trails, and parking facilities, including the number of spaces provided. This map shall also show mature trees to be retained, relocated or remove; any proposed phasing of the development; and major site design features.

(v) Aerial photo of site (if available)

(vi) Maps (A) through (D) shall be of a uniform scale

sufficient to clearly identify Development Plan features included on the site and within five hundred (500) feet of the property line.

(C) Where the proposed development consists of a single use to be built in one phase, or where the reviewing agency determines the level of review to be adequate, a Site Approval (Commission Review and Approval) or Conditional Use Permit may be filed in lieu of a Development Plan, either concurrently with the Concept Plan or in a separate procedure consistent with an approved Concept Plan. The requirements and review procedures for the application shall be those adopted in the Land Use Ordinance of the governing jurisdiction."

F. DEVELOPMENT AGREEMENT

The owner/developer of Redlands Commerce Center may, at his option, elect to enter into a lawful contract with the City of Redlands with respect to development rights. Said contract shall set forth the vesting of all discretionary entitlements for the use of the property and all associated requirements for the owner/developer to provide public improvements and/or benefits. Said contract shall be in the form of a Development Agreement pursuant to California Government Code Sections 65864 through 65869.5.

SECTION 4.2 IMPROVEMENT PLANS

A. INFRASTRUCTURE PLANS

The installation, extension or upgrade of the master planned facilities for streets, storm drainage, water and/or wastewater, sufficient to accommodate the proposed development, will be completed to the satisfaction of the City prior to the issuance of occupancy permits for that project phase. The full and complete installation, extension or upgrade of any infrastructure system to its ultimate master-planned configuration or capacity shall not be required, provided that sufficient surety has been offered by the applicant, and accepted by the City, which guarantees that such ultimate installation, extension or upgrade will be completed, or the City Engineer has determined that the ultimate completion of such installation, extension or upgrade is the responsibility of parties other than the applicant.

All public infrastructure improvements for streets, storm drains, water and wastewater systems shall be designed and constructed in accordance with all applicable City standards and codes.

B. FINANCING PLANS

The owner/applicant shall be required to pay all applicable City development impact and infrastructure fees, in accordance with the existing adopted fee schedules, at the time of issuance of building permit. The construction of master-planned facilities by the owner/applicant shall be credited against required fees. Extraordinary construction costs incurred by the owner/applicant as a result of installation, extension or upgrade of any master-planned facility, above and beyond that which is necessary to service the proposed project, shall be reimbursed by future benefiting property owners, pursuant to the provisions established by the City of Redlands.

Infrastructure financing will be accomplished through a variety of funding mechanisms. The mechanisms presently under consideration include a combination of existing City development impact fees, conventional funding from private lending institutions, and Community Facilities District and/or Municipal Improvement District public bond financing.

C. BUILDING PLANS

All buildings and structures shall be designed and constructed in accordance with all applicable City codes and regulations, including the provisions of the current edition of the Uniform Building Code and all related documents as published by the I.C.B.O. All building plans shall be subject to the requirements of the City of Redlands Building

Department plan check and permitting process for structural, electrical, mechanical and plumbing systems. Building fees payable at time of issuance of permit shall be determined by either:

1) The applicable provisions of the City's standard schedule of fees which are in effect on the date of the Building Department's acceptance of the permit application; or,

2) The schedule of fees contained within the duly executed Redlands Commerce Center Development Agreement. (In cases of inconsistency between the fee schedules, the provisions of the Development Agreement shall apply.)

