Appendix K:
Utilities Supporting Information

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K.1 - Colton Electric Department Response

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City of Colton
ELECTRIC UTILITY

150 South 10th Street
Colton, CA 92324
(909) 370-5104
www.coltononline.com

February 18, 2020

Kevin Bolland
FirstCarbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602

Via e-mail: kbolland@fcs-intl.com

Dear Kevin:

The Colton Electric Department (CED) can respond to the five questions you asked about our ability to serve your proposed development at 12700 Barton Rd., However, because we do not have any information about the demand or time-of-use consumption patterns you are planning for, we can only estimate usage. Generally, commercial building use between 12 and 20 watts per square foot so based upon a 125,801 square foot building, we estimate a peak demand of 2.5 MW. To the extent your project uses more, or less, energy our analysis might change.

1. What is the current electricity demand rate for commercial development as the Colton Barton Road Logistics Center Project?

   A copy of our current rate schedule is attached.

2. Do you foresee any potential challenges that the proposed project may present to the City of Colton? Please describe any measures that you would recommend to reduce potential concerns/challenges.

   CED should not have any issues serving a 2.5 MW load.

3. Identify the ability of the City of Colton to accommodate the electricity demand of the proposed project as part of the existing facilities

   CED should not have any issues serving a 2.5 MW load.

4. Would the proposed project require the relocation or expansion of electricity delivery systems as a result of the proposed project/

   There may be some minor impact but without seeing the proposed design of the new facility, we cannot tell you at this time.

5. Does the City of Colton have the current capacity to serve the project

6. Yes.



CED hopes that we can be helpful as you design and construct your new facility in Colton. Please feel free to contact us when you begin the design phase of your project.

Respectfully,



David X. Kolk, Ph.D.
Utility Director

C: Victor Ortiz
Christy Elshof
Art Morgan

Temporary Colton Electric Utility Rate Summary
Effective Date: July 1, 2013

General Service

Rate Schedule	Facilities Charge Per Month		Energy Charge ($/kWh)	Power Cost Adjustment ($/kWh)	Total kWh Charge	Demand Charge ($/kW)	
Commercial General Service Demand <20kW		Available to Commercial Customers with Demands <200kW					
Single Phase GS1	$14 00						
Three Phase GS3	$17 50						
GS1 and GS3		Tier 1 = 1st 2,500 kWh	$0 18763	$0.000	$0 18763		
GS1 and GS3		Tier 2 = 2,501 kWh - 10,000 kWh	$0 19950	$0.000	$0.19950		
		Tier 3 = > 10,000 kWh	$0 20425	$0.000	$0 20425		
Commercial Demand Service Demand >20kW							
Single Phase DS1	$14 00						
Three Phase DS3	$17 50						
DS1 and DS3		1st 7500 kWh Per Month	$0 18050	$0.000	$0 18050		
DS1 and DS3		Above 7500 kWh Per Month	$0 18525	$0.000	$0 18525		
DS1 and DS3						$3.75	For All Demand greater than 20kW in a 15 Minute Period Per Month

Industrial

Rate Schedule	Facilities Charge Per Month		Energy Charge ($/kWh)	Power Cost Adjustment ($/kWh)	Total kWh Charge	Demand Charge ($/kW)	Other Charges
Time of Use	$659 18	Available to Commercial Customers with Demands >200kW					
		Seasonal Time of Use Rates					
		Summer - May 25 - Sept 25					
		On Peak	$0 16869	$0.000	$0 16869	$10 78	Summer Weekdays 12pm - 6pm Except Holidays
		Mid Peak	$0 16023	$0.000	$0.16023	$2 58	Summer Weekdays 6pm - 11pm Except Holidays
		Off Peak	$0.15533	$0.000	$0 15533		All Other Hours
		Non Time Related Demand				$4 04	
		Power Factor	$0 53923	per kVar in excess of .6 time the peak demand			
		Winter - Sept 26 to May 24					
		Mid Peak	$0.16022	$0.000	$0 16022	$2 37	Winter Weekdays 8am - 9pm Except Holidays
		Off Peak	$0 15320	$0.000	$0 15320		All Other Hours
		Non Time Related Demand				$4 04	
		Power Factor	$0 53923	per kVar in excess of .6 time the peak demand			
TOU 1 LGS	$797 50	Available to Commercial Customers with Demands >200kW					
		Seasonal Time of Use Rates					
		Summer - May 25 - Sept 25					
		On Peak	$0.17980	$0.000	$0 17980	$11.48	Summer Weekdays 12pm - 6pm Except Holidays
		Mid Peak	$0.09943	$0 000	$0 09943	$2 87	Summer Weekdays 6pm - 11pm Except Holidays
		Off Peak	$0 09286	$0.000	$0.09286		All Other Hours
		Non Time Related Demand				$3.37	
		Power Factor	$0 65250	per kVar in excess of .6 time the peak demand			
		Winter - Sept 26 to May 24					
		Mid Peak	$0 09943	$0.000	$0 09943	$2.87	Winter Weekdays 8am - 9pm Except Holidays
		Off Peak	$0 09122	$0 000	$0.09122		All Other Hours
		Non Time Related Demand				$3 37	
		Power Factor	$0 65250	per kVar in excess of .6 time the peak demand			

Residential

Rate Schedule	Facilities Charge Per Month	Rate Structure	Energy Charge ($/kWh)	Power Cost Adjustment ($/kWh)	Total kWh Charge
Residential	$3 00				
R1		Tier 1=1st 250 kWh Per Month	$0 08000	$0 000	0 08000
		Tier 2 = 251 kWh - 500 kWh	$0 19305	$0 000	0.19305
		Tier 3 = 501 kWh - 1,500 kWh	$0 22770	$0.000	0.22770
		Tier 4 = >1500 kWh	$0 29205	$0.000	0.29205

Electric rates are set by the City of Colton City Council
Rates do not include the Public Benefits Charge of $0.0029 per kWh, nor do they include the California Energy Sur Tax $0.00029 per kWh

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K.2 - Colton Will Serve Letter

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COLTON

Public Utilities

January 15, 2019

James Wickenhaeuser
Thienes Engineering, Inc
14349 Frestone Blvd,
La Mirada CA 90638

Re: **WILL SERVE LETTER FOR WATER AND SEWER CONNECTION BARTON ROAD, COLTON CA APN 027522323, 027522344, 027522345, 116705102, 116705115, 116705116, 116705117, 116705118, 116705119, 116705120, 116713103, 116713104 AND 116706106**

Dear Mr. Wickenhaeuser:

Based on the available information provided to this office, please be advised that the above-reference project area is within the water and sewer service area of the City. The available water and sewer mains are located adjacent to the proposed project location along Barton Road. Water and sewer service will be supplied to the proposed property upon completion of all necessary approved system connections and upon satisfactory arrangement of all financial matters with the City.

If you need further information you may contact me at (909) 370-5551.

Sincerely,

Jess Sotto, PE
Utilities Engineer

160 South 10th Street
Colton, California 92324
(909) 370-5099

Committed to Our Community

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K.3 - Due Diligence Report

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Due Diligence Report
for

HPP Barton Road, Colton

(43.85 NET ACRE INDUSTRIAL DEVELOPMENT)
Colton, CA 92324

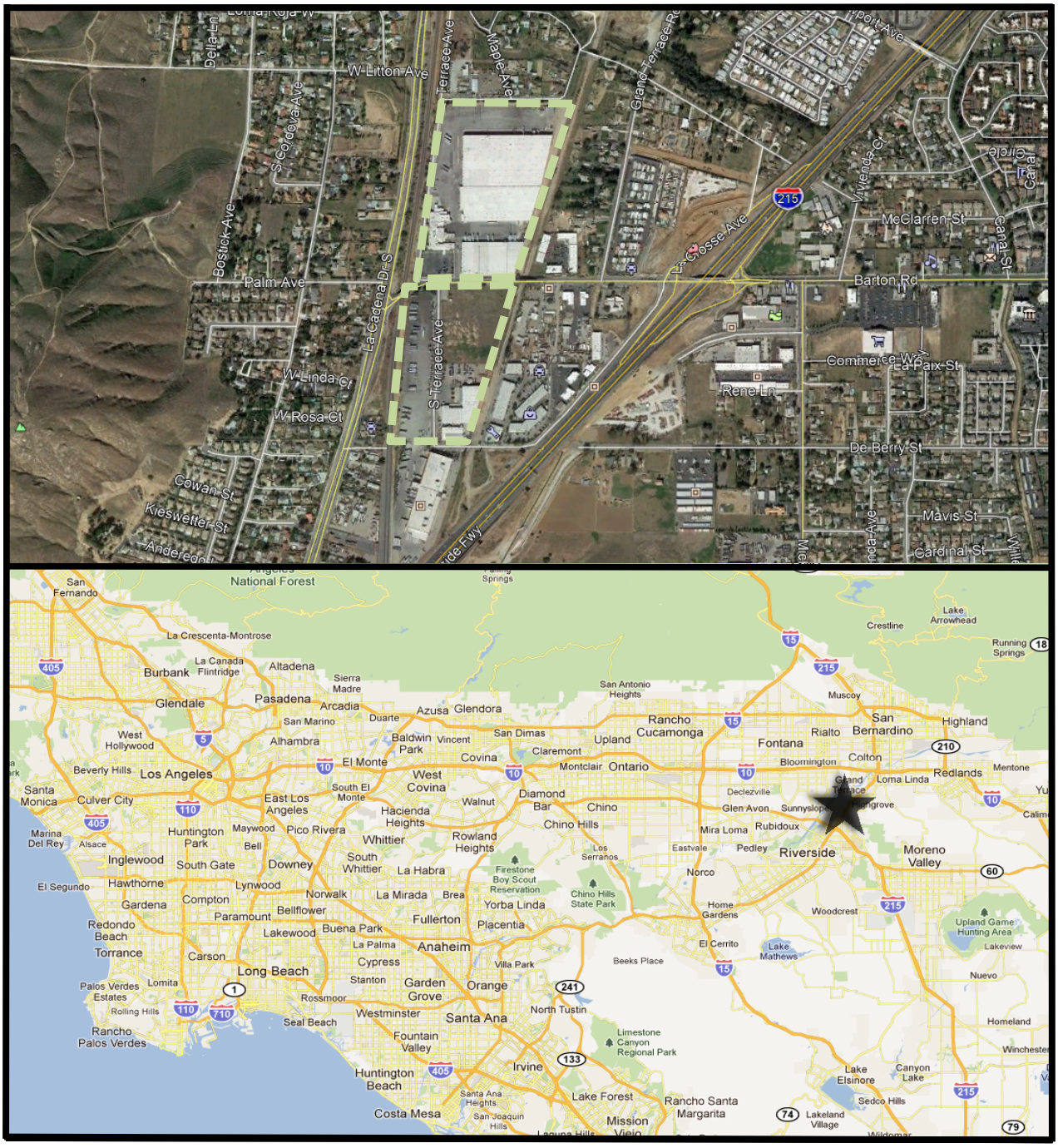
W Litton Ave
Terrace Ave
Maple Ave
Grand Terrace Rd
Della Ln
S Cordova Ave
Bostick Ave
Palm Ave
La Cadena Dr S
S Terrace Ave
W Linda Ct
W Rosa Ct
Cowan St
Kieswetter St
La Crescenta-Montrose
Burbank
Glendale
Pasadena
Altadena
Arcadia
Azusa
Glendora
San Marino
Alhambra
Baldwin Park
Vincent
San Dimas
Claremont
Covina
El Monte
West Covina
Beverly Hills
Los Angeles
Santa Monica
Culver City
East Los Angeles
Hacienda Heights
Walnut
Diamond Bar
Chino
Chino Hills
Whittier
Rowland Heights
Huntington Park
Maywood
Pico Rivera
Bell
Inglewood
South Gate
Downey
South Whittier
La Habra
Hawthorne
Lynwood
Norwalk
La Mirada
Brea
Yorba Linda
Gardena
Compton
Paramount
Bellflower
Fullerton
Placentia
Redondo Beach
Lakewood
Buena Park
Torrance
Carson
La Palma
Anaheim
Long Beach
Cypress
Villa Park
Palos Verdes Estates
Lomita
Stanton
Garden Grove
Orange
Rossmoor
Westminster
North Tustin
Seal Beach
Santa Ana
Rancho Palos Verdes
Fountain Valley
Irvine
Huntington Beach
Costa Mesa
Lake Forest
Rancho Santa Margarita
Mission Viejo
Upland
Rancho Cucamonga
Ontario
Fontana
Rialto
San Bernardino
Highland
Colton
Redlands
Loma Linda
Riverside
Moreno Valley
Norco
Eastvale
Pedley
Mira Loma
Rubidoux
Glen Avon
Jurupa Valley
Corona
Home Gardens
Woodcrest
El Cerrito
Lake Mathews
Beeks Place
Limestone Canyon Regional Park
Lake Elsinore
Canyon Lake
Sedco Hills
Lakeland Village
Homeland
Nuevo
Lakeview
Upland Game Hunting Area
Chino Hills State Park
Firestone Boy Scout Reservation
Los Serranos
Crestline
Lake Arrowhead
Running Springs
San Antonio Heights
Muscoy
Declezville
Mentone
Yucaipa
Calimesa
Beaumont
Banning
Cabazon
Desert Hot Springs
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indio
Coachella
La Quinta
Indian Wells
Indio Hills
Thermal
Mecca
Oasis
Salton Sea
Salton Sea State Recreation Area
Imperial
Calipatria
Niland
Westmorland
Brawley
Holtville
El Centro
Calexico
Imperial Sand Dunes Recreation Area
Ocotillo
Plaster City
Borrego Springs
Anza-Borrego Desert State Park
Julian
Ramona
Santa Ysabel
Warner Springs
Lake Henshaw
Valley Center
Pauma Valley
Pala
Fallbrook
Bonsall
Oceanside
Vista
San Marcos
Escondido
Carlsbad
Encinitas
Solana Beach
Del Mar
Rancho Santa Fe
Poway
Rancho Bernardo
Rancho Penasquitos
Mira Mesa
Scripps Ranch
San Diego
La Jolla
Pacific Beach
Mission Beach
Ocean Beach
Point Loma
Coronado
Imperial Beach
Chula Vista
National City
Otay Mesa
Tijuana
Tecate
Jacumba
Boulevard
Campo
Pine Valley
Descanso
Alpine
Lakeside
El Cajon
La Mesa
Spring Valley
Lemon Grove
Santee
Ramona
Julian
Cuyamaca Rancho State Park
Anza-Borrego Desert State Park
Salton Sea
Salton Sea State Recreation Area
Imperial Sand Dunes Recreation Area
Angeles National Forest
San Fernando
Sierra Madre
Duarte
Monrovia
Irwindale
Azusa
Glendora
San Dimas
La Verne
Claremont
Pomona
Chino
Chino Hills
Diamond Bar
Walnut
Rowland Heights
La Habra Heights
Whittier
Hacienda Heights
Puente Hills
Brea
Fullerton
Placentia
Yorba Linda
Anaheim
Orange
Villa Park
Tustin
Irvine
Lake Forest
Mission Viejo
Laguna Hills
Laguna Niguel
Dana Point
San Clemente
San Juan Capistrano
Aliso Viejo
Laguna Beach
Laguna Woods
Seal Beach
Los Alamitos
Cypress
Stanton
Garden Grove
Westminster
Fountain Valley
Huntington Beach
Santa Ana
Tustin
Orange
Villa Park
Anaheim
Placentia
Yorba Linda
Brea
Fullerton
Buena Park
La Palma
Cypress
Los Alamitos
Seal Beach
Rossmoor
Laguna Woods
Laguna Hills
Laguna Niguel
Dana Point
San Clemente
San Juan Capistrano
Aliso Viejo
Laguna Beach
Mission Viejo
Rancho Santa Margarita
Lake Forest
Irvine

TABLE OF CONTENTS

PROJECT SUMMARY

GENERAL PROPERTY INFO

KEY ISSUES

ENTITLEMENT FEE ESTIMATE

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT TEAM PHONE LIST

JURISDICITIONAL AGENCIES PHONE LIST

EXHIBITS

CONCEPTUAL GRADING PLAN

This analysis is intended to provide cursory information for evaluating (site-specific) development feasibility. The information, cost estimates, plats, statements and data provided by or within this analysis should be considered reasonably accurate, but the assumption is made that further ongoing research is necessary to determine more particularly what the exact conditions/requirements are with respect to this site, and its specific development.