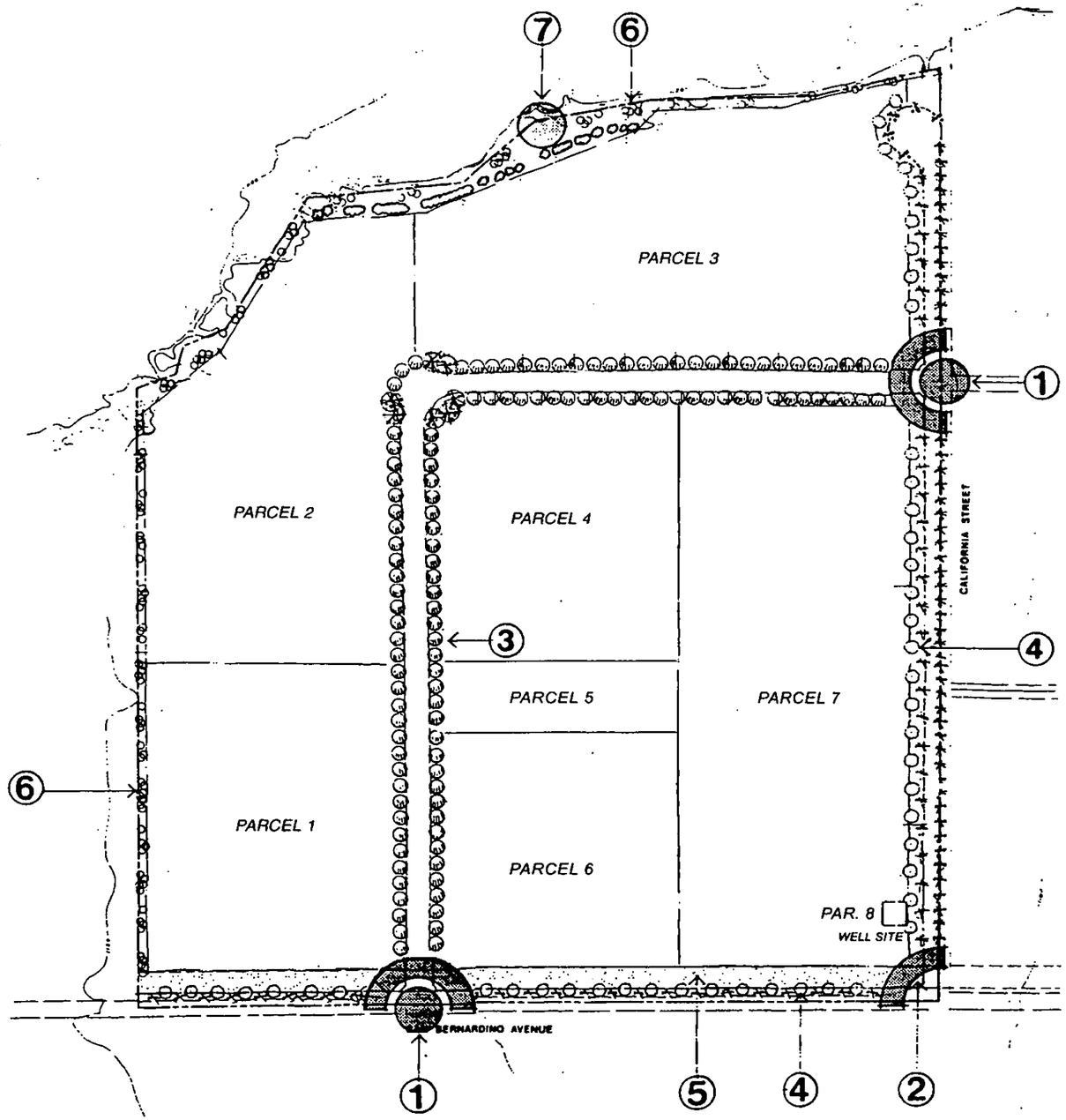
SECTION 4.3 INFRASTRUCTURE PHASING

A. PURPOSE

The Redlands Commerce Center Concept Plan is intended to serve as a guide to the development of the property based on the identified development constraints and opportunities. The EVCSP also requires the Concept Plan to provide information on the phasing program in order to demonstrate the viability of any individual development phase and its non-dependent relationship with later stages of construction.

B. PHASING PROGRAM

The phasing program for Redlands Commerce Center is based on a market-driven and performance-oriented approach, as opposed to the traditional geographic-based and sequence-oriented methodology. This approach, while fueled by a different engine, produces the same end-result -- a complete, adequate and logical backbone infrastructure system. This backbone infrastructure system will be developed during the initial phase of the project in association with the first building. This infrastructure will include the completion of the street system, sewer and water lines, storm drainage, dry utilities and project monumentation. Following completion of the infrastructure, individual buildings will be developed based upon market conditions. However, at this time it is anticipated that the project completion will occur over a five year time frame.



1. *PRIMARY ENTRY*
2. *PROJECT MONUMENTAION*
3. *MARIGOLD / PALMETTO STREETSCAPE*
4. *ARTERIAL STREETSCAPE*
5. *S.C.E. TREATMENT*
6. *TRAIL / LINEAR PARK*
7. *RIVER OVERLOOK*

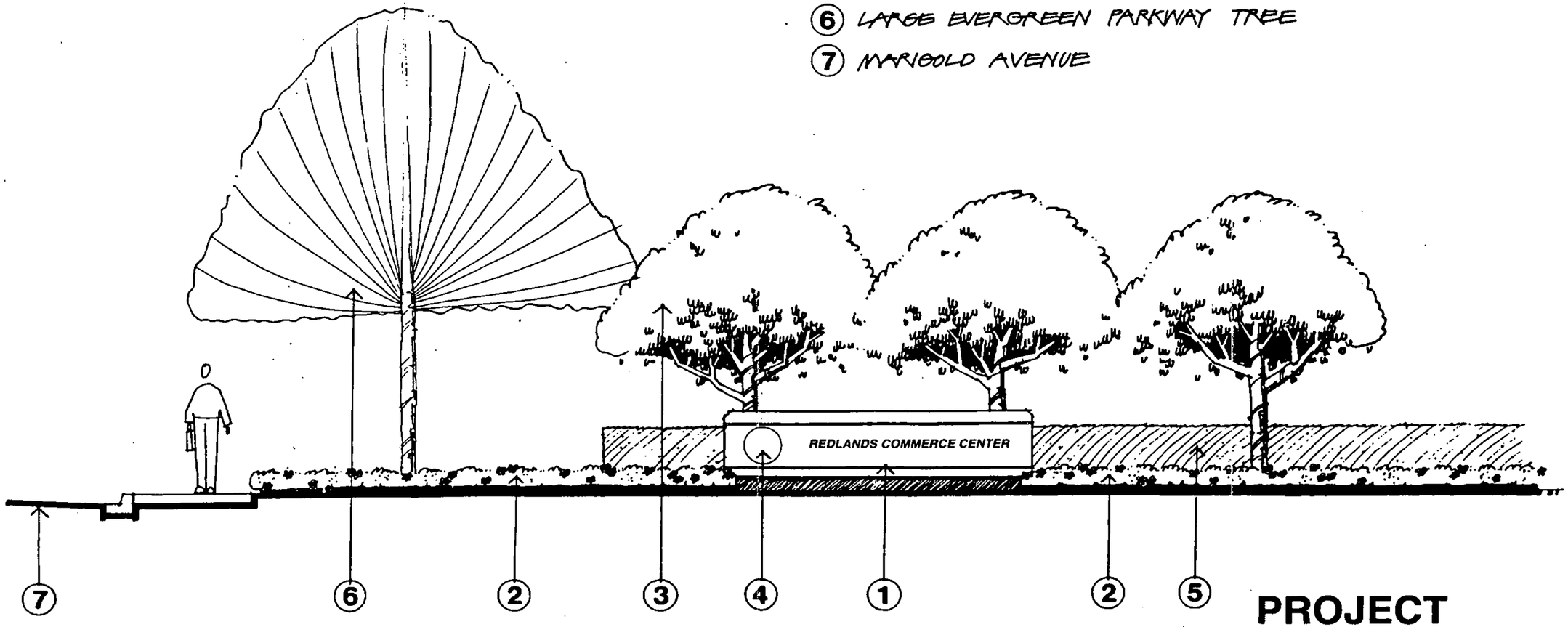
REDLANDS COMMERCE CENTER

LANDSCAPE CONCEPT PLAN

urban environs
Land Planning
Environmental Studies

Exhibit 9

1. MONUMENT SIGN (APPROX. 4' × 12')
2. MARIGOLD FLOWER BEDS
3. SMALL EVERGREEN CANOPY TREES @ 12' O.C.
4. LOGO
5. EVERGREEN HEDGE - 36" HIGH
6. LARGE EVERGREEN PARKWAY TREE
7. MARIGOLD AVENUE