SUMMARY

Note: The total or overall project discussed by this report includes two areas, one area north of Barton Road and one area south of Barton Road (currently bisected by S. Terrace Ave.). For the purposes of this report, these two areas will, be for the most part, be considered and discussed as a single project, being the north site and the south site.

Existing Site:

The entire 43.85 net acre site (consisting of multiple legal lots) is located on the north and south sides of Barton Road, east of La Cadena Drive in the City of Colton, County of San Bernardino.

The north site is located between Walnut Avenue to the north, N. Terrace Avenue to the west, Barton Road to the south and Union Pacific Railroad (UPRR) & Southern California Edison (S.C.E.) rights-of-way to the east. The site contains two large concrete warehouse buildings and a smaller brick office and maintenance building. The site currently takes access from Walnut Avenue and Barton Road. The remainder of the site is paved with truck yards and vehicular parking areas. There is minimal vegetation onsite – some grass and numerous trees along the north property line. The westerly and easterly edges of the site are supported by significant existing retaining walls. Adjacent streets are substandard requiring various dedications, along with street and parkway improvements. The site is fenced with block walls and low to medium security chain-link fencing. The site contains numerous power poles, guy poles, overhead wires and guy anchors both onsite in easements and adjacent to all street frontages. Additionally, there are high voltage wires onsite in easements adjacent the east property line. An active Burlington Northern & Santa Fe Railroad (BNSF) right-of-way abuts to the west of the N. Terrace Avenue right-of-way. An existing non-active Union Pacific Railroad (UPRR) property is located adjacent to a portion of the east property line. There is a section of abandoned railroad spur track located onsite in the northeast portion of the site. The overall project site is relatively flat, sloping from the northeast to the southwest with about 18'+/- of fall. Runoff from the site flows southwest toward an existing drop inlet and parkway drain located along the west property line. Discharge from the site enters these facilities and crosses N. Terrace Avenue to an existing earthen channel located within the BNSF railroad right-of-way and flows north. There are existing sewer mains in all frontages, a 10” (City) water main in Barton Road and Riverside Highland Water Company 8” mains in Barton Road and in Walnut Avenue

(currently serving north site). It should be noted that a portion of what appears to be currently used as onsite improvements, located at the south edge of the parking area along Barton Road, is actually located (encroaching) within the existing public street right-of-way (see ALTA Survey).

The south site is located between Barton Road to the north, De Berry Street to the south, a BNSF railroad right-of-way to the west, an S.C.E. right-of-way to the east and is bisected by S. Terrace Avenue. The site is comprised of a vacant dirt lot (1/3 northeast portion of the site) with dry brush and several trees along the north property line. The remaining 2/3 of the site is paved with two buildings, truck yards and parking areas. The site currently takes access from Barton Road, S. Terrace Avenue and De Berry Street. The existing adjacent street improvements are deteriorated and substandard to various degrees, particularly with regard to the parkway improvements. The site is fenced with low block walls, wrought iron and low to medium security chain-link fencing. There are power poles, utility poles and overhead facilities (electrical and other) located along the Barton Road frontage. There are high voltage wires and electrical towers offsite adjacent the east property line. The site is relatively flat, sloping from the northeast to the southwest with about 18'+/- of fall. Runoff from the site flows southwest toward an existing onsite earthen drainage swale located near the southwest corner of the site. There is offsite run-on from the properties to the east. Runoff from the site ultimately discharges to the existing earthen channel located within the adjacent BNSF railroad right-of-way to the west and flows north. There are existing sewer and water mains in portions of all frontages. There is an existing onsite sewer main that conveys discharge from the properties to the east through the site to the sewer in S. Terrace Avenue. There is a small not-a-part (N.A.P.) property located at the southeast corner of Barton Road and S. Terrace Avenue currently owned by Elsinore Valley Municipal Water District (EVMWD) which supports an existing water well. This well facility is supported by an existing 12” water main that runs east along the south side of Barton Road, possibly onsite through the south site, unsupported by an easement. It should be noted that a portion of what appears to be currently used as onsite improvements located at the southeast corner of the site (striped parking area) adjacent to De Berry Street is actually located within the SCE property (see ALTA Survey).

The areas surrounding both sites are comprised of residential uses to the north, east and west (beyond R/R R/W) and industrial uses to the east and south. The Barton Road grade separation/bridge crossing to the east is scheduled to be removed and reconstructed by the City in the near future. There are currently no plans for the badly needed reconstruction (realignment and widening) of the existing bridge crossing of the BNSF railroad west on Barton Road. The environmental phase I and geotechnical reports for this project are pending. Neither site is located within a FEMA flood hazard Zones.

Proposed Use:

This development proposes two separate industrial concrete tilt-up dock high warehouse buildings (type III-B) totaling 960,040 square feet (includes 20,000 s.f. office). The two buildings will be located on separate proposed parcels, with one building located north of Barton Road and one building located south of Barton Road. The buildings (proposed height requires Variance) will be supported by screened truck yards, trailer storage (requires C.U.P.), vehicular parking, drive aisles, and landscaping.

The project proposes access from seven new drive entrances – two fire and auto access only drive entrances off of Walnut Avenue, four drive entrances off of Barton Road (2 on each side of the street) and one drive entrance off of De Berry Street (proposed cul-de-sac).

The project is proposing a summary street vacation of S. Terrace Avenue. ***Approvals will be required from the City of Colton, the City of Grand Terrace and various utility agencies.*** The Fire Department will require an emergency access easement through the south site to allow for the proposed (code non-compliant) length of the La Crosse Avenue / De Berry Street cul-de-sac.

The project will be required to construct major offsite street improvements; onsite storm drains, water quality facilities, sewer, and water systems along with the installation of new sewer, water, and dry utility connections.

Additionally, the project will need to design around the existing adjacent EVMWD well property, remove and/or relocate existing public sewer and water mains,

protect existing water and gas mains (onsite) and avoid impacts to existing SCE facilities.

Land Use:
The proposed use is allowed according to the current City of Colton General Plan Designation "Light Industrial" and the current City of Colton Zoning Designation "M-1 – Light Industrial". There are no overlays impacting the site.

There are residential uses to the west, north, and south which may have some impact upon the proposed development. Outreach prior to official submittal should possibly be considered.

The proposed building and wall heights require a Variance and the proposed trailer parking, besides the dock bays, requires a Conditional Use Permit - C.U.P.

Entitlement Process:
The Planning Entitlement process will include an Architectural & Site Plan Review, Conditional Use Permit (tractor trailer parking & storage), a Variance (building & wall heights), a Tentative Parcel Map and a Development Agreement. Processing time will most likely be about 7-8 months. Following the Planning entitlements, misc. construction permits will be required.

The anticipated CEQA environmental entitlement for this project is a Mitigated Negative Declaration (M.N.D.). The City expects that the environmental approval process will be completed within the time required to process the planning entitlements. Final determination of CEQA requirements will not be known until the City has had an opportunity to review the formal planning entitlement submittal, environmental assessment, and technical studies. Required studies will likely include Traffic, Air, GHG, Cultural, Noise, Phase I, Soils, and potentially others. The CEQA document will be prepared by a City consultant at the expense of the developer.

Additional required agency entitlements besides the City will include permits or approvals from the South Coast Air Quality Control Board (Site Demo), BNSF Railroad (water line crossing & encroachment), Elsinore Valley Municipal Water District (coordinate site design with adjacent well site), Riverside Highland Water

Company (coordinate removal of their existing services), various utility agencies (especially important is obtaining consent from SCE for the proposed project improvements adjacent to their towers) and permits or fees to be paid to the State (N.O.I., Fish & Game) and Colton Unified School District. While not an entitling agency, this project will also be reviewed by the City of Grand Terrace (sewer relocation & proposed improvements to Barton Road). San Bernardino County Flood Control District may be required (depending upon final drainage design). Additionally, should environmental issues arise, oversight by other State agencies may be required.

The City does allow the processing of construction documents concurrent with the planning entitlement. However, any changes to the project that come up during the Planning process will require additional plan checking time and expenses.

Street Improvements:

Barton Road is designated by the City as a Major Arterial having an ultimate ½ width right-of-way of 48', an ultimate curb location of 36' from the centerline, and a 12' parkway. Site frontage for both the north and south right-of-ways are dedicated to 50' and therefore, no additional street dedication will be required. A possible vacation of 2' along the north and south frontages can be considered but may not be approved by City or worth the effort. There are existing bridges immediately to the west and east of this frontage. The Bridge to the west will remain as-is (City currently has no plans for improvement) while the bridge to the east over an existing Union Pacific Railroad easement (tracks no longer present) is scheduled for improvement via the combined effort of the City of Colton and the City of Grand Terrace, using Federal Funds. Current plans are to remove the easterly bridge, import soils and reconstruct Barton Road at this location to a lower elevation. These planned improvements are currently designed to provide a 40' curb to curb roadbed which is significantly less than the standard of 72'. This will require transitional improvements along the easterly frontages of the project. If those plans where altered to provide for the ultimate condition (72') not much would be gained at this time due to the road width restrictions existing immediately to the west of the project. However, it still makes sense to build the ultimate, regardless. Current site design will need to coordinate proposed drive entrance locations with this City project to ensure site access improvements are incorporated into the final design. This project is slated to be completed by late

2020. Existing street frontage improvements west of these proposed improvements are substandard and will need to be improved to some degree. Due to the relatively short frontage distance between the narrow roadbeds to the west and east, modifications to the standard “Major Arterial” design will likely be required. These modifications are not fully known at this time. Discussions with the City and a traffic consultant along with the required traffic analysis will determine the final design. A major issue to be considered is truck staging and access to the proposed project drive entrances. A striped median of adequate length is likely necessary to provide for truck storage. This issue should be discussed with a traffic engineer and various options incorporated into the Site Plan prior to submittal to Planning. Required improvements (assuming they align with planned City proposed improvements) besides removals, include full-width pavement replacement, curb & gutters, driveways, signage & striping, and parkway improvements. The parkway improvements will include sidewalks, landscaping (including trees), street lights and fire hydrants. The parkway landscaping will include sloped areas. Additionally, the project will be required to make modifications and improvements to the existing substandard corner improvements at the northeast corner of Barton Road and N. Terrace Avenue including a new handicap ramp. ***There are utility poles with aerial facilities adjacent the north frontage and SCE power poles and aerial electrical & telecom facilities adjacent the south frontage. The City requires undergrounding on a case by case basis. It is unlikely the City will require the undergrounding of these facilities (verify during entitlement). However, there is a guy pole and anchors that will need to be relocated to accommodate the proposed southeast drive entrance.*** Additionally, there are issues with various utilities in this street or which may be in this street including sewer, water and natural gas that will or my include removals, relocations or extensions, all which needs to be coordinated with the proposed City improvements to the east. There are other issues with the proposed City improvements to the east that don’t appear to have been considered yet, including drainage, SCE access to towers, trail improvements, water line and utility relocations and possibly others.

Walnut Avenue is designated by the City as a Local Street having an ultimate ½ width right-of-way of 30’, an ultimate curb location of 18’ from the centerline and a 12' parkway. The existing right-of-way along site frontage is 20’ and therefore, a 10’ street dedication is required. The existing street improvements are substandard and include pavement, A.C. berms, and two drive entrances.

Required improvements besides removals include pavement infill, curb & gutter, two new drive entrances (fire and auto access only), signage & striping and parkway improvements. The parkway improvements will include sidewalks, landscaping (including trees), and street lights. The City may require some degree of pavement rehabilitation out to street centerline. However, since the City will not allow project related truck traffic on this street, the need for rehabilitation is questionable. New reflective traffic barriers may also be required at either end of this street and there are numerous mailboxes along the site frontage that serve the residences on the north side of the street which will need to be relocated or arrangements to move them to the opposite side of the street will need to be undertaken. There are telephone poles and aerial telecom facilities along the frontage of this street. ***Discussions with the City suggest that they will NOT require these offsite aerial facilities to be undergrounded (verify during entitlement).*** However, there are at least two telephone poles that may need to be moved slightly to accommodate the ultimate curb & gutter that is to be installed. The City may allow an adjustment to the curb & gutter design location or allow the poles to remain close behind curb. This issue needs to be clarified during project entitlement.

N. Terrace Avenue is designated by the City as a Local Street having an ultimate ½ width right-of-way of 30', an ultimate curb location of 18' from the centerline and a 12' parkway. The existing centerline and right-of-way along this site frontage varies and therefore, any required street dedication will need to be determined. It is anticipated that a 2'+/- dedication will be required. **There are existing significant retaining walls located onsite along this frontage that appear to be for the most part located onsite, outside of the ultimate right-of-way setback. However, there are portions of the wall that appear to encroach into the existing right-of-way. Further discussions will need to be had with the City to ensure that these walls can remain, regardless of any required dedications or other required improvements. The cost to move the wall a few feet would be significant and unnecessary.** The existing street improvements along site frontage include pavement, curb & gutter, sidewalks and trees (poor specimens). The west half of this street is substandard with pavement to dirt only. Required improvements besides some removals of deteriorated improvements include pavement join, some new curb, signage & striping and parkway improvements. The parkway improvements will include new sidewalks, landscaping (including trees) and street lights. Additionally, an improved handicap ramp is required at the southeast corner of Walnut Avenue

and N. Terrace Avenue. The City may require some degree of full-width pavement rehabilitation in this street. However, since the City will not allow trucks on this street, the need for rehabilitation is questionable. ***There are numerous utility and power poles with aerial overhead facilities along the project frontage of this street. The City requires undergrounding on a case by case basis. It is unlikely the City will require the undergrounding of these facilities (verify during entitlement).*** The west side of this street is an unprotected steep dirt bluff that drops off to the railroad right-of-way below. The bluff ranges in height from 17' to 27' high. The City may require the project to install a K-rail barrier along the opposite side of the street to provide necessary protection.

S. Terrace Avenue bisects the south site. The project proposes a summary vacation of this street. The City of Colton, numerous utility agencies and the City of Grand Terrace will need to sign off on the vacation. This will include multiple quitclaims. Upon obtaining approvals from all benefiting or impacted parties, the removal of the existing S. Terrace Avenue street improvements does not pose much of an issue. ***However, the subsurface utilities and their at-grade appurtenances do pose a significant obstacle to the final clearing of the previous right-of-way.*** The removals and relocations relating to sewer, water natural gas and other dry utilities and the necessary coordination with the site demolition, grading and construction schedules need to be assessed in such a way as to ensure adequate continuous service to the building south of De Berry Street that is to remain and to avoid conflicts with the development schedule. ***It cannot be overstated how important it is to initiate the steps necessary to obtain the required approvals and design changes to impacted facilities during the early stages of the project entitlement. This will help ferret out any unforeseen issues relating to the proposed street vacation.*** As mentioned, the Fire Department will require an emergency access easement through the south site to allow for the proposed (code non-compliant) length of the La Crosse Avenue / De Berry Street cul-de-sac.

De Berry Street is designated by the City as a Local Street having an ultimate ½ width right-of-way of 33', an ultimate curb location of 20' from the centerline and a 13' parkway. The existing right-of-way along site frontage is 30' on the north and 33' on the south, and therefore, a 3' street dedication is required along the north. De Berry Street currently terminates at the south end of Terrace Avenue

with a substandard knuckle. With the proposed vacation of S. Terrace Avenue, De Berry Street is proposed to be shortened and terminate with a cul-de-sac bulb. The proposed cul-de-sac will require additional street right-of-way dedication to accommodate the bulb. Existing street improvements along site frontage include pavement, curb & gutter, sidewalk and street lights. Required improvements besides removals include new full-width pavement, curb & gutter, drive entrances, signage & striping, a local depression, and parkway improvements. The parkway improvements will include sidewalks and landscaping (including trees). Additionally, there are existing street lights, a fire hydrant and a utility cabinet that will need to be relocated.