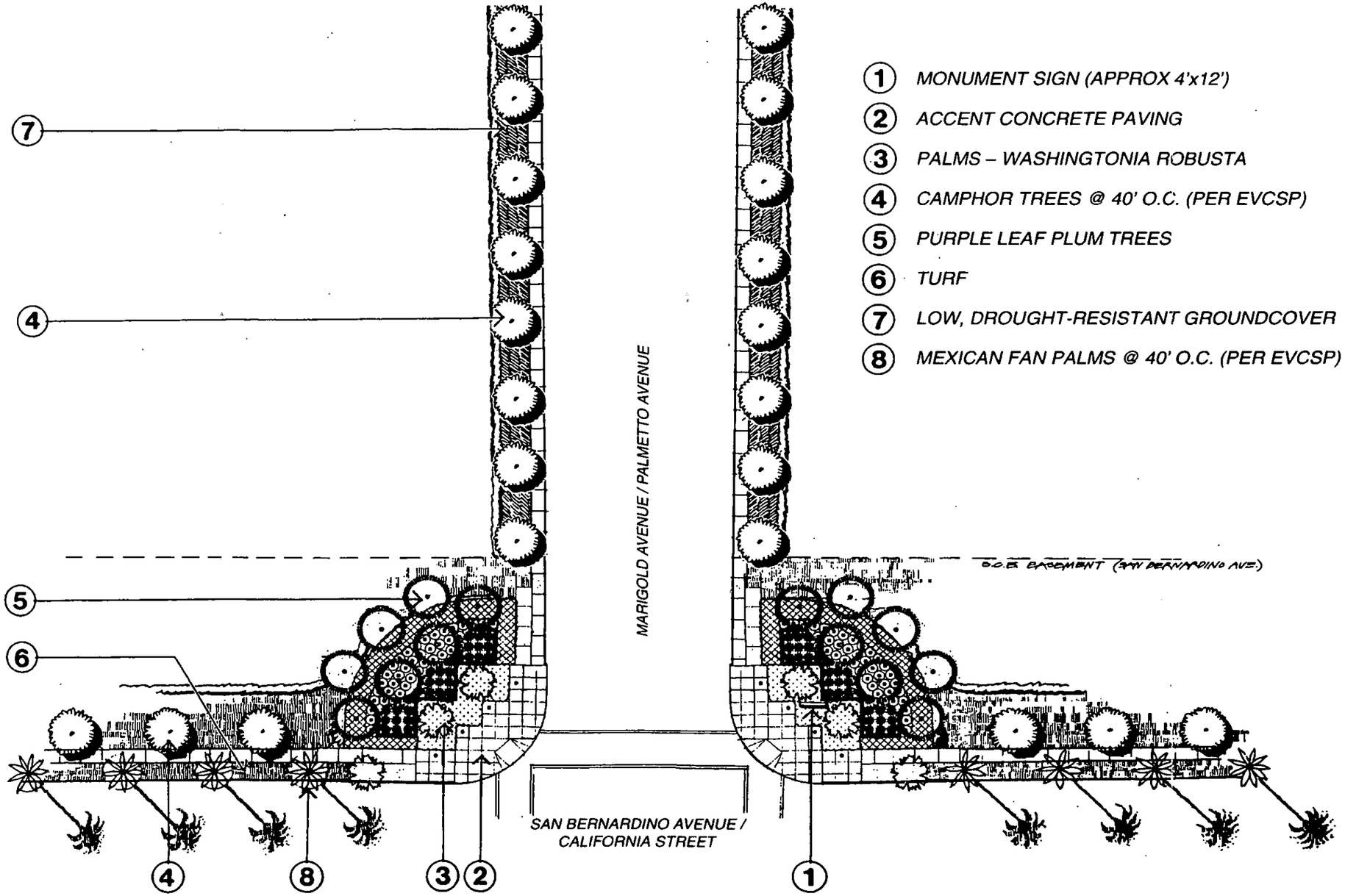


REDLANDS COMMERCE CENTER

PROJECT MONUMETATION

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Exhibit 9a



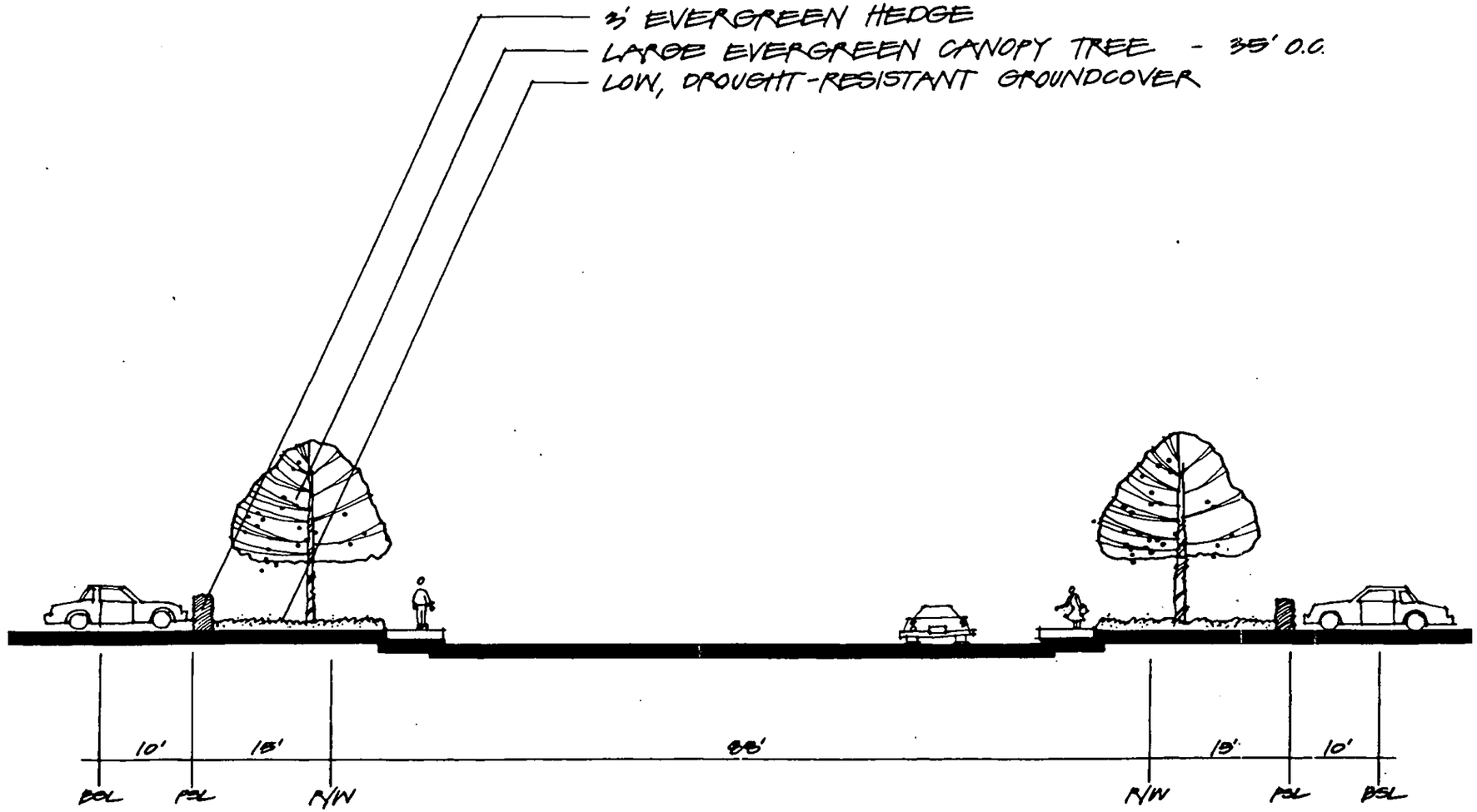
1. *MONUMENT SIGN (APPROX 4'x12')*
2. *ACCENT CONCRETE PAVING*
3. *PALMS – WASHINGTONIA ROBUSTA*
4. *CAMPHOR TREES @ 40' O.C. (PER EVCSP)*
5. *PURPLE LEAF PLUM TREES*
6. *TURF*
7. *LOW, DROUGHT-RESISTANT GROUNDCOVER*
8. *MEXICAN FAN PALMS @ 40' O.C. (PER EVCSP)*

PRIMARY ENTRY

REDLANDS COMMERCE CENTER

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Exhibit 9b

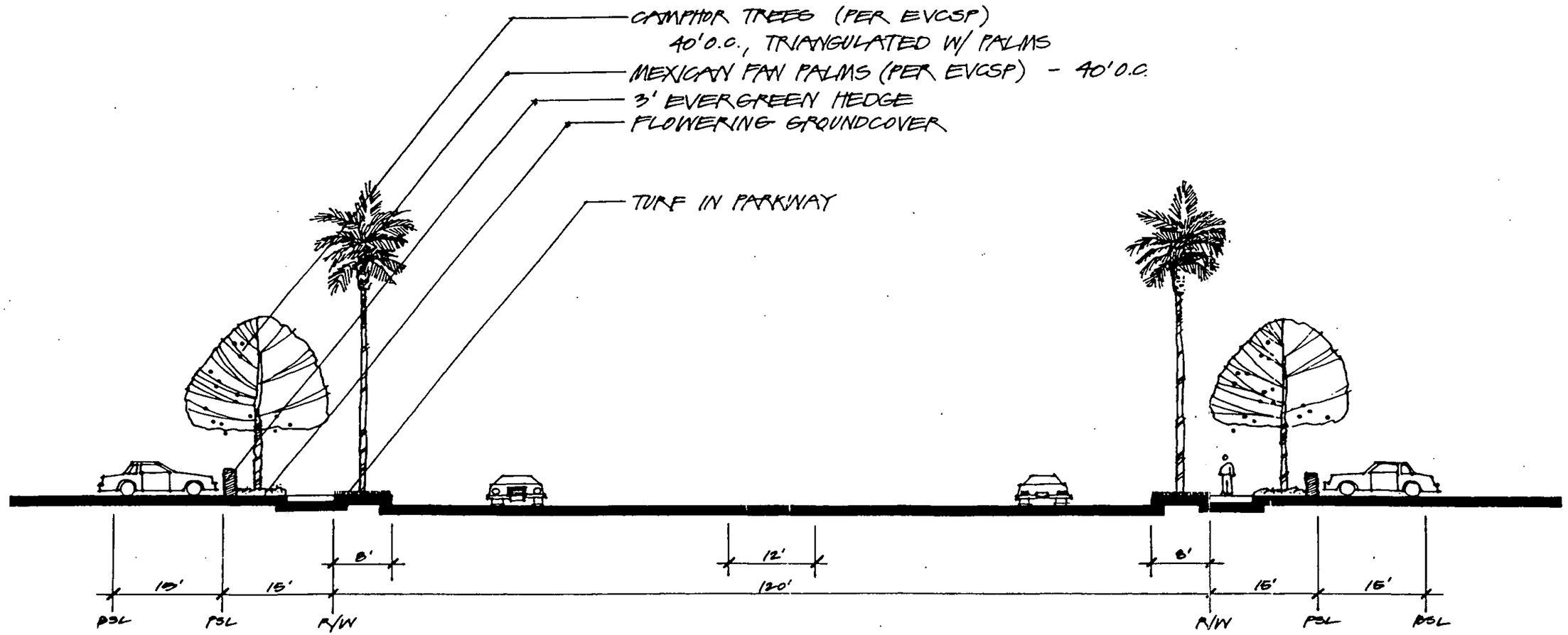


STREETSCAPE
MARIGOLD AVENUE
PALMETTO AVENUE

REDLANDS COMMERCE CENTER

urban environs
Land Planning
Environmental Studies

Exhibit 9c



STREETSCAPE
SAN BERNARDINO AVENUE

REDLANDS COMMERCE CENTER

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Exhibit 9e

RESOLUTION NO. 8793

A RESOLUTION OF THE CITY OF REDLANDS AMENDING NON-RESIDENTIAL SPECIFIC PLANS AND CONCEPT PLANS TO PROHIBIT NEW WAREHOUSES AND LOGISTICS DISTRIBUTION USES, AS DEFINED, IN ALL COMMERCIAL AND INDUSTRIAL DISTRICTS OF SPECIFIC PLANS, WHILE ALLOWING FOR EXISTING WAREHOUSES AND LOGISTICS DISTRIBUTION USES TO REMAIN AS PERMITTED OR CONDITIONALLY PERMITTED USES SUBJECT TO NEW REBUILD PROVISIONS CONTAINED IN REDLANDS MUNICIPAL CODE TITLE 18.