The City has indicated that they will allow credit for the existing uses against the required City "Long Range Traffic Fee" (this is a significant credit). The developer should also consider petitioning the City for similar relief from the Infrastructure Fee (SANBAG Fee).

It should be noted that through the development review process and required traffic analysis of the project, additional offsite improvements may be determined to be required - this report is based upon the best information available at the time the analysis was prepared.

Grading:

Grading and earthwork analysis indicate that the project can balance with the use of two retaining walls, gravity curbs and sloped areas (*see Conceptual Grading Plan – this report: back pocket*). The length and height of the two retaining walls are 1.) 1046' long, ranging in height from 2.67' to 11.33' and 2.) 1272' long, ranging in height from 2.67' to 7.33'.

The preliminary combined earthwork numbers are 101,442 cubic yards of cut, 101,442 cubic yards of fill with 165,217 cubic yards of over-excavation. The site has been designed to allow for ADA path of travel compliance and smooth tractor trailer travel throughout the project sites. Some building footings will need to be deepened with the current design.

Environmental and geotechnical analysis of the site is not completely known at this time (reports pending). The results of these analyses and conditions encountered in the field during grading may impact the final grading design

and/or earthwork calculations for the project. Prior to grading, the existing buildings, paved areas, and onsite vegetation, including trees, will need to be grubbed and removed.

Thorough pre-planning and extreme caution will need to be taken to ensure that the existing onsite 12" high-pressure natural gas pipeline, sewer main, power and guy poles & anchors, overhead wires, and electrical towers are protected during grading and construction activities. Any relocations or adjustments to the existing location or grade above or adjacent to these facilities to accommodate the proposed project will require the consent of the facility owner. Additionally, special precaution needs to be taken during site demolition and grading to protect the existing facilities that need to remain or have not yet been removed or relocated (sewer, water, nat. gas, etc.). A Pothole Plan will be necessary to accurately locate these facilities prior to demolition and construction activities. Call U.S.A. Dig Alert prior to any excavation or ground disturbing activities.

Drainage:

Master Plan Hydrology:

Per the "San Bernardino County Comprehensive Storm Drain Plan – Project No. 3 Volume II", the project site is tabled to an unconstructed storm drain Line "B" in La Cadena Drive, which would drain southerly to the existing storm drain Line "A" approximately 3,000 feet south of De Berry Street. Line "A" drains westerly via approximately 4,000 feet of dirt channel and 6,000 feet of concrete channel, ultimately discharging to the Santa Ana River. The County master plan storm drain system was designed for 25-year storm events.

Given the long distance (approximately 3,000 feet) from the project site to the existing master plan storm drain Line "A", and given the fact that the downstream drainage facility west of the County proposed connection is unimproved (approximately 4,000 feet of dirt ditch through a residential community). This design is not considered to be the best first alternative. The dirt ditch this project would contribute flows to, has adapted to the existing volume of runoff and would therefore, likely be undersized, requiring intrusive improvements that would impact the existing plant life and biology, likely requiring jurisdictional permitting and mitigation. Therefore, the project proposes to continue the historic drainage pattern and discharge to the existing dirt channel adjacent to the westerly railroad

under the proposed condition as it currently does under the existing condition. Proposed condition discharge will be significantly less than existing condition discharge with proposed onsite detention.

Alternative options: Besides the current design to maintain historic flows patterns, we recommend two additional alternative options should the proposed drainage into the railroad right-of-way be determined unacceptable by the City. **1.)** Reconsider the County Master Plan design and connection to the south with its related uncertainties, mentioned above or **2.)** This alternative would include building a storm drain similar in size to the one designed to go south but construct it to the north in La Cadena Drive and discharge to the Santa Ana River. There is a high point in La Cadena Drive at Barton Road. Preliminary design envisions this facility conveying project flows under the railroad from a point just north of Barton Road to La Cadena Drive than flow north to the river. This option would also require jurisdictional permitting but would not have the flooding or residential community concerns, and any mitigation costs would likely be much less. The Army Corp. would not need to approve the connection at this location but a revision to the County Master Plan would be required. This option would include a significant section of pipe that would need to be installed rather deep due to the grade at the railroad crossing verses the grade of La Cadena Drive. An additional consideration with this option is that the existing proposed industrial development northwest of this site at La Cadena Drive and Tropica Ranch Road would possibly benefit from this option and consider participating financially with the cost of construction. This option would cost as much or more than option 1.

Existing Condition:

Building 1 site, north of Barton Road:

The Building 1 site is currently developed with three warehouse type buildings, several truck yards (between the warehouse buildings), and a vehicle parking lot (southwest corner of site). The site generally drains westerly to Terrace Avenue, then further west via a 36” C.M.P. out-letting to a dirt channel within the westerly railroad right-of-way.

Building 2 site, south of Barton Road:

The northeast portion of the Building 2 site is an open grass lot. The remainder of the site is developed with two warehouse type buildings (southeast corner of site), truck yards (southwest corner of site), and vehicle parking lots (north of

warehouse buildings and truck yards). The southerly portion of Terrace Avenue bisects the Building 2 site. The site generally drains to a riser inlet (via a curb opening) near the south end of Terrace Avenue, then westerly via another storm drain out-letting to the dirt channel within the westerly railroad right-of-way.

Offsite flow from south half of Barton Road fronting Building 2 site:
Runoff from the south half of Barton Road surface flows southerly onto the Building 2 site and, ultimately, drains to the westerly railroad right-of-way via the above-mentioned riser inlet and storm drain.

Offsite flows adj. railroad easement & lots further east of Building 2:
Runoff from the easterly railroad easement between Barton Road and De Berry Street, plus runoff from offsite lots east of the railroad easement and south of Barton Road, are also tributary to the Building 2 site. These offsite flows surface drain southerly within the easterly railroad easement, then westerly along street curbs in De Berry Street, then northerly along street curbs in the portion of S. Terrace Avenue bisecting the Building 2 site. Runoff is then intercepted by the same riser inlet (with onsite Building 2 site runoff) and conveyed via a storm drain to the dirt channel within the westerly railroad right-of-way.

Proposed Condition ***(see "Master Plan Hydrology" above for alternative drainage options)***
Building 1 site, north of Barton Road:
Proposed condition runoff from the easterly half of Building 1, the easterly truck yard and north-easterly parking lot drains to catch basins in the truck yard and parking lot. Runoff is then conveyed westerly via an onsite storm drain north of Building 1, discharging to Terrace Avenue via the existing parkway culvert approximately 180' south of Walnut Avenue. From there, runoff is then conveyed southerly along a curb gutter to the existing street catch basin approximately 360' to the south. As with existing condition, runoff from the street catch basin drains further west via a 36" C.M.P. out-letting to the dirt channel within the westerly railroad right-of-way.

Proposed condition runoff from the westerly half of Building 1, the westerly truck yard and southerly parking lot drains to catch basins in the truck yard and parking lot. Runoff is then conveyed westerly via another onsite storm drain, discharging to the same street catch basin in Terrace Avenue. Likewise, runoff from the street catch basin drains further west via the 36" C.M.P. out-letting to the dirt channel within the westerly railroad right-of-way.

Building 2 site, south of Barton Road:
Proposed condition runoff from the Building 2 site – the proposed building, easterly truck yard, westerly drive aisle, northerly and southerly parking lots – drains to catch basins in the truck yard and parking lots. Runoff is then conveyed westerly via an onsite storm drain south of Building 2, discharging to an existing storm drain in the westerly drive aisle. Under proposed condition, the existing storm drain will continue to outlet to the dirt channel within the westerly railroad right-of-way.

Offsite flow from south half of Barton Road fronting Building 2 site:
Under proposed conditions, runoff from the south half of Barton Road drains westerly to a proposed street catch basin. Street runoff is then conveyed southerly via a proposed public storm drain, traversing through the Building 2 site – west of the proposed building – and draining to the same existing storm drain that outlets to the dirt channel within the westerly railroad easement.

Offsite flows adj. railroad easement & lots further east of Building 2:
Under proposed conditions, runoff from the easterly railroad easement between Barton Road and De Berry Street, plus runoff from offsite lots east of the railroad easement and south of Barton Road, will continue to drain southerly within the railroad easement. Runoff will be intercepted by a proposed C.M.P. riser at the south end of the railroad easement adjacent to De Berry Street. From the C.M.P. riser, runoff will be conveyed westerly via a proposed public storm drain in De Berry Street, then northerly through the Building 2 site, draining to the same existing storm drain that outlets to the dirt channel within the westerly railroad easement.

Detention
Onsite detention in the truck yards east and west of Building 1, plus the truck yard east of Building 2, will be utilized to reduce proposed condition 100-year runoff from the project site to significantly below the existing condition 100-year runoff.

Water Quality: A site-specific infiltration test has not been conducted at the project site; however, based on results of nearby sites, infiltration appears feasible. A site-specific infiltration test is required to confirm infiltration feasibility. The project proposes three (3) sets of DC-780 StormTech Chambers. The first set, located in the truck yard of the southerly building, consists of 935 chambers

(73,153 CF minimum). The second set, located in the easterly truck yard of the northerly building, consists of 622 chambers (48,656 CF minimum). The last set, located in the westerly truck yard of the northerly building, consists of 654 chambers (51,196 CF minimum). Roof and surface runoff will sheet flow into inlets where stormwater will get intercepted into the StormTech chambers for water quality treatment. This system will utilize infiltration as the primary form of treatment. This system stores stormwater runoff until it gradually exfiltrates into the underlying soil. Pollutant removal occurs through the infiltration of runoff and the adsorption of pollutants into the soil. This practice has high pollutant removal efficiency and can also help recharge groundwater, thus helping to maintain low flows in stream systems.

Developer should verify with their environmental and geotechnical consultants that there are no issues relative to the soils under this site that will restrict percolation of storm flows into the groundwater or impact site drainage design.

The site is NOT within a FEMA Flood Hazard Zone.

Sanitary Sewer:

The City of Colton maintains existing 8” sanitary sewer mains in Walnut Avenue (flows west) and N. Terrace Avenue (flows north). Additionally, the City of Grand Terrace owns 8” mains in Barton Avenue (flows west to S. Terrace Ave.), S. Terrace Avenue (flows south to De Berry St.) and through the middle of the south site (flows west to S. Terrace Ave.) that connect to an 18” main that flows west under the railroad tracks at De Berry Street. These mains owned by the City of Grand Terrace are maintained by the City of Colton. Flows conveyed by these sewers are conveyed to the City of Colton wastewater treatment plant. This project has received a sewer “will serve” from the City of Colton. An easement supporting the section of 8” currently located on the project site has not been identified at this time.

With the vacation of S. Terrace Avenue, the existing 8” sewer mains in Barton Road, S. Terrace Avenue and onsite, will need to be demolished and removed. Prior to the removal of the interfering portion of existing 8” sewer main located onsite, a new 8” sewer main will need to be constructed onsite in an easement along the east property line to redirect the offsite sewer flows from the east to the

existing 18” sewer main in De Berry Street (City of Grand Terrace approval required).

The project proposes serving the north building with a new 6” sewer lateral connection to the existing 8” City of Colton sewer main in N. Terrace Avenue. The south building will connect to the existing 18” sewer main in De Berry Street with a new 6” sewer lateral connection. The depth of both of these existing offsite sewer mains will allow for the entirety of both proposed buildings to be served by a gravity fed system (see Conceptual Grading Plan – this report).

The removal of the existing mains verses the installation of the relocated main and how that relates to the demolition, grading and construction operations needs to be assessed to avoid conflicts with the development schedule.

The City has indicated that they may require some degree of sewer study as part of the project entitlement.

The City has indicated that they will allow credit for the existing uses against the required City “Wastewater Capacity Charge” (this is a significant credit).

Domestic & Fire Water:

The City of Colton maintains an existing 10” water main in the westerly frontage of Barton Avenue that is fed from a 12” water main in La Cadena Drive west of the site. This 10” main in Barton Road continues south in S. Terrace Avenue connecting to a 10” main in De Berry Street that connects back to the 12” in La Cadena Drive via an existing 6” main under the railroad. With the proposed S. Terrace Avenue street vacation, the existing 10” water main in the vacated street (proposed) will need to be removed.

The north site and buildings are currently provided with domestic and fire services from an existing 8” water main owned by the Riverside Highland Water Company (RHWC) which also maintains an 8” main in Walnut Avenue. The south site and buildings are served by the City of Colton. Although both jurisdictions claim the entire project site as being within their service area, the RHWC has agreed that the City of Colton should serve the project going forward. Although a water “will serve” has been obtained by the City of Colton, we recommend

obtaining additional assurances from RHWC confirming this arrangement. The removal of RHWC facilities will also need to be coordinated.

A fire flow test taken 10/29/18 (sta.73 / res.69 / 1034gpm = 4175@20psi) from a hydrant off of the 10” water main at the northwest corner of S. Terrace Avenue and Barton Road indicates what appears to be moderate flow availability. An additional test is pending from the 12” main in La Cadena Drive at De Berry Street.

Initial design considerations anticipate that the proposed relocated system looped through the south site will need to at a minimum upsize the 6” railroad crossing at De Berry Street to 12” (connecting to 12” in La Cadena Drive) and with the removal of the 10” in S Terrace Avenue, extend the 12” in De Berry Street to and through the south site in an easement along the east side of the building and connect to the existing 10” in Barton Road. It is yet to be determined if the existing 10” in Barton Road will need to be upsized to 12” or not. The existing 10” in Barton Road crosses the railroad overhead, strapped to the existing bridge.

The removal of the main in S. Terrace Avenue versUs the installation of the relocated and upgraded onsite main and how that relates to the demolition, grading and construction schedules needs to be assessed in such a way as to ensure adequate continuous service to the building south of De Berry Street that is to remain and also to avoid conflicts with the development schedule.

With this upgraded loop, it is anticipated that the proposed buildings will likely each be served by two new 2" water meters (1 domestic & 1 irrigation) and two new 10" fire service laterals with a loop for each building. Water service connections for the north building will all be in Barton Road while the water services for the south building will be from both Barton Road and De Berry Street. Additionally, it is likely that some offsite fire hydrants will be required in Barton Avenue and De Berry Street to support proposed fire service connections.

Elsinore Valley Municipal Water District (EVMWD) owns a small N.A.P. parcel at the southeast corner of Barton Road and S. Terrace Avenue with an existing water well located onsite. This well is served by an existing 12” water main (not supported by an existing easement) that runs east from the well, and located adjacent to Barton Road. The EVMWD is uncertain of the exact location of this

12” main, which could either be located onsite along the north portion of the south site or it may be located in the Barton Road street right-of-way. Either way, this well property will need to be designed around and the 12” water main will need to be field located (potholed) and either protected in place or relocated if a conflict with the site design is determined.

Consultation with a fire protection professional at this point is essential to determine more specifically the needs of this project as it relates to the available flows, the proposed project and whether fire pumps and water tanks will be required.

The City has indicated that they will allow credit for the existing water services against the required “Capital Improvement Fee” (this is not a significant credit).

Reclaimed Water:
The City of Colton does not maintain any reclaimed water facilities adjacent to or in the vicinity of the project site that are available to provide this project with reclaimed water services. The City will not require any main extensions or onsite purple pipe.