WHEREAS, the City Council of the City of Redlands has initiated Ordinance Text Amendment No. 372, in accordance with Chapter 18.204 (Amendments) of the Redlands Municipal Code, as the public necessity, convenience, or general welfare justifies such action; and

WHEREAS, over the past twenty years, Redlands has experienced the construction of numerous large warehouses and logistics distribution facilities in and around the City of Redlands including the unincorporated County jurisdiction located in northwest Redlands; and

WHEREAS, on September 29, 2024, the Governor of the State of California signed Assembly Bill (AB) 98 to add Section 65302.02 to, and to add Chapter 2.8 (commencing with Section 65098) to Division 1 of Title 7 of, the Government Code, and to add Sections 40458.5 and 40522.7 to the Health and Safety Code, relating to land use, and the "Warehouse Concentration Region" defined therein includes the City of Redlands among other nearby cities and counties; and

WHEREAS, two major transportation corridors (Interstate 10 and Interstate/S.R. 210 freeways) serve the Southern California region and are gateways to the Interstate Highway System, and both freeways pass through the City of Redlands, which contributes to a significant quantity of heavy-truck and other vehicular traffic to pass through the City to reach destinations located outside the City of Redlands as well as within the unincorporated "donut hole" area; and

WHEREAS, heavy-truck traffic that serves several million square feet of warehousing and logistics distribution uses located within the unincorporated County island area (surrounded by the City of Redlands) must pass through the City and utilize City streets on a daily basis at all hours of the day and night; and

WHEREAS, the residents and visitors of the City of Redlands may experience exposure to environmental effects (such as numbers of truck trips, vehicle miles traveled, greenhouse gas emissions affecting air quality, vehicular noise, etc.) and other externalities from such warehousing and logistics distribution uses; and

WHEREAS, in accordance with Government Code § 65854 and/or § 65090, on or about March 24, 2026, the Secretary to the Planning Commission gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which Ordinance Text Amendment No. 372 would be considered by the Planning Commission; and

WHEREAS, on April 14, 2026, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Ordinance Text Amendment No. 372 and related Specific Plan Amendments; and

WHEREAS, in accordance with Government Code § 65854 and/or § 65090, on or about April 21, 2026, the Secretary to the Planning Commission gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which Ordinance Text Amendment No. 372 would be considered by the Planning Commission; and

WHEREAS, on May 12, 2026, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Ordinance Text Amendment No. 372 and related Specific Plan Amendments; and

WHEREAS, following the public hearing on May 12, 2026, the Planning Commission determined that Ordinance Text Amendment No. 372 would be in conformity with the 2035 General Plan, and would be consistent with goals of the General Plan for transportation, connectivity, compatibility and harmonious relationship of different land uses; and

WHEREAS, on May 12, 2026, the Planning Commission recommended to the City Council that the proposed Specific Plan Amendment(s) be approved; and

WHEREAS, this Resolution is exempt from environmental review in accordance with Sections 15061(b)(3), 15308, and 15378(b)(5) of the California Environmental Quality Act Guidelines; and

WHEREAS, in accordance with Government Code § 65854 and/or § 65090, the City Clerk gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which the proposed Resolution would be considered by City Council; and

WHEREAS, on June 16, 2026, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Specific Plan Amendments and continued the public hearing; and

WHEREAS, on September 1, 2026, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Specific Plan Amendments and continued the public hearing to October 6, 2026; and

WHEREAS, on October 6, 2026, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Specific Plan Amendments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDLANDS RESOLVES AS FOLLOWS:

SECTION 1. Environmental Determination. The proposed Specific Plan Amendments do not require environmental review in accordance with Sections 15061(b)(3), 15308, and 15378(b)(5) of the California Environmental Quality Act Guidelines. Pursuant to Section

15378(b)(5) of the California Environmental Quality Act ("CEQA"), this proposal is an organizational or administrative activity of the City that will not result in direct or indirect physical changes in the environment, and therefore not a project. Additionally, pursuant to CEQA Guidelines Section 15061(b)(3), this proposal is exempt from CEQA review because there is no possibility that the specific plan amendment(s) may have a significant effect on the environment, insofar as it would amend the lists of permitted land uses in the City of Redlands. Furthermore, even if the proposal is considered a project, the proposed specific plan amendment(s) is categorically exempt under CEQA Guidelines Section 15308, because it is clear that it will not create an environmental impact and the action will assure the maintenance, enhancement, or protection of the environment through the adoption of regulations prohibiting new large warehouses and logistics distribution facilities. Accordingly, no further environmental review is necessary.