Dry Utilities: *(We recommend consultation with a dry utility professional)*
Natural Gas – The Southern California Gas Company maintains a 2" main in Walnut Avenue, a 2” & 12” high-pressure (HP) main in N. Terrace Avenue, a 4” main in Barton Road that terminates prior to continuing east over the bridge, a 2” main in S. Terrace Avenue, a 2” main in De Berry Street and a 12” HP main onsite adjacent to the west property line of the south site. The 2” & 4” mains are available to provide natural gas services to this project. Exact points of connection (if used) are to be determined. There are two issues relating to this utility. 1.) The 2” main in S. Terrace Avenue will need to be removed in conjunction with the proposed street vacation. This will need to be approved by So. Cal. Gas Co. which will need to sign off on the removal and may require system upgrades, including extending the 4” main in Barton Road to the east. 2.) The 12” HP main located onsite will need to be protected in place. The main will need to be field located via potholing and plans indicating the existing and proposed improvements, and grade over the pipe will need to be provided to So. Cal. Gas Co. for review and approval. The pipe will need to be staked and

flagged during site demolition and construction operation to help with the avoidance and/or disturbance of this facility. ***Extreme caution will need to be taken to avoid any impact to this existing 12" high-pressure natural gas main.***

Electrical – The City of Colton Electric will be the jurisdictional agency providing electrical services to this site. The City of Colton Electric maintains various aerial and conduit systems along N. Terrace Avenue, S. Terrace Avenue, Barton Road, De Berry Street and onsite both north and south that are available to provide electrical services to this project. Exact points of service connection for each building are to be determined. ***Various onsite facilities will need to be removed with site demolition and the aerial facilities along N. Terrace Avenue may need to be undergrounded. The City requires undergrounding on a case by case basis. It is unlikely the City will require the undergrounding of their facilities (verify during entitlement).*** There are City conduits in S. Terrace Avenue that will need to be removed with the proposed street vacation.

Southern California Edison (SCE) maintains distribution power poles, aerial wiring and guy anchors along the Barton Road frontage. There are existing minor onsite SCE easements that predate City service to the site that will need to be quitclaimed after site demolition. Additionally, there are existing large SCE power poles, electrical towers and overhead electrical lines (high voltage - 115kva), located in an onsite easement in the northeast portion of the site that must be protected in place. These facilities are to be designed around according to SCE standards. SCE will need to review and approve the portion of the grading plan for this project within their easement area. ***Due to the sometimes protracted review process relating to obtaining design consent and quitclaims, SCE should be contacted early on in the development process to avoid time delays or impacts to the development schedule.***

Telecommunication – AT&T maintains buried and underground facilities at the intersection of Walnut Avenue and N. Terrace Avenue along with aerial facilities along the Walnut Avenue, N. Terrace Avenue and Barton Road frontages. Additionally, AT&T maintains conduit facilities in the Barton Road and De Berry Street frontages, and misc. aerial and conduit facilities throughout the entire site, both north, and south. ***Discussions with the City suggest that they will NOT***

require any of these offsite aerial facilities to be undergrounded (verify during entitlement). These existing facilities are available to provide telecommunications services to this project. Exact points of connection to the project are to be determined. *There are at least two telephone poles along the Walnut Avenue frontage that may need to be moved slightly to accommodate the ultimate curb & gutter that is to be installed. The City may allow an adjustment to the curb & gutter design location or allow the poles to remain close behind the curb. This issue needs to be clarified during project entitlement.*

Cable – Charter Communications (formerly Time Warner) maintains aerial facilities along the project frontage in Walnut Avenue and along both sides of the Barton Road frontage. ***Discussions with the City suggest that they will NOT require any of these offsite aerial facilities to be undergrounded (verify during entitlement).*** These facilities are available to provide cable services to this project. Exact points of connection (if used) are to be determined.

Fiber – Level 3 maintains aerial facilities along the Barton Road frontage and conduit facilities in S. Terrace Avenue and along the south frontage of N. Terrace Avenue. ***Discussions with the City suggest that they will NOT require any of the offsite aerial facilities to be undergrounded (verify during entitlement).*** These facilities are available to provide cable services to this project. Exact points of connection (if used) are to be determined. *The Level 3 facilities located in S. Terrace Avenue will need to be removed as part of the proposed street vacation. It appears that the Stater Bros. operations south of De Berry Street are currently served by this Level 3 conduit. Whether this service is needed by the building to the south and whether a relocation of facilities is required or whether the conduit can be abandoned and removed with the street vacation is to be determined. This potential impact requires further analysis.*

Additionally, Sprint has buried transcontinental fiber optic facilities adjacent the site along the west property line in the BNSF railroad right-of-way.

GENERAL PROPERTY INFO

SITE DESCRIPTION

PROJECT NAME:	**HPP Barton Road, Colton**				
PROJECT LOCATION:	**North and South of Barton Road - east of La Cadena Drive**				
COUNTY: **San Bernardino**	CITY: **Colton**	THOMAS BROS:	Page: 646	Grid: **C3, C4, D3 & D4**	
A.P.N.:	**1167-051-15, 16 , 18, 19 & 20 and 1167-061-06, 1167-131-03 & 04 and 0275-223-23, 44, 45 & 46**				
SITE ADDRESS:	**21700 Barton Road & 21674 De Berry Street, Colton, CA 92324**				
SITE ACRES:	GRS - **46.69** NET - **43.85**	SITE SQ. FT:	GRS - **2,033,634**	NET - **1,910,011**	
LEGAL DESCRIPTION:	**In the City of Colton, County of San Bernardino, State of California, Parcels 1-5 of Parcel Map No. 7346, (P.M.79/97-98), together with Parcels 1-3 of Parcel Map No. 19106, (P.M. 240/1-3), together with Lots 14-21 and a portion of Lot 22, all of the Terra Bella Tract, (M.B. 17/90), together with that portion of Sections 31 and 32, T1S, R4W, SBM, and Block "J", of the Grand Terrace Tract, R.S.B. 1/33, bounded by the Terra Bella Tract on the north, Barton Road on the south, Terrace Avenue on the west, and the Southern Pacific Transportation Company Right-of-way on the east, Records of said County.**				

ZONING INFO

GENERAL PLAN:	**Light Industrial**							
ZONING:	**M-1 Light Industrial**							
PERMITTED USES:	**See Exhibits**			SPECIAL ZONE/OVERLAY:	**None**			
BUILDING SETBACKS:			OTHER REQUIREMENTS					
FRONT	SIDE	REAR	REQ LANDSACPING	HEIGHT	MIN LOT AREA	MIN LOT WIDTH	MIN LOT DEPTH	F.A.R.
20'	0' / 15'	0' / 10'	15% MIN.	3 stories or 40'	15,000 sf	100'	100'	0.5
PARKING REQUIREMENTS:	**See Exhibits**			LANDSCAPING REQUIRMENTS:	**See Exhibits**			
ADJ. PROP. GEN. PLAN:	**NORTH -** GT	**EAST -** Lt. Indust. + GT	**SOUTH -** Lt. Indust.	**WEST -** Railroad / Util. Corr. + GT				
ADJ. PROP. ZONING:	**NORTH -** GT	**EAST -** M-1 + GT	**SOUTH -** M-1	**WEST -** R-U + GT				

GT = City of Grand Terrace (mixed uses - Industrial, Residential, Manufacturing or Open Space)

CODE AND PLAN CHECK INFO

STANDARDS	BUILDING -	**2016 California Code**	FIRE CODE -	**2016 California Fire Code**
	PLUMBING -	**2016 California Code**	ENERGY -	**2016 California Code**
	ELECTRICAL -	**2016 California Code**	H.C. ACCESS -	**2016 California Code**
	MECHANICAL -	**2016 California Code**	PUBLIC WORKS -	**City Standards**
PLAN CHECK TIMES:	PLANNING - **6-8 Months**	BLDG. - **8-10 Weeks**	ENG. - **3 - 4 Weeks**	
EXPEDITING AVAIL?	PLANNING - **No**	BLDG. - **Case by Case**	ENG. - **No**	

STREET RIGHT-OF-WAY INFO

STREET NAME	EXISTING 1/2 WIDTH RIGHT-OF-WAY	PROPOSED 1/2 WIDTH RIGHT-OF-WAY	STREET DESIGNATION
Barton Road	**50'**	**50' (ult. is 48' - possible 2' vac. Both sides)**	**Major Arterial**
N. Terrace Avenue	**Varies 28'+/-**	**30' - C/L alignment issue**	**Local**
S. Terrace Avenue	**Varies 30' - 32'**	**0' - Proposed Full St. Vacation**	**Local**
De Berry Street	**30' - 33'**	**33' + Cul-De-Sac bulb**	**Local**
Walnut Avenue	**20'**	**30'**	**Local**

DRAINAGE INFO

FLOOD ZONE: **Zone "X"**	DATE: **9/2/2018**	PANEL NO. **060273 8687**			
BASE FLOOD ELEV: **N/A**	CITY FLOOD ORD: **N/A**				
SITE TABLED TO DRAIN TO EXISTING FACILITY?	**Yes: County proposed (unconstructed) storm drain Line "B" in La Cadena Drive**				
SITE ELEVATIONS:	N.W. COR. **949.0**	N.E. COR. **969.6**	S.E. COR. **947.8**	SW. COR. **935.5**	

KEY ISSUES

NO.	TOPIC	ISSUE? No	T.B.D.	Yes	COMMENT
1	ACCESS TO SITE			X	EXIST: N. TERRACE & WALNUT (NO TRUCKS), BARTON, S. TERRACE & DE BERRY /// PROP: **VACATE S. TERRACE (T.B.D.)**
2	ADA SIDEWALK EASEMENT		X		POSSIBLE - T.B.D. WITH FINAL GRADING DESIGN
3	AGREEMENTS/C.C.&R'S			X	SEE ALTA SURVEY FOR EXISTING AND IT IS ASSUMED DEVELOPMENT AGREEMENTS WILL BE NECESSARY +**OTHER T.B.D.**
4	AIRPORT: PROXIMITY	X			NONISSUE
5	AIRPORT: OVERLAY	X			NONISSUE
6	ALQUIST PRIOLA AREA	X			VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
7	ANNEXATION REQUIRED	X			NONISSUE
8	ASBESTOS		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
9	BASEMENT		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
10	BASIN	X			NONISSUE - NONE EXISTING OR PROPOSED
11	BASIN: DIST. TO WTR. WELL	X			NONISSUE
12	BILLBOARD	X			NONISSUE
13	BLIGHT ISSUES	X			NONISSUE
14	BLUELINE / WETLAND	X			NONISSUE
15	BONDING ISSUES			X	REQUIRED WITH OFFSITE IMPROVEMENTS
16	BRIDGE ISSUES			X	WEST BRIDGE TO REMAIN AS-IS /// EAST BRIDGE IS PROPOSED TO BE REPLACED WITH FILL DIRT & NEW STREET IMP'S.
17	BUS STOP	X			NONISSUE
18	CABLE T.V.			X	CHARTER: AERIAL FACILITIES ALONG WALNUT AVE FRONTAGE & BOTH SIDES OF BARTON RD.- **UG'G. T.B.D. (UNLIKELY)**
19	CELL TOWER	X			NONISSUE
20	C.E.Q.A. ISSUES			X	T.B.D. - LIKELY MITIGATED NEGATIVE DECLARATION (MND) WITH VARIOUS REQUIRED STUDIES
21	CITY BOUNDARY			X	CITY OF GRAND TERRACE BOUNDARY W., N. & E. OF NORTH SITE + PORTION OF EAST SIDE OF SOUTH SITE
22	CLARIFIER / SEPARATOR		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
23	COND. OF PKWY. IMP'S.			X	EXISTING PARKWAYS ALONG ALL FRONTAGES REQUIRE IMPROVEMENTS - SEE OFFSITE COST ESTIMATE
24	CORNER RADIUS			X	TO BE RECONSTRUCTED WITH REQUIRED STREET IMPROVEMENTS
25	CORROSIVE SOILS		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
26	CURB CUTS			X	ALL EXISTING CURB CUTS ARE TO BE REMOVED WITH REDEVELOPMENT - CITY TO APPROVE PROPOSED
27	DAM INUNDATION	X			NONISSUE
28	DECORATIVE STREET LIGHT	X			NONISSUE
29	DETAIN / RETAIN			X	ONSITE DETENTION PROPOSED VIA PONDING IN THE TRUCK YARD AREAS
30	DBL. TRAILERS 75'+ O.K.			X	MAY NOT BE FEASIBLE FOR THIS SITE
31	DRAINAGE			X	**PROJECT PROPOSES ONSITE DETENTION AND DISCHARGE TO ADJ. RAILROAD R/W PER CURRENT CONDITIONS**
32	DRAINAGE - OFFSITE FLOWS			X	YES - FLOWS ENTER SITE FROM BARTON ROAD & OFFSITE FROM EAST - NEED TO ACCEPT FLOWS & PASS THRU SITE
33	DRIVEWAY ALIGNMENT			X	PROPOSED LOCATIONS TO BE APPROVED BY THE CITY THROUGH ENTITLEMENT PROCESS
34	DWY. DIST. FROM INT-X			X	PROPOSED LOCATIONS TO BE APPROVED BY THE CITY THROUGH ENTITLEMENT PROCESS
35	EARTHWORK		X		BALANCE: SEE CONCEPTUAL GRADING PLAN
36	EASEMENTS			X	SEE A.L.T.A. SURVEY - MISC. TO BE QUITCLAIMED & SCE TO BE RESPECTED N.E.C. SITE -**SEWER, WATER & T.B.D. REQ'D.**
37	ELECTRICAL			X	CITY TO SERVE - SITE IMPACTS BY S.C.E. EASEMENT & FACILITIES T.B.D. -**UNDERGROUNDING T.B.D. (UNLIKELY) VERIFY**
38	ELECT. SUBSTATION	X			NONISSUE
39	EMERGENCY ACCESS	X			NONISSUE
40	ENTITLEMENTS			X	SITE PLAN REVIEW, C.U.P., VARIANCE, DEV. AGREE. & TENT. PARCEL MAP + CONST. PERMITS + SCE APPROVALS
41	ENVIRONMENTAL		X		SEE PENDING HMC ENVIRONMENTAL PHASE I REPORT
42	ENVIRO. - PLUME		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
43	EXPANSIVE SOILS		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
44	FARMLAND / WILLIAMSON ACT	X			NONISSUE
45	FIBEROPTICS			X	LEVEL 3 AERIAL & SPRINT ALONG MULTIPLE FRONTAGES -**IMPACTS T.B.D. + REMOVE LEVEL 3 IN TERRACE W/ ST. VAC.**
46	FIRE: HIGH VOLT. SETBACK	X			NONISSUE
47	FIRE FLOW		X		TESTED 10" S. TERRACE - (2/13/17): STA 73, RES 69, 1034 GPM = 4175 GPM@20 PSI - NEW 12" LA CADENA TEST PENDING
48	FIRE HAZARD AREA	X			NONISSUE
49	FEMA FLOOD ZONE	X			NONISSUE: ZONE "X" UNSHADED
50	FLOOD CONTROL ISSUES	X			NONISSUE - N/A WITH DRAINAGE TO RAILROAD RIGHT-OF-WAY
51	FREEWAY ISSUES		X		POSSIBLE IMPACTS FROM PROPOSED CALTRANS IMPROVEMENTS TO EAST + POSSIBLE WITH CEQA PROCESS
52	GEOTRAK: ENVIRO.		X		NONISSUE - VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
53	GRADING		X		SEE CONCEPTUAL GRADING PLAN
54	GROUND WATER		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
55	HISTORIC SITE ISSUES	X			NONISSUE
56	INFILTRATION ISSUES		X		VERIFY WITH PENDING NORCAL INFILTRATION REPORT
57	INFILTRATE ADJ. WTR. WELL		X		VERIFY PRESENCE OF WATER WELLS IN PENDING HMC ENVIRONMENTAL PHASE I REPORT
58	IRRIGATION FACILITIES	X			NONISSUE
59	LAND TITLE ISSUES			X	SEE ALTA SURVEY AND TITLE REPORT - PARCEL MAP, STREET VACATION, QUITCLAIMS AND EASEMENTS REQUIRED
60	LAND FILL / UNDOC. FILL		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
61	LEAD PAINT		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
62	LIQUEFACTION		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
63	MEDIAN OBSTRUCTION	X			NONISSUE
64	METHANE		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
65	MONITORING WELL		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
66	M.W.D. TRUNK MAIN	X			NONISSUE
67	NATURAL GAS			X	BARTON 4", N. TERRACE 2" & 12" HP, WALNUT 2", S. TERRACE 2", DE BERRY 2" & 12" HP**+ 12" HP ONSITE W. P/L SO. SITE**
68	OIL / FUEL LINES	X			NONE KNOWN - ALWAYS CALL USA DIG ALERT PRIOR TO ANY LAND DISTURBING ACTIVITY OR EXCAVATION
69	OIL WELLS	X			NONISSUE
70	OFFSITE B.M.P.	X			NONISSUE
71	OPEN SPACE / PARK	X			NONISSUE

KEY ISSUES (Cont'd.)

NO.	TOPIC	ISSUE? No	T.B.D.	Yes	COMMENT
72	PATHS / TRAILS		X		CITY OF GRAND TERRACE PROPOSES A TRAIL IN THE PREVIOUS RAILROAD RIGHT-OF-WAY EAST OF THE SITE
73	PAVEMENT REHAB.			X	YES: CITY WILL LIKELY REQUIRE SOME DEGREE OF PAVEMENT REHABILITATION IN ALL FRONTING STREETS
74	PHONE			X	AT&T: AERIAL IN WALNUT, TERRACE & BARTON, U/G IN DE BERRY /// FRONTIER: AERIAL IN BARTON RD - **UG'G. UNLIKELY**
75	PONDING			X	ONSITE DETENTION VIA PONDING IN TRUCK YARDS IS PROPOSED - SEE CONCEPTUAL GRADING PLAN
76	POTHOLING			X	REQ'D. W/ VAR. OFFSITE WORK & UTIL. CONN'S. + NEED TO LOCATE ONSITE 12" SO. CAL. GAS & EVMWD WATER LINE
77	POWER POLES			X	NUMERIOUS ON & OFFSITE POWER, GUY POLES & GUY WIRES + HIGH VOLTAGE TOWERS IN EASEMENT N.E. COR. SITE
78	PROJECT PHASING		X		T.B.D.
79	PROPERTY DEDICATION			X	YES: 10' DEDICATION ALONG WALNUT AVE + DE BERRY CUL-DE-SAC + N. TERRACE AVE. R/W VARIES (DED. IS T.B.D.)
80	PROPERTY ENCROACHMENT			X	MISC. CHAIN LINK AT FENCE VAR. LOC'S., CITY SIDEWALK W. P/L & VARIOUS ONSITE IMP'S. ENCROACH ONTO ADJ. PROP'S.
81	PROPERTY VACATION			X	VACATION OF S. TERRACE AVE. (BARTON RD. TO DE BERRY ST.) IS PROPOSED - **CITY & UTIL. CO. APPROVALS REQ'D.**
82	PROPOSED USE ALLOWED			X	NONISSUE - USE ALLOWED (**C.U.P.** REQ'D. FOR TRAILER STORAGE & **VARIANCE** REQ'D. FOR PROP. BLDG. & WALL HEIGHTS)
83	QUITCLAIMS			X	VARIOUS QUITCLAIMS REQUIRED
84	RADIO TOWER - CABLES	X			NONISSUE
85	RAILROAD ISSUES			X	BNSF R/R R/W TO WEST (**UTIL. XING & DRAINAGE ISSUES TO BE ASSESSED**) & UPRR R/W TO EAST (NO APPARENT ISSUES)
86	RECLAIMED WATER	X			NONISSUE - NONE AVAILABLE ADJACENT TO OR IN THE AREA OF THIS SITE
87	RESIDENTIAL USES ADJ.		X		RESIDENTIAL USES WEST OF LA CADENA DRIVE AND NORTH & EAST OF NORTH PROJECT SITE (**OUTREACH MAY BE REQ'D.**)
88	RESTRICTED ACCESS			X	TRUCK TRAFFIC ALLOWED ON BARTON RD. & DE BERRY ST. ONLY - **QUEUING TO SITE AT BARTON MAY BE MAJOR ISSUE**
89	ROCK / STRATA		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
90	SALVAGE VALUE		X		DISCUSS WITH DEMOLITION CONTRACTOR
91	SCHOOL CREDITS	X			NONE AVAILABLE
92	SECURITY ISSUES		X		SITE SECURITY IS MIXED WITH A VARIETY OF WALLS AND CHAIN LINK FENCING - SOME FENCING HAS BARBED WIRE
93	SEISMIC / EARTHQUAKE		X		VERIFY WITH PENDING NORCAL GEOTECHNICAL REPORT
94	SEPTIC SYSTEM	X			NOT LIKELY - VERIFY WITH PENDING HMC PHASE I ENVIRONMENTAL REPORT
95	SEWER			X	8" IN WALNUT & N. TERRACE + 8" IN BARTON & S. TERRACE & 18" IN DE BERRY + 8" THRU E. PROP. (RELOCATE W/ ST. VAC.)
96	SEWER FEE CREDITS			X	YES : CITY ALLOWS CREDIT FOR EXISTING USES AGAINST REQUIRED SEWER FEES
97	SEWER LIFT STATION	X			NONISSUE
98	SEWER STUDY		X		CITY MAY REQUIRE A MINOR SEWER STUDY
99	SHARED ACCESS	X			NONISSUE
100	SIDEYARD SETBACK		X		VERIFY PROJECT COMPLIANCE WITH ARCHITECT
101	SITE USE		X		EXISTING: VACANT, OFFICES, WAREHOUSE BLDG'S. & PARKING LOTS /// PROPOSED: TWO WAREHOUSE BUILDINGS
102	SLOPE FLOOR		X		PROPOSED: LEVEL FLOORS - SEE CONCEPTUAL GRADING PLAN
103	SLOPE OF TERRAIN		X		SITE SLOPES 35' FROM NORTHEAST TO SOUTHWEST WITH VARIOUS EXISTING SLOPES AND RETAINING WALLS
104	SOILS CONTAMINATION		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
105	SOILS / GEOTECHNICAL		X		SEE PENDING NORCAL GEOTECHNICAL REPORT
106	SPECIAL FEATURES			X	DRAINAGE IMP'S. T.B.D., R/R CROSSING REQ'D, OFFSITE RUN-ON FROM EAST, NUMEROUS PP's, MAJOR ST. IMP'S. REQ'D.
107	STORM DRAIN			X	EXIST: MISC. CONNECTIONS TO DIRT DITCH IN R/R R/W TO WEST /// PROP: MAINTAIN EXISTING DRAINAGE PATTERNS
108	STORM WATER TREATMENT		X		UNDERGROUND INFILTRATION CHAMBERS PROPOSED - SEE CONCEPTUAL GRADING PLAN
109	STREET IMP'S. BARTON RD.			X	FULL WIDTH STREET & PARKWAY IMPROVEMENTS REQUIRED - FINAL DESIGN IS T.B.D.
	TERRACE AVE. S.			X	STREET VACATION PROPOSED (DEMO EX. IMP'S.) - **CITY AND VARIOUS UTILITY AGENCIES WILL NEED TO APPROVE**
	DE BERRY ST.			X	CUL-DE-SAC DEDICATION + FULL WIDTH STREET & PARKWAY IMPROVEMENTS REQUIRED
	TERRACE AVE. N.			X	DED. T.B.D., LIKELY WILL VARY - MAJOR STREET & PARKWAY IMPROVEMENTS REQUIRED
	WALNUT AVE.			X	DEDICATE 10', FULL 1/2 WIDTH STREET & PARKWAY IMPROVEMENTS REQUIRED
110	STRUCTURES		X		EXISTING: 3 CONCRETE, 1 METAL & 1 BRICK BLDG. /// PROPOSED: INDUSTRIAL - BLDG 1: 540,920 SF, BLDG 2: 419,120 SF
111	SUBDIVISION			X	PARCEL MAP REQUIRED
112	SUBSURFACE STRUCTURE			X	**12" HIGH PRESSURE** MAIN ALONG W. P/L (S. SITE) + 8" CITY SEWER THRU SITE + EVMWD 12" WTR. ONSITE (POSS.) + **T.B.D.**
113	SUMP PUMP		X		NOT LIKELY - TO BE ETERMINED WITH FINAL GRADING DESIGN
114	TRAFFIC IMPROVEMENTS			X	T.B.D. WITH REQUIRED TRAFFIC IMPACT ANALYSIS
115	TRAFFIC ISSUES		X		T.B.D. - CONSULT TRAFFIC ENGINEER - TRUCK MOVEMENT & SITE ACCESS REQ'S. ANALYSIS
116	TRAFFIC REPORT			X	YES - REQUIRED WITH CEQA ENTITLEMENT
117	TRAFFIC VOLUME		X		CONSULT TRAFFIC ENGINEER
118	TRUCK ACCESS			X	TRUCK TRAFFIC ALLOWED ON BARTON RD. & DE BERRY ST. **ONLY** - **QUEUING TO SITE MAY BE MAJOR ISSUE**
119	TRUCK ROUTE		X		BARTON ROAD ONLY
120	TUNNEL	X			NONISSUE
121	TURN POCKET			X	NEED TO VERIFY WITH TRAFFIC ENGINEER WHETHER TURN POCKETS ARE REQUIRED O BARTON ROAD
122	U.G. STORAGE - DIST TO P/L	X			MINIMUM OF 28' FROM ALL PROPERTY LINES
123	UNDERGROUND TANKS		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
124	UTILITY BUILDOVER			X	12" HIGH PRESSURE ONSITE ALONG W. P/L (S. SITE) + 8" CITY SEWER THRU SITE + EVMWD 12" WTR. ONSITE + **T.B.D.**
125	UTILITY JACKING			X	**YES: PROPOSED WATER MAIN CROSSING UNDER BNSF R/R AT DE BERRY ST. TO LA CADENA DR.**
126	UTILITY UNDERGROUNDING			X	NEED TO VERIFY DURING ENTITLEMENT PROCESS - **POSSIBLE BUT UNLIKELY REQUIRED**
127	VAPOR BARRIER		X		VERIFY WITH PENDING HMC ENVIRONMENTAL PHASE I REPORT
128	VEGITATION		X		SITE MOSTLY PAVED EXCEPT 1/3 OF THE SOUTH SITE (DIRT & DRY GRASS); NUMEROUS TREES ALONG N. P/L & BARTON RD.
129	WALL - SCREEN			X	PROPOSED TRUCK YARDS WILL NEED TO BE SCREENED FROM PUBLIC VIEW
130	WALL - RETAINING			X	YES: EXISTING AND PROPOSED - SEE CONCEPTUAL GRADING PLAN
131	WATER			X	CITY 10" (BARTON, S. TERRACE & DE BERRY) + EVMWD 12" ONSITE (POSSIBLE) ADJ. BARTON + RHWC 8" TO EX. N. BLDG.
132	WATER CREDITS		X		YES: RELATIVE TO EXISTING USES CURRENTLY BEING SERVED BY THE CITY OF COLTON
133	WATER PUMP		X		CONSULT WITH FIRE PROTECTION PROFESSIONAL
134	WATER RIGHTS	X			NONISSUE
135	WATER TANK		X		CONSULT WITH FIRE PROTECTION PROFESSIONAL
136	WATER SUPPLY ASSESSMENT		X		NET BLDG. S.F. AFTER DEMO WOULD SUGGEST NO & CITY DOES NOT THINK NEEDED - **CHECK WITH CEQA CONSULTANT**
137	WATER WELL			X	ELSINORE VALLEY MUNI. WATER DIST. HAS WELL ON ADJ. PROP. - **IMPACTS SITE DESIGN + NEED TO POTHOLE 12" MAIN**
138	WINDLOAD	X			NONISSUE
139	ZONING OVERLAY	X			NONISSUE

ENTITLEMENT FEE ESTIMATE

PROJECT - **HPP Barton Road, Colton**				**JOB NO.**	**3711**	**DATE:**	**1/28/2019**
CLIENT - ***Hager Pacific Properties***						NO. OF PHASES =	**T.B.D.**
DESCRIPTION - INDUSTRIAL WAREHOUSE DEVELOPMENT						EXISTING PCL'S. =	**22+/-**
GROSS SITE ACRES =	**46.69**	EX. OFFICE S.F. =	**65,780**			PROPOSED PCL'S. =	**3**
NET SITE ACRES =	**43.85**	EX. WAREHOUSE S.F. =	**597,907**			NO. OF BLDG'S. =	**2**
GROSS SITE SQ. FT. =	**2,033,634**	EXISTING G.P.D. =	**21,526**			TOTAL OFFICE S.F. =	**20,000**
NET SITE SQ. FT. =	**1,910,011**	PROPOSED G.P.D. =	**25,501**			TOTAL WHRHS. S.F. =	**940,040**
EST'D. FRONTAGE L.F. =	**4,465**	NET INCREASE G.P.D. =	**3,975**			TOTAL BLDG. S.F. =	**960,040**
ESTIMATED TRIPS =	**5,168**	POT. OFFSITE COSTS =	**$ 5,500,044.30**			TYPE IIIB + SPRINK. =	**$100/O & $40/W**
MOVED EARTH (CY) =	**353,706**	ONSITE COSTS =	**$ 4,749,855.00**			TOTAL BLDG. VAL. =	**$ 43,361,760.00**