SECTION 2. Concept Plan No. 1 (CP-1), Section III entitled "Development Standards," subsection 'B' entitled "Commercial Industrial District," Part 1 entitled "Permitted Uses" thereof, is hereby amended as follows:

"g. Other uses typically associated with light manufacturing within enclosed buildings, including but not limited to the following:

- Business, technical, trade or professional schools
- Clubs, lodges and similar organizations
- Government buildings
- Warehouses, not to exceed 50,000 square feet in any single building
- Wholesale trade of most consumer items including drugs, dry goods, apparel, groceries, building materials and paper products.
- Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

SECTION 3. Concept Plan No. 1 (CP-1), Section III entitled "Development Standards," subsection 'B' entitled "Commercial Industrial District," Part 2 entitled "Conditionally Permitted Uses" thereof, is hereby amended as follows:

"d. Large Warehouse-Distribution Buildings.
Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

SECTION 4. Concept Plan No. 2 (CP-2), Section 3.2 entitled "Regional Industrial District," subsection 'A' entitled "Permitted Uses," Part 3 thereof is hereby amended as follows:

"3. Wholesale trade:

Wholesale trade of durable and non-durable goods to commercial, industrial and professional business uses, including motor vehicles, sporting goods, electrical appliances, hardware, machinery and equipment for industry, construction, professional and service establishments.

Warehouses and logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

SECTION 5. Specific Plan No. 40 (East Valley Corridor Specific Plan), Chapter 9 titled "Commercial Industrial District," Section EV3.0910 (Permitted Land Uses), part 7, is hereby amended as follows:

"(7) Other uses typically associated with light manufacturing within enclosed buildings, including but not limited to the following:

- Business, technical, trade, or professional schools
- Clubs, lodges, and similar organizations
- Government buildings
- Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002 (or the property has a valid land use entitlement approved prior to the effective date of Ordinance No. 3002). Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code.
- Warehousing, in buildings with less than 50,000 square-feet in gross floor area, and not more than five truck docks or dock high loading doors (see Chapter 18.156, Article XII, of Redlands Municipal Code Title 18).
- Warehousing, ancillary to another primary use (see Chapter 18.156, Article XII, of Redlands Municipal Code Title 18).
- Wholesale trade of most consumer items, including motor vehicles, drugs, dry goods, apparel, groceries, building materials and paper products."

SECTION 6. Specific Plan No. 40 (East Valley Corridor Specific Plan), Chapter 10 titled "Regional Industrial," Section EV3.1010 (Permitted Land Uses), part 4, is hereby amended as follows:

"(4) Wholesale Trade, such as:

- Warehouses or logistics distribution with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code.

- Warehousing, in buildings with less than 50,000 square-feet in gross floor area, and not more than five truck docks or dock high loading doors (see Chapter 18.156, Article XII, of Redlands Municipal Code Title 18).

- Wholesale trade of durable and non-durable goods to commercial, industrial and professional uses, including motor vehicles, sporting goods, electrical appliances, hardware, machinery and equipment for industry, construction, professional and service establishments."

SECTION 7. Specific Plan No. 25 (East Valley Complex), Section 3 titled "Property Development Standards," subsection (B) titled "Office/Industrial," part 3 (Uses Prohibited) is hereby amended as follows:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted."

SECTION 8. Specific Plan No. 32 (Redlands Aviation Park), Section 3 titled "Property Development Standards," subsection (B) titled "Office/Industrial District," part 2 titled "Permitted Uses," subsection (c) is hereby amended as follows:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted."

SECTION 9. Specific Plan No. 33 (Centennial Commerce Park), Section 3 titled "Development Standards," subsection (B) titled "Office/Industrial," part 2 titled "Permitted Uses," subsection (c) is hereby amended as follows:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted."

SECTION 10. Specific Plan No. 42 (Redlands Research Park), Section 3 titled "Development Standards," subsection (A) titled "Office/Industrial Land Use," part 1 (Permitted Uses), is hereby amended as follows:

"1. Permitted Uses - No building, structure or land shall be used, and no building or structure shall be hereafter erected, structurally altered or enlarged except for the following purposes:

a. Offices, including but not limited to:

Accounting, auditing, and bookkeeping services
Administrative headquarters
Architectural, planning andengineering offices
Business associations
Corporate headquarters
Banks and finance companies
Insurance offices
Law offices
Real estate offices
Such other office uses as deemed similar to the above.

b. Research and development, including but not limited to:

Biochemical and Chemical
Metallurgical Pharmaceutical
Medical and dental
Film and photographic
Electrical and Mechanical
Optical

c. Manufacturing, including but not limited to:

Establishments primarily engaged in manufacturing the following products:

Apparel, drapery, upholstery,millinery, and related cloth and clothing
Furniture and fixtures, including office furniture, store fixtures, blinds and shades, and shelving
Paper products, including envelopes, bags, wallpaper, containers, pressed and molded pulp goods
Publishing, including newspapers, business forms, typesetting, photoengraving, bookbinding, and printing
Fabricated plastic products
Fabricated metal products
Professional and scientific goods, including measuring instruments, clocks and watches, optical goods, surgical and medical instruments, photographic equipment, engineering, computers, and similar equipment and

supplies
Miscellaneous manufactured goods, including jewelry, lapidary, precious metals, toys, sporting goods, musical instruments, and similar goods.

Warehouse and distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code.

Warehousing, in buildings with less than 50,000 square-feet in gross floor area, and not more than five truck docks or dock high loading doors."