NO.	DESCRIPTION	CALCULATED AT	COST
1	STATE OF CALIFORNIA - N.O.I. FEE	BASED ON ACRES	$ 2,374.00
2	COLTON UNIFIED SCHOOL DISTRICT	0.61/SF	$ 585,624.40
3	SERVICE CONNECTION FEES (Nat. Gas, Elect., Phone)	ESTIMATED	$ 20,000.00
4	STATE FISH & GAME FEES - E.I.R.	3168/EA	$ 3,168.00
5	SOUTHERN CALIFORNIA AIR QUALITY MANAGEMENT DIST. FEE (DEMO)	BASED ON BLDG. S.F.	$ 4,715.25
6	ELSINORE VALLEY MUNICIPAL WATER DISTRICT - VARIOUS DEV. COORD.	ESTIMATED	$ 5,000.00
7	RIVERSIDE HIGHLAND WATER COMPANY - REMOVAL COORD.	ESTIMATED	$ 3,500.00
8	BURLINGTON NORTHERN RAILROAD - ENCROACHMENT & CROSSING PERMITS	ESTIMATED	$ 7,500.00
10	SOUTHERN CALIFORNIA EDISON - CONSENT REVIEW & T.B.D.	ESTIMATED	$ 5,000.00
11	CITY OF GRAND TERRACE - VARIOUS PROJECT REVIEWS AND PERMITS	ESTIMATED	$ 4,500.00
12			
13	**CITY PLANNING DEPARTMENT** - ***DOES NOT INCLUDE COSTS ASSOCIATED WITH THE PREPARATION OF REQUIRED CEQA DOCUMENTS***		
14	PRE-APPLICATION REVIEW	400/EA	$ 400.00
15	ARCHITECTURAL & SITE PLAN REVIEW	3000/EA	$ 3,000.00
16	CONDITIONAL USE PERMIT - FOR ONSITE TRAILER PARKING OTHER THAN DOCK	3100/EA	$ 3,100.00
17	VARIANCE - REQUIRED TO ALLOW FOR 50' BUILDING HEIGHT	1215/EA	$ 1,215.00
18	TENTATIVE PARCEL MAP	1110/EA	$ 1,110.00
25	DEVELOPMENT AGREEMENT	7000/DEPOSIT	$ 10,000.00
26	PUBLIC NOTICE FEE	250/EA + POSTAGE	$ 300.00
27	ENVIRONMENTAL ASSESSMENT - INITIAL STUDY	1700/EA	$ 1,700.00
28	BUILDING DEMOLITION REVIEW	255/EA	$ 510.00
29	PRELIMINARY LANDSCAPE & IRRIGATION PLAN REVIEW	253/EA	$ 506.00
30	GENERAL PLAN MAINTENANCE FEE	1.25% OF PLANNING FEES	$ 250.00
31	BUSINESS OCCUPANCY PERMIT & ADDRESS FEE & ARCHIVE FEE	250/EA & 95/EA & 10/EA	$ 710.00
32	PLAN CHECK REVIEW FEE	20% OF BLDG. PLAN CHECK FEE	$ 27,977.42
33	SIGN PERMIT	125/EA	$ 500.00
34			
35	**CITY BUILDING DEPARTMENT**		
36	BUILDING PERMIT ISSUANCE & ARCHIVE FEE	75/EA +10/EA	$ 850.00
37	BUILDING PLAN CHECK (COMBINED)	75% OF PERMIT FEE	$ 139,887.08
38	BUILDING PERMITS (COMBINED)	PER VALUATION	$ 186,516.11
39	ELECTRICAL PLAN CHECK & PERMIT (COMBINED)	EST'D.	$ 32,640.32
40	PLUMBING PLAN CHECK & PERMIT (COMBINED)	EST'D.	$ 19,584.19
41	MECHANICAL PLAN CHECK & PERMIT (COMBINED)	EST'D.	$ 13,056.13
42	ENERGY FEE	0.04/SF	$ 38,401.60
43	DISABLED ACCESS FEE	0.05/SF	$ 48,002.00
44	COMPUTER FEE	0.039/SF	$ 37,441.56
45	LANDSCAPE PLAN CHECK & PERMIT FEE	770/EA	$ 1,540.00
46	SIGN PLAN CHECK & PERMIT FEE	ESTIMATED	$ 500.00
47	WALL CHECK AND PERMIT	PER VAL.	$ 3,500.00
49	STATE STRONG MOTION FEE	VALUATION x 0.00028	$ 12,141.29
50	STATE GREEN BUILDING FEE	1/25000 VAL	$ 1,734.47
51	DEMOLITION PERMIT	329/EA	$ 1,645.00
52			
53	**CITY FIRE DEPARTMENT**		
54	FIRE SPRINKLER PLAN CHECK & PERMIT FEES	PER VALUATION	$ 22,750.00
55	ALARM SYSTEM PLAN CHECK & PERMIT FEES	PER VALUATION	$ 7,500.00
56	UNDERGROUND WATER SYSTEMS PLAN CHECK & PERMIT FEES	PER VALUATION	$ 8,500.00
57			
58	**CITY PUBLIC WORKS/UTILITY SERVICES**		
59	ENCROACHMENT PERMIT APPLICATION FEE	116/EA	$ 1,160.00
60	STREET IMPROVEMENT PLAN CHECK	12050 + 1.5%/COST>500K	$ 49,550.00
61	STREET IMPROVEMENT PERMIT	3675 + 3%/COST>100K	$ 90,675.00
62	MISC. PLAN REVIEW FEE - SIGNS, STRIPING, LANDSCAPE, ETC...	869/SHEET	$ 34,760.00
63	ONSITE IMPROVEMENT PLAN CHECK	2%/COST	$ 94,997.10
64	ONSITE IMPROVEMENT PERMIT	1%/COST	$ 47,498.55
65	PARCEL MAP	2000/EA + 150/PCL	$ 2,450.00
66	STREET VACATION	1951/EA	$ 1,951.00
67	GRADING PLAN CHECK (INCLUDES SOILS/GEO REVIEW)	1750/100KCY + 0.015/EA. ADD CY	$ 5,555.59
68	GRADING PERMIT	1330/100KCY + 50/EA. ADD 10KCY	$ 2,598.53
69	HYDROLOGY REVIEW	ESTIMATED	$ 3,500.00
70	TRAFFIC STUDY REVIEW	ESTIMATED	$ 3,000.00
71	WQMP - PRELIMINARY & FINAL REVIEW	ESTIMATED	$ 4,500.00
72	**D.I.F.** - INFRASTRUCTURE FEE - (SANBAG Fee) **	1967/1000SF	$ 1,888,398.68
73	**D.I.F.** - LONG RANGE TRAFFIC FEE *	676.20/1000SF	$ 649,179.05
74	**D.I.F.** - CIVIC CENTER FEE	26/1000SF	$ 24,961.04
75	**D.I.F.** - FIRE STATION FEE	36/1000SF	$ 34,561.44
76	**D.I.F.** - LIBRARY FEE	23/1000SF	$ 22,080.92
77	**D.I.F.** - POLICE STATION FEE	50/1000SF	$ 48,002.00
78	**D.I.F.** - PARK FEE	0.19/SF	$ 182,407.60
79	WASTEWATER CAPACITY CHARGE *	6/GPD	$ 153,006.00
80	SEWER STUDY REVIEW	ESTIMATED	$ 2,000.00
81	SEWER - MISC. PLAN CHECK AND INSPECTION	ESTIMATED	$ 1,500.00
82	WATER CONNECTION CHARGE - 2" METER W/ METER & BOX	1780/EA	$ 7,120.00
83	WATER CAPITAL IMPROVEMENT FEE - 2" METER	7900/EA	$ 31,600.00
84	WATER - MAIN INSTALLATION PLAN CHECK & INSPECTION	4.0%/P.C. & 3.5%/INSPECT.	$ 60,522.00
85			
86		SUBTOTAL	$ 4,716,384.32
87	***Prepared by: Thienes Engineering, Inc. 714-521-4811***	CONTINGENCY 5%	$ 235,819.22
88	***PER BLDG. S.F. $ 5.16***	**TOTAL**	**$ 4,952,203.54**

**** PER BLDG. S.F. with potential credit $ 4.56***

** Developer should pursure additional transportation credits for this item

Potential DIF Credit - Long Range Traffic fee $ (448,785.15)

Potential Credit - Wastewater Capcity Charge $ (129,154.05)

Adjusted total with credit $ 4,374,264.34

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties*

JOB NO. - **3711**

SUMMARY OF COSTS

NO.	DESCRIPTION	TOTALS
1	**Barton Road - Street Improvements**	**$356,614.50**
2	**N. Terrace Avenue - Street Improvements** *(N. of Barton Rd.)*	**$174,727.30**
3	**Walnut Avenue - Street Improvements**	**$233,161.50**
4	**De Berry Street - Street Improvements**	**$140,321.50**
5	**S. Terrace Avenue - Demolition** *(S. of Barton Rd.)*	**$126,170.00**
6	**Backbone Utility Improvements (DDC's. not included)**	**$1,400,283.50**
7	***Misc. required potholing expenses (estimated)***	***$30,000.00***
8	**Grand Total**	**$2,461,278.30**
9	***Potential Improvements***	
10	*U.G. existing CITY aerial electrical - N. Terrace Ave. (320'x$500/LF.)* *	*$160,000.00*
11	*ALT. 1 - Add. cost for Co. Master Planned S.D., So. in La Cadena Dr.*	*$2,058,884.30*
12	*ALT. 2 - Add. cost for S.D. beyond Option 1, No. in La Cadena Dr.*	*$447,971.70*
13	*N. Terrace Avenue - Full width grind & overlay*	*$78,320.00*
14	*Walnut Avenue - Grind & overlay out to C/L*	*$46,090.00*
15	*K-Rail along west side of N. Terrace Avenue (900'x$30)*	*$27,000.00*
16	*Natural Gas Main extension in Barton Road (670'x$150)*	*$100,500.00*
17	*Modify traffic signal at La Cadena Drive & Barton Road (Estimated)*	*$120,000.00*
18	** Rough estimate - A detailed cost analysis from a dry utility consultant required.*	
19	*Potential Total*	*$5,500,044.30*
20	*Note: Estimate assumes partial Barton Road improvements by others - Final design is T.B.D.*	
21	*Note: Estimate assumes all other adjacent aerial utilities beside City (potential) will remain overhead*	
22	*Note: Estimate assumes that the retaining walls along N. Terrace Avenue can remain in place*	
23	*Note: See dry utility consultant cost estimate for dry utility connection costs*	
24	*Note: Estimate does not include any costs associated with the future trail proposed just east of site*	
25	*Note: Costs (if any) to remove or relocate existing EVMWD or RHWC water mains is NOT included herein*	
26	***Through the development review process and traffic analysis for this project - additional offsite improvements may be required - this estimate is based upon the best information available at the time.***	
27		
28		
29		

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties* **1**

JOB NO. - **3711**

Barton Road - Street Improvements

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	DEMOLITION - GRUB EXISTING VEGETATION	1	LS	$1,500.00 /LS	$1,500.00
2	DEMOLITION - EXISTING A.C. PAVEMENT	16000	SF	$1.00 /SF	$16,000.00
3	DEMOLITION - EXISTING CONC. PAVEMENT	3195	SF	$1.00 /SF	$3,195.00
4	DEMOLITION - EXISTING CONC. CURB & GUTTER	500	LF	$2.50 /LF	$1,250.00
5	DEMOLITION - EXISTING TRAFFIC SIGN	9	EA	$100.00 /EA	$900.00
6	RELOCATE EXISTING GUY POLE AND ANCHORS	1	EA	$25,000.00 /EA	$25,000.00
7	SAWCUT PAVEMENT	300	LF	$5.00 /LF	$1,500.00
8	ROADWAY & PARKWAY GRADING	28000	SF	$0.60 /SF	$16,800.00
9	CONSTRUCT 6" A.C. PAVEMENT	16000	SF	$2.40 /SF	$38,400.00
10	CONSTRUCT 8" AGG. BASE	16000	SF	$2.00 /SF	$32,000.00
11	CONSTRUCT 8" CURB & GUTTER	620	LF	$20.00 /LF	$12,400.00
12	CONSTRUCT 5' WIDE CONCRETE SIDEWALK	3900	SF	$5.00 /SF	$19,500.00
13	INSTALL PARKWAY LANDSCAPING & IRRI - PARTIAL SLOPE	2750	SF	$6.00 /SF	$16,500.00
14	INSTALL STREET TREE	42	EA	$350.00 /EA	$14,700.00
15	INSTALL STREET STRIPING & MARKINGS	3200	LF	$4.00 /LF	$12,800.00
16	CONSTRUCT CONCRETE COMMERCIAL DRIVEWAY	2	EA	$5,000.00 /EA	$10,000.00
17	INSTALL SIGNAGE	6	EA	$300.00 /EA	$1,800.00
18	INSTALL STREET LIGHT	9	EA	$5,000.00 /EA	$45,000.00
19	INSTALL STREET LIGHT CONDUIT	1100	LF	$15.00 /LF	$16,500.00
20	INSTALL FIRE HYDRANT	2	EA	$8,000.00 /EA	$16,000.00
21	INSTALL LOCAL DEPRESSION	1	EA	$1,200.00 /EA	$1,200.00
22	INSTALL HANDICAP RAMP	1	EA	$1,750.00 /EA	$1,750.00
23					
24					
25					
26	***THIS ESTIMATE ASSUMES THAT THE PROPOSED BARTON ROAD INTERCHANGE IMPROVEMENTS ALONG***				
27	***THE EASTERLY FRONTAGES OF THIS SITE HAVE BEEN COMPLETED, INCLUDING GRADING, PAVEMENT,***				
28	***CURB & GUTTER, SIDEWALKS AND TWO DRIVEWAYS.***				
29					
30					
31					
32					
33					
34					
35					
36				CONSTRUCTION STAKING	$2,500.00
37				SOILS & MATERIALS TESTING	$2,000.00
38				TRAFFIC CONTROL	$15,000.00
39					
40					
41				SUBTOTAL	**$324,195.00**
42				10%CONTINGENCY	$32,419.50
43					
44				**TOTAL**	**$356,614.50**

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties* **2**

JOB NO. - **3711**

N. Terrace Avenue - Street Improvements (North of Barton Rd.)

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	DEMOLITION - GRUB EXISTING VEGETATION	1	LS	$2,000.00 /LS	$2,000.00
2	DEMOLITION - EXISTING A.C. PAVEMENT	320	SF	$1.00 /SF	$320.00
3	DEMOLITION - EXISTING CONC. PAVEMENT	12510	SF	$1.00 /SF	$12,510.00
4	DEMOLITION - EXISTING CONC. CURB & GUTTER	320	LF	$2.50 /LF	$800.00
5	SAWCUT PAVEMENT	420	LF	$5.00 /LF	$2,100.00
6	ROADWAY & PARKWAY GRADING	5800	SF	$0.60 /SF	$3,480.00
7	GRIND, OVERLAY AND JOIN EXISTING A.C. PAVEMENT	1500	SF	$2.50 /SF	$3,750.00
8	CONSTRUCT 6" A.C. PAVEMENT	320	SF	$2.40 /SF	$768.00
9	CONSTRUCT 8" AGG. BASE	320	SF	$2.00 /SF	$640.00
10	CONSTRUCT 8" CURB & GUTTER	305	LF	$20.00 /LF	$6,100.00
11	CONSTRUCT 5' WIDE CONCRETE SIDEWALK	4650	SF	$5.00 /SF	$23,250.00
12	INSTALL PARKWAY LANDSCAPING & IRRIGATION	1755	SF	$5.00 /SF	$8,775.00
13	INSTALL STREET TREE	46	EA	$350.00 /EA	$16,100.00
14	INSTALL STREET STRIPING & MARKINGS	950	LF	$4.00 /LF	$3,800.00
15	INSTALL SIGNAGE	5	EA	$300.00 /EA	$1,500.00
16	INSTALL STREET LIGHT	10	EA	$5,000.00 /EA	$50,000.00
17	INSTALL STREET LIGHT CONDUIT	950	LF	$15.00 /LF	$14,250.00
18	INSTALL LOCAL DEPRESSION	1	EA	$1,200.00 /EA	$1,200.00
19	INSTALL HANDICAP RAMP	1	EA	$1,750.00 /EA	$1,750.00
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35					
36				CONSTRUCTION STAKING	$1,500.00
37				SOILS & MATERIALS TESTING	$750.00
38				TRAFFIC CONTROL	$3,500.00
39					
40					
41				SUBTOTAL	**$158,843.00**
42				10%CONTINGENCY	$15,884.30
43					
44				**TOTAL**	**$174,727.30**

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties* **3**

JOB NO. - **3711**

Walnut Avenue - Street Improvements

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	DEMOLITION - GRUB EXISTING VEGETATION	1	LS	$3,500.00 /LS	$3,500.00
2	DEMOLITION - EXISTING A.C. PAVEMENT	1900	SF	$1.00 /SF	$1,900.00
3	DEMOLITION - EXISTING A.C. BERM	910	LF	$1.50 /LF	$1,365.00
4	DEMOLITION - EXISTING WALL OR FENCING	900	LF	$5.00 /LF	$4,500.00
5	DEMOLITION - EXISTING TRAFFIC SIGN	4	EA	$150.00 /EA	$600.00
6	RELOCATE EXISTING TELEPHONE POLE	1	EA	$15,000.00 /EA	$15,000.00
7	RELOCATE EXISTING MAILBOX	4	EA	$250.00 /EA	$1,000.00
8	SAWCUT PAVEMENT	920	LF	$5.00 /LF	$4,600.00
9	ROADWAY & PARKWAY GRADING	12750	SF	$0.60 /SF	$7,650.00
10	GRIND, OVERLAY AND JOIN EXISTING A.C. PAVEMENT	4600	SF	$2.50 /SF	$11,500.00
11	CONSTRUCT 6" A.C. PAVEMENT	2000	SF	$2.40 /SF	$4,800.00
12	CONSTRUCT 8" AGG. BASE	2000	SF	$2.00 /SF	$4,000.00
13	CONSTRUCT 8" CURB & GUTTER	750	LF	$20.00 /LF	$15,000.00
14	CONSTRUCT 5' WIDE CONCRETE SIDEWALK	4550	SF	$5.00 /SF	$22,750.00
15	INSTALL PARKWAY LANDSCAPING & IRRIGATION	5200	SF	$5.00 /SF	$26,000.00
16	INSTALL STREET TREE	25	EA	$350.00 /EA	$8,750.00
17	INSTALL STREET STRIPING & MARKINGS	950	LF	$4.00 /LF	$3,800.00
18	CONSTRUCT CONCRETE COMMERCIAL DRIVEWAY	2	EA	$5,000.00 /EA	$10,000.00
19	INSTALL SIGNAGE	5	EA	$300.00 /EA	$1,500.00
20	INSTALL STREET LIGHT	7	EA	$5,000.00 /EA	$35,000.00
21	INSTALL STREET LIGHT CONDUIT	950	LF	$15.00 /LF	$14,250.00
22	INSTALL TRAFFIC BARRICADE	2	EA	$2,500.00 /EA	$5,000.00
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36				CONSTRUCTION STAKING	$2,500.00
37				SOILS & MATERIALS TESTING	$2,000.00
38				TRAFFIC CONTROL	$5,000.00
39					
40					
41				SUBTOTAL	**$211,965.00**
42				10%CONTINGENCY	$21,196.50
43					
44				**TOTAL**	**$233,161.50**

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties* **4**

JOB NO. - **3711**

De Berry Street - Street Improvements

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	DEMOLITION - GRUB EXISTING VEGETATION	1	LS	$1,000.00 /LS	$1,000.00
2	DEMOLITION - EXISTING A.C. PAVEMENT	9935	SF	$1.00 /SF	$9,935.00
3	DEMOLITION - EXISTING CONC. PAVEMENT	5350	SF	$1.00 /SF	$5,350.00
4	DEMOLITION - EXISTING CONC. CURB & GUTTER	540	LF	$2.50 /LF	$1,350.00
5	DEMOLITION - EXISTING WALL OR FENCING	105	LF	$5.00 /LF	$525.00
6	DEMOLITION - EXISTING BOLLARD & FOOTING	6	EA	$50.00 /EA	$300.00
7	RELOCATE EXISTING STREET LIGHT	2	EA	$2,500.00 /EA	$5,000.00
8	RELOCATE EXISTING FIRE HYDRANT	2	EA	$4,500.00 /EA	$9,000.00
9	RELOCATE EXISTING UTILITY CABINET	1	EA	$5,000.00 /EA	$5,000.00
10	ADJUST EXISTING MANHOLE TO GRADE	2	EA	$1,500.00 /EA	$3,000.00
11	SAWCUT PAVEMENT	600	LF	$5.00 /LF	$3,000.00
12	ROADWAY & PARKWAY GRADING	9550	SF	$0.60 /SF	$5,730.00
13	GRIND, OVERLAY AND JOIN EXISTING A.C. PAVEMENT	200	SF	$2.50 /SF	$500.00
14	CONSTRUCT 6" A.C. PAVEMENT	3650	SF	$2.40 /SF	$8,760.00
15	CONSTRUCT 8" AGG. BASE	3650	SF	$2.00 /SF	$7,300.00
16	CONSTRUCT 8" CURB & GUTTER	280	LF	$20.00 /LF	$5,600.00
17	CONSTRUCT 5' WIDE CONCRETE SIDEWALK	2600	SF	$5.00 /SF	$13,000.00
18	INSTALL PARKWAY LANDSCAPING & IRRIGATION	2145	SF	$5.00 /SF	$10,725.00
19	INSTALL STREET TREE	13	EA	$350.00 /EA	$4,550.00
20	INSTALL STREET STRIPING & MARKINGS	260	LF	$4.00 /LF	$1,040.00
21	CONSTRUCT CONCRETE COMMERCIAL DRIVEWAY	4	EA	$5,000.00 /EA	$20,000.00
22	INSTALL SIGNAGE	4	EA	$300.00 /EA	$1,200.00
23	INSTALL LOCAL DEPRESSION	1	EA	$1,200.00 /EA	$1,200.00
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36				CONSTRUCTION STAKING	$1,500.00
37				SOILS & MATERIALS TESTING	$2,500.00
38				TRAFFIC CONTROL	$500.00
39					
40					
41				SUBTOTAL	**$127,565.00**
42				10%CONTINGENCY	$12,756.50
43					
44				**TOTAL**	**$140,321.50**

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties* **5**

JOB NO. - **3711**

S. Terrace Avenue - Demolition (South of Barton Rd.)

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	DEMOLITION - GRUB EXISTING VEGETATION	1	LS	$1,500.00 /LS	$1,500.00
2	DEMOLITION - EXISTING A.C. PAVEMENT	53300	SF	$1.00 /SF	$53,300.00
3	DEMOLITION - EXISTING CONC. PAVEMENT	13000	SF	$1.00 /SF	$13,000.00
4	DEMOLITION - EXISTING CONC. CURB & GUTTER	2600	LF	$2.50 /LF	$6,500.00
5	DEMOLITION - EXISTING WALL OR FENCING	1680	LF	$5.00 /LF	$8,400.00
6	DEMOLITION - EXISTING UTILITY CONDUIT	2000	LF	$5.00 /LF	$10,000.00
7	DEMOLITION - EXISTING STREET LIGHT	7	EA	$750.00 /EA	$5,250.00
8	DEMOLITION - EXISTING TRAFFIC SIGN	8	EA	$100.00 /EA	$800.00
9	DEMOLITION - EXISTING LARGE BOLLARD	4	EA	$150.00 /EA	$600.00
10	DEMOLITION - EXISTING 2" NATURAL GAS MAIN	1350	LF	$11.00 /LF	$14,850.00
11					
12					
13					
14	***EXISTING WATER MAIN AND HYDRANT REMOVAL COSTS ARE INCLUDED WITHIN THE***				
15	***WATER IMPROVEMENT PORTION OF THIS ESTIMATE***				
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36				CONSTRUCTION STAKING	$0.00
37				SOILS & MATERIALS TESTING	$0.00
38				TRAFFIC CONTROL	$500.00
39					
40					
41				SUBTOTAL	**$114,700.00**
42				10%CONTINGENCY	$11,470.00
43					
44				**TOTAL**	**$126,170.00**

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**

CLIENT - *Hager Pacific Properties* **6**

JOB NO. - **3711**

Backbone Utility Improvements

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	**STORM DRAIN IMPROVEMENTS - Public offsite & onsite (in easement)**				
2	INSTALL 18" STORM DRAIN	1565	LF	$81.00 /LF	$126,765.00
3	INSTALL 24" STORM DRAIN	290	LF	$108.00 /LF	$31,320.00
4	INSTALL 36" STORM DRAIN	840	LF	$162.00 /LF	$136,080.00
5	INSTALL STORM DRAIN MANHOLE	4	EA	$5,000.00 /EA	$20,000.00
6	INSTALL JUNCTION STRUCTURE W/MANHOLE	4	EA	$6,000.00 /EA	$24,000.00
7	INSTALL SIDE INLET CATCH BASIN	3	EA	$6,500.00 /EA	$19,500.00
8	INSTALL CMP RISER / BUBBLER STRUCTURE	3	EA	$4,500.00 /EA	$13,500.00
9	CONNECT TO EXISTING STORM DRAIN	2	EA	$3,500.00 /EA	$7,000.00
10					
11				CONSTRUCTION STAKING	$4,500.00
12				SOILS & MATERIALS TESTING	$3,500.00
13				TRAFFIC CONTROL	$500.00
14				SUBTOTAL	**$386,665.00**
15	**SEWER MAIN IMPROVEMENTS**				
16	DEMOLITION - EXIST. 8" SEWER MAIN & MANHOLES	2100	LF	$30.00 /LF	$63,000.00
17	INSTALL (RELOCATE) EXISTING 8" SEWER MAIN	712	LF	$85.00 /LF	$60,520.00
18	INSTALL SEWER MANHOLE	3	EA	$5,000.00 /EA	$15,000.00
20	CONNECT TO EXISTING SEWER MAIN	2	EA	$1,500.00 /EA	$3,000.00
21	INSTALL NEW 6" LATERAL CONNECTION TO SEWER MAIN	2	EA	$3,500.00 /EA	$7,000.00
22					
23				CONSTRUCTION STAKING	$1,500.00
24				SOILS & MATERIALS TESTING	$1,200.00
25				TRAFFIC CONTROL	$1,500.00
26				SUBTOTAL	**$152,720.00**
27	**WATER MAIN IMPROVEMENTS - *DDC's. NOT INCLUDED***				
28	DEMOLITION - EXIST. 6" & 10" WATER MAINS & HYD'S.	2250	LF	$30.00 /LF	$67,500.00
29	INSTALL 12" DOMESTIC WATER MAIN	2470	LF	$160.00 /LF	$395,200.00
30	INSTALL 12" DOM. WATER MAIN - JACK & BORE UNDER R/R	100	LF	$650.00 /LF	$65,000.00
31	INSTALL 12" DOM. WATER MAIN - STRAP TO BRIDGE ABUT.	180	LF	$200.00 /LF	$36,000.00
32	INSTALL 4" DOMESTIC SERVICE LATERAL	4	EA	$3,500.00 /EA	$14,000.00
34	INSTALL 12" FIRE SERVICE LATERAL	4	EA	$25,000.00 /EA	$100,000.00
35	SAWCUT, REMOVE & REPLACE EX. PAVEMENT	2400	SF	$11.00 /SF	$26,400.00
36					
37				CONSTRUCTION STAKING	$5,000.00
38				SOILS & MATERIALS TESTING	$4,500.00
39				TRAFFIC CONTROL	$20,000.00
40				SUBTOTAL	**$733,600.00**
41					
42				GRAND SUBTOTAL	**$1,272,985.00**
43				10%CONTINGENCY	$127,298.50
44				**GRAND TOTAL**	**$1,400,283.50**

Prepared by: Thienes Engineering, Inc. 714-521-4811

OFF-SITE IMPROVEMENT COST ESTIMATE

PROJECT - **HPP Barton Road, Colton** **DATE: 1/28/2019**
CLIENT - *Hager Pacific Properties* **7**
JOB NO. - **3711**

Potential Improvements

NO.	DESCRIPTION	QUANTITY		UNIT COST	TOTAL
1	**Alternative 1 - STORM DRAIN IMPROVEMENTS - Master Planned County Storm Drain - R/R crossing & south in La Cadena Drive**				
2	INSTALL 48" STORM DRAIN	442	LF	$216.00 /LF	$95,472.00
3	INSTALL 48" STORM DRAIN - JACK & BORE UNDER RAILROAD	100	LF	$1,200.00 /LF	$120,000.00
4	INSTALL 60" STORM DRAIN	1048	LF	$270.00 /LF	$282,960.00
5	INSTALL 66" STORM DRAIN	1793	LF	$297.00 /LF	$532,521.00
6	INSTALL STORM DRAIN MANHOLE	6	EA	$5,000.00 /EA	$30,000.00
7	INSTALL JUNCTION STRUCTURE W/MANHOLE	2	EA	$6,000.00 /EA	$12,000.00
8	INSTALL CONCRETE COLLAR	2	EA	$2,000.00 /EA	$4,000.00
9	CONNECTION TO EXISTING STORM DRAIN BOX	1	EA	$12,000.00 /EA	$12,000.00
10	SAWCUT, REMOVE & REPLACE EX. PAVEMENT	23660	SF	$11.00 /SF	$260,260.00
11	IMPROVE DIRT DITCH & PROVIDE ENVIRO. PERMITS & MIT.	1	LS	$450,000.00 /LS	$450,000.00
12				CONSTRUCTION STAKING	$7,500.00
13				SOILS & MATERIALS TESTING	$5,000.00
14				TRAFFIC CONTROL	$60,000.00
15				SUBTOTAL	**$1,871,713.00**
16				10%CONTINGENCY	$187,171.30
17				**TOTAL**	**$2,058,884.30**
18	**Alternative 2 - STORM DRAIN IMPROVEMENTS - Install storm drain north in La Cadena Drive to Santa Ana River**				
20	INSTALL 48" STORM DRAIN - DEEP INSTALL	180	LF	$432.00 /LF	$77,760.00
21	INSTALL 48" STORM DRAIN - JACK & BORE UNDER RAILROAD	100	LF	$1,200.00 /LF	$120,000.00
22	INSTALL 60" STORM DRAIN - DEEP INSTALL	1200	LF	$540.00 /LF	$648,000.00
23	INSTALL 60" STORM DRAIN	460	LF	$270.00 /LF	$124,200.00
24	INSTALL 66" STORM DRAIN	960	LF	$297.00 /LF	$285,120.00
25	INSTALL 72" STORM DRAIN	940	LF	$324.00 /LF	$304,560.00
26	INSTALL 84" STORM DRAIN	340	LF	$378.00 /LF	$128,520.00
27	INSTALL STORM DRAIN MANHOLE	10	EA	$5,000.00 /EA	$50,000.00
28	INSTALL JUNCTION STRUCTURE W/MANHOLE	4	EA	$6,000.00 /EA	$24,000.00
29	INSTALL CMP RISER AND LATERAL CONNECTION	4	EA	$3,500.00 /EA	$14,000.00
30	INSTALL HEADWALL OUTLET STRUCTURE AT RIVER	1	EA	$75,000.00 /EA	$75,000.00
31	SAWCUT, REMOVE & REPLACE EX. PAVEMENT	29800	SF	$11.00 /SF	$327,800.00
32				CONSTRUCTION STAKING	$12,000.00
34				SOILS & MATERIALS TESTING	$8,000.00
35				TRAFFIC CONTROL	$80,000.00
36				SUBTOTAL	**$2,278,960.00**
37				10%CONTINGENCY	$227,896.00
38				**TOTAL**	**$2,506,856.00**
39	**N. TERRACE AVENUE - Grind & overlay full width pavement**				
40	GRIND, OVERLAY AND JOIN EXISTING A.C. PAVEMENT	25480	SF	$2.50 /SF	$63,700.00
41	INSTALL STREET STRIPING & MARKINGS	1500	LF	$4.00 /LF	$6,000.00
42				TRAFFIC CONTROL	$1,500.00
43				SUBTOTAL	**$71,200.00**
44				10%CONTINGENCY	$7,120.00
45				**TOTAL**	**$78,320.00**
46	**WALNUT AVENUE - Grind & overlay pavement out to centerline**				
47	GRIND, OVERLAY AND JOIN EXISTING A.C. PAVEMENT	14560	SF	$2.50 /SF	$36,400.00
48	INSTALL STREET STRIPING & MARKINGS	1000	LF	$4.00 /LF	$4,000.00
49				TRAFFIC CONTROL	$1,500.00
50				SUBTOTAL	**$41,900.00**
51				10%CONTINGENCY	$4,190.00
52				**TOTAL**	**$46,090.00**
53	**UNDERGROUNDING COSTS SHOWN BELOW ARE FOR REFERECE ONLY - NOT LKELY TO BE REQUIRED**				
54	*U.G. existing S. side Barton Rd. aerial SCE electrical & telecom. (800'x$1200/LF.)* *				*$960,000.00*
55	*U.G. existing N. side Barton Rd. aerial telecom. (740'x$300/LF.)* *				*$222,000.00*
56	*U.G. existing aerial telecom. - Terrace Ave. (1400'x$350/LF.)* *				*$490,000.00*
57	*U.G. existing aerial telecom. - Walnut Ave. (910'x$350/LF.)* *				*$318,500.00*
58	* *Rough estimate - A detailed cost analysis from a dry utility consultant required.*			*Total*	***$1,990,500.00***

Prepared by: Thienes Engineering, Inc. 714-521-4811

PROJECT TEAM PHONE LIST

1 **Client:** Hager Pacific Properties 4100 Newport Place Drive, Suite 820 Newport Beach, CA 92660 (949) 253-7920 robert.neal@hagerpacific.com **CONTACT: Robert Neal**	**2** **CIVIL ENGINEER:** Thienes Engineering, Inc. 14349 Firestone Blvd. La Mirada, CA. 90638 (714) 521-4811 (714) 269-6364 cell michael@thienseng.com **CONTACT: Michael Roberts**
3 **DEVELOPER:** EBS Realty Partners, LLC 1300 Bristol St. North, Suite 290 Newport Beach, CA 92660 (949) 640-4800 x6 (714) 925-6050 cell pr@ebsrp.com **CONTACT: Patrick C. Remolacio**	**4** **TITLE COMPANY:** **Order # 00097568-994-LT2-JC** Chicago Title Company 725 South Figueroa Street, Suite 200 Los Angeles, CA 90017 (213) 488-4371 (213) 612-4171 fax q@ebsrp.com **CONTACT: Jordan Curiel**
5 **ARCHITECT:** HPA Architecture 18831 Bardeen Avenue, Suite 100 Irvine, CA 92612 (949) 433-9825 (949) 862-2118 cell yong@hparchs.com **CONTACT: Yong Nam**	**6** **SOILS ENGINEER:** Norcal Engineering 10641 Humbolt St. Los Alamitos, CA 90720 (562) 799-9469 (562) 799-9459 fax scott@norcaleng.com **CONTACT: Scott Spensiero**
7 **LANDSCAPE ARCHITECT:** T.B.D. **CONTACT:**	**8** **TRAFFIC CONSULTANT:** Ganddini Group,Inc. 550 Parkcenter Drive, Suite 202 Santa Ana, CA 92705 (714) 795-3100 x200 (949) 244-5665 cell carl@ganddini.com **CONTACT: Carl Ballard**
9 **ENVIRONMENTAL CONSULTANT (PHASE I):** Hazard Management Consulting, Inc. 211 West Avenida Cordoba #200 San Clemente, CA 92672 (949) 361-3902 (949) 689-5165 cell markc@hmcinc.biz **CONTACT: Mark Cousineau**	**10** **FIRE PROTECTION:** General Underground Fire Protection 3910 East Colorado Street Anaheim, CA 92807 (714) 632-8646 please email victor@gufpinc.com **CONTACT: Victor Machado**
11 **GENERAL CONTRACTOR:** Fullmer Construction 1725 S. Grove Avenue Ontario, CA 91761 (909) 947-9467 (909) 260-2433 cell bob@fullmerco.com **CONTACT: Bob Fullmer**	**12** **DRY UTILITY CONSULTANT:** RGI Utility Consultant 3480 Hamner Ave. Norco, CA 92860 (951) 279-7900 (951) 768-3570 cell bobgregory@dryutility.com **CONTACT: Bob Gregory / Marty**

JURISDICTIONAL AGENCIES PHONE LIST

1 City of Colton
650 N. La Cadena Drive
Colton, CA 92324
PHONE NO. (909) 370-5099
WEBSITE www.ci.colton.ca.us

BUSINESS HOURS: M-Th / 8:00-6:00 - CLOSED FRIDAYS
COUNCIL MTG: 1st and 3rd Tuesday of each month
PLNG. COMM. MTG: 2nd and 4th Tuesday of each month

PLANNING DEPARTMENT:
CONTACT: General **PHONE NO.** (909) 370-5079
CONTACT: Jay Jarrin **PHONE NO.** (909) 370-5596 **E-MAIL** jjarrin@coltonca.gov

BUILDING DEPARTMENT:
CONTACT: Ramon Hernandez **PHONE NO.** (909) 370-5148 **E-MAIL** rhernandez@coltonca.gov
CONTACT: David Reynolds **PHONE NO.** (909) 370-5521 **E-MAIL** dreynolds@coltonca.gov

FIRE DEPARTMENT: *(303 East "E" Street, Colton, CA 92324)*
CONTACT: Ray Bruno **PHONE NO.** (909) 370-5553 **E-MAIL** rbruno@confire.org

ENGINEERING DEPARTMENT: *(160 S. 10th Street, Colton, CA 92324)*
CONTACT: Victor Ortiz **PHONE NO.** (909) 514-4210 **E-MAIL** vortiz@coltonca.gov
CONTACT: Patrick Safari **PHONE NO.** (909) 370-5194 **E-MAIL** psafari@coltonca.gov

UTILITIES DEPARTMENT - WATER / WASTEWATER: *(1201 S. Rancho Ave., Colton, CA 92324)*
CONTACT: Jess Sotto **PHONE NO.** (909) 370-5551 **E-MAIL** jsotto@coltonca.gov

UTILITIES DEPARTMENT - ELECTRICAL: *(150 S. 10th Street, Colton, CA 92324)*
CONTACT: Ariel Demming **PHONE NO.** (909) 370-5144 **E-MAIL** ademming@coltonca.gov

---

2 City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313
PHONE NO. (909) 824-6621 x251
CONTACT: Alan French **E-MAIL** afrench@grandterrace-ca.gov

---

3 San Bernardino County Flood Control
825 E. Third Street
San Bernardino, CA. 92415-0835
PHONE NO. (909) 387-7995
CONTACT: Marty Mish (permit) **E-MAIL** mmish@dpw.sbcounty.gov

---

4 Southern California Gas Company
1981 W. Lugonia Ave.
Redlands, CA 92374
PHONE NO. (909) 335-7955
CONTACT: Gary Ambers **E-MAIL** scgseregionredlandsutilityrequest@semprautilities.com

---

5 Southern California Edison (Distribution)
751 Redwood Avenue
Fontana, CA 92336
PHONE NO. (909) 307-6873
CONTACT: Mike Galvan **E-MAIL** michael.galvan@sce.com

---

6 Southern California Edison (Transmission)
2885 Foothill Blvd.
Rialto, CA 92376
PHONE NO. (909) 873-7963
CONTACT: Melissa Martin **E-MAIL** Melissa.Martin@sce.com

---

7 AT&T
3073 Adams Street, 2nd Floors
Riverside, CA 92504
PHONE NO. (951) 354-5492
CONTACT: Ronny Stewart **E-MAIL** rc1625@att.com

JURISDICTIONAL AGENCIES PHONE LIST

(Continued)

8 **Charter Communications**
7337 Central Ave
Riverside, CA 92504
PHONE NO. (951) 406-1613
CONTACT: Claudia Payne **E-MAIL** claudia.payne@charter.com

9 **Colton Joint Unified School District**
1212 Valencia Drive
Colton, CA 92324
PHONE NO. (909) 580-6642 **E-mail** sylvia_ramirez@cjusd.net
CONTACT: Sylvia Ramirez **WEBSITE** www.colton.k12.ca.us

10 **Elsinore Valley Municipal Water District - WATER WELL PROPERTY OWNER**
31315 Chaney St
Lake Elsinore, CA 92530
PHONE NO. (909) 674-3146 Ext. 8306
CONTACT: Margie Armstrong **E-MAIL** margie@evmwd.net

11 **Riverside Highland Water Company - CURRENTLY SERVING BUILDING NORTH OF BARTON ROAD**
12374 Michigan Street
Grand Terrace, CA 92313
PHONE NO. (909) 825-4128
CONTACT: Craig Gudgeon **E-MAIL** cgudgeon@rhwco.com

12 **Caltrans – District 8**
464 W. 4th Street
San Bernardino, CA 92401
PHONE NO. (909)383-4017
CONTACT: Ramakrishna Tadi **EMAIL** richard.goh@dot.ca.gov

13 **BNSF Railway**
740 E Carnegie Dr.
San Bernardino, CA 92408
PHONE NO. (909) 370-5551
CONTACT: Greg Rousseau **E-MAIL** greg.rousseau@bnsf.com

14 **Union Pacific Railroad**
1400 Douglas Street, Suite 1690
Omaha, NE 68179-1690
PHONE NO. (402) 544-8536
CONTACT: Kylan Crawford **EMAIL** kdcrawfo@up.com

15

PHONE NO.
CONTACT: **E-MAIL**

16

PHONE NO.
CONTACT: **E-MAIL**

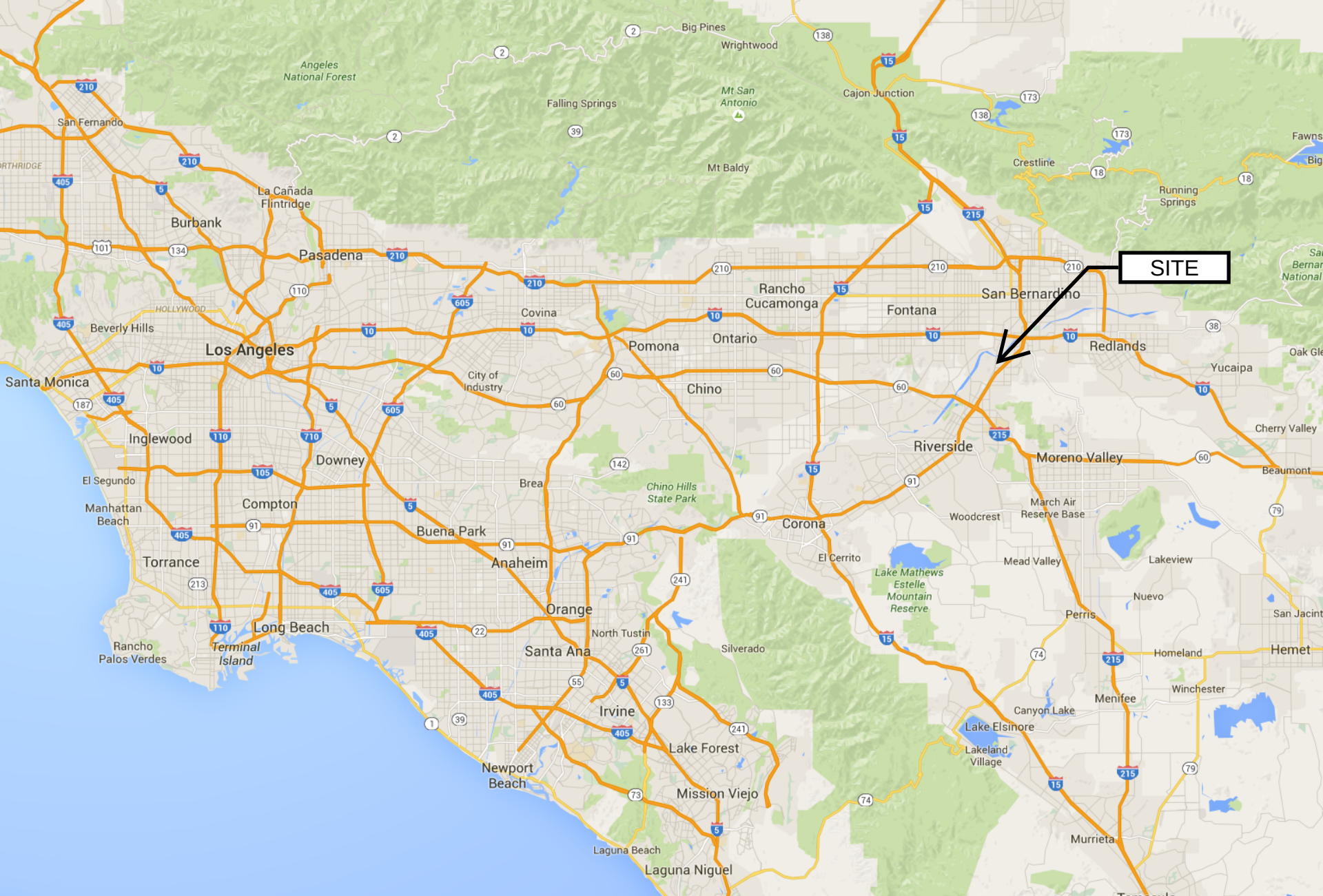
17

PHONE NO.
CONTACT: **E-MAIL**

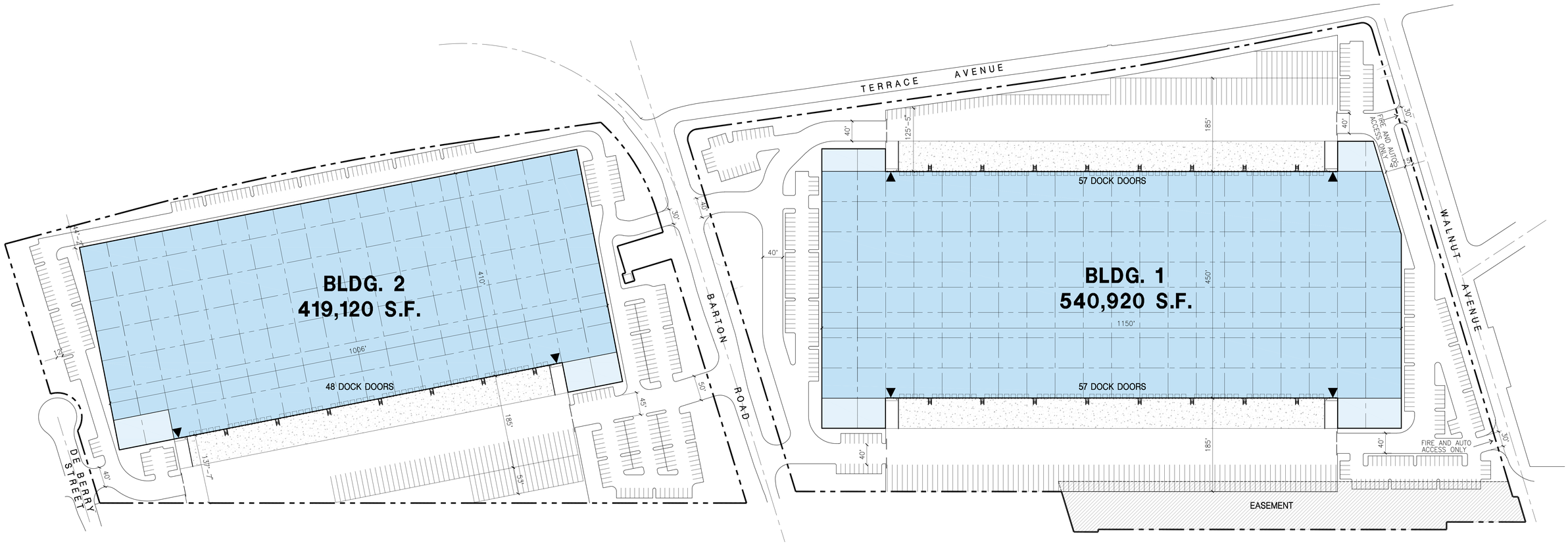
EXHIBITS

GENERAL INFO	VICINITY MAP
	REGIONAL MAP
	ARCHITECT'S SITE PLAN
	SITE COMPOSITE PLAT
	DIVISION OF OIL AND GAS - OIL WELL MAPS
	LIQUEFACTION MAP
	GEOTRACKER MAP
	WETLANDS MAP
	FARMLAND MAP
AERIAL/PHOTOS	AERIAL
	SITE PHOTO INDEX (2)
	SITE PHOTOS (NORTH SITE & SOUTH SITE)
LAND TITLE	A.L.T.A. SURVEY
	TITLE REPORT
	ASSESSOR'S MAP
	METROSCAN PROPERTY PROFILES
	RAILROAD RIGHT OF WAY MAP
ZONING	GENERAL PLAN - LAND USE MAP
	ZONING MAP
	ZONING CONFIRMATION E-MAIL
	DEVELOPMENT STANDARDS - M-1 LIGHT INDUSTRIAL (INCLUDING PARKING & LANDSCAPING)
STREETS	STREET CLASSIFICATION PLAN
	RIGHT OF WAY E-MAIL CONFIRMATION
	CROSS SECTION DETAIL STANDARDS
	CUL-DE-SAC STANDARDS
	MOBILITY ELEMENT
	TRUCK ROUTES
	LONG TERM ROADWAY IMPROVEMENTS
	STREET IMPROVEMENT PLANS
	STREET IMPROVEMENT PLANS (CALTRANS)
	BARTON ROAD BRIDGE PLAN
DRAINAGE	MASTER DRAINAGE PLAN
	STORM DRAIN INDEX MAP
	STORM DRAIN IMPROVEMENT PLANS
	F.I.R.M. - FEMA FLOOD ZONE MAP
	U.S.G.S. - TOPO MAP
SEWER	SEWER INDEX MAPS
	SEWER IMPROVEMENT PLANS
WATER	WATER INDEX MAPS
	PRESSURE ZONE MAP (COLTON WATER)
	WATER IMPROVEMENT PLANS
	FIRE FLOW INFORMATION (10/29/2018)
DRY UTILITIES	SOUTHERN CALIFORNIA GAS CO. - FACILITIES MAP
	SOUTHERN CALIFORNIA EDISON - FACILITIES MAPS
	CITY OF COLTON ELECTRIC - FACILITIES MAP
	AT&T - FACILITIES MAPS
	CHARTER COMMUNICATIONS - FACILITIES MAP
	CENTURY LINK/LEVEL 3 - FACILITIES MAP
	SPRINT - FACILITIES MAP
	VERIZON COMMUNICATIONS - FACILITIES MAPS
	CITY OF GRAND TERRACE - FACILITIES MAPS
UTILITY LETTERS	USA DIG-ALERT PRE-PLANNING UTILITY AGENCY LIST
	LIST OF AGENCIES NOTIFIED
	RESPONSES TO NOTIFICATIONS RECEIVED TO DATE (INCLUDING "WILL SERVE" LETTERS)


SITE
SITE
Loma Verde W
Loma Roja W
Loma Roja W
Della Ln
W Litton Ave
W Litton Ave
Bostick Ave
S Cordova Ave
S Rosedale Ave