SECTION 11. The adopted Planned Development entitlements within the City of Redlands are hereby amended to prohibit the development or establishment of new warehouses and logistics distribution centers, as defined in Article XII of Chapter 18.156 of the Redlands Municipal Code, while allowing existing warehouses to remain as permitted or conditionally permitted uses within their respective Planned Development (PD) entitlements:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

The applicable Planned Development entitlements are the following:

a. Planned Development No. 1 (PD 1);
b. Planned Development No. 3 (PD 3);
c. Planned Development No. 4 (PD 4);
d. Planned Development No. 7 (PD 7).

SECTION 12. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this resolution for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution. The City Council hereby declares that it would have adopted this resolution, each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 13. Effective Date. This Resolution shall become effective on the effective date of Ordinance No. 3002.

ADOPTED, SIGNED AND APPROVED this 6TH day of OCTOBER, 2026.

Mario Saucedo, Mayor

ATTEST:

Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Resolution was duly adopted by the City Council at the regular meeting thereof, held on the 6TH day of OCTOBER, 2026, by the following vote:

AYES: Council Members Barich, Tejeda, Davis, Shaw; Mayor Saucedo
NOES: None
ABSENT: None
ABSTAIN: None

Jeanne Donaldson, City Clerk

MINUTES: OF THE HISTORIC AND SCENIC PRESERVATION COMMISSION FOR THE CITY OF REDLANDS FOR THE MEETING OF FEBRUARY 7, 1991.

PRESENT: Chairman Foster
Vice-Chairman McCue
Karen Brandstater
Leonard Goymerac
Ruth Morpeth
Helen Ludwig

ABSENT: Cyndy Hoghaug- Excused

STAFF: Darrell Cozen
Anne Areffi

PRESS: Cindy Yingst, The Sun

OTHERS: Charles DeMirjyn, Mayor
Pat Meyer, Urban Environs
Deanna Lorson

I. CALL TO ORDER

The meeting was called to order by Commissioner McCue at 6:35 PM

II. ELECTION OF OFFICERS AND GENERAL PLAN LIAISON

Commissioner McCue called for nominations for the office of Chairman. Commissioner Brandstater nominated Commissioner Foster and Commissioner Goymerac seconded. There were no other nominations and Commissioner Foster was elected unanamously.

Commissioner Brandstater nominated Commissioner McCue for the office of Vice Chairman. Commissioner Foster seconded the nomination. There were no other nominations made and Commissioner McCue was elected by a unanamous vote.

Commissioner McCue turned the meeting over to Chairman Foster.

Chairman Foster asked the Commission for volunteers for the position of General Plan Liason. There were no volunteers, so Commissioner Foster asked Commissioner Goymerac to continue as General Plan Liason. Commissioner Goymerac said he would be willing to do this. Commissioner Morpeth volunteered as an alternate to this position. Chairman Foster commended Commissioner Goymerac for his steadfast service for two years as General Plan Liason.

III. MINUTES OF DECEMBER 6, 1990 AND JANUARY 17, 1991

The minutes of December 6, 1990 and January 17, 1991 were approved as submitted.

IV. PUBLIC HEARINGS - None

V. OLD BUSINESS - None

VI. NEW BUSINESS

A. Request to Demolish Barn on the West Side of California Street at Almond Avenue Intersection. Barton Development, Applicant.

Due to a conflict of interest, Chairman Foster stepped down for this item.

Mr. Cozen summarized his staff report. His recommendation was, even though the barn is architecturally interesting and is associated with a historically significant person, there is not enough significance to warrant a delay in the demolition.

Commissioner Goymerac moved to postpone this agenda item until all the members of the Commission can view the structure. He felt the structure will be an attractive resource if preserved. He presented slides he took of the barn to the Commission.

There was no second to Commissioner Goymerac's motion, so the motion was lost.

The consultant, Pat Meyer, informed the Commission that the proposed project will be reviewed by the Planning Commission at a special meeting in ten days. The barn lies within the right-of-way of the Almond Street extension. The only entrance to the project will be at Almond Street. In addition, the project is a modern business park and could not facilitate a future use of the barn.

Commissioner Brandstater stated that she had been to the site and that she concurred with staff's recommendation. Commissioner Morpeth moved that the building does not possess sufficient architectural or historic significance to warrant a delay in demolition nor any mitigation measures. Commissioner Ludwig seconded, and the motion passed 5-1, Commissioner Goymerac voting against.

B. Request to Demolish a Garage and Carport and a Request for three Parking Modifications to allow the conversion of a House at 404 Brookside Avenue into an Office. Norm Hendrickson, Applicant.

Mr. Cozen stated that this house had been nominated as a Historic Resource in July 1990. He recommended support of the application with the conditions of approval stated in the staff report.

Vice-Chairman McCue moved to:

1. approve the demolition of the garage due to a lack of significant architectural or historic significance;
2. recommend that the Planning Commission approve the Conditional Use Permit and Parking Modification subject to the removal of the oleander bush on the northeast corner for better alley visibility;
3. approve the Minor Certificate of Appropriateness subject to Conditions of Approval nos 2, 3, and 4 listed in the staff report.

Commissioner Brandstater seconded. The applicant was in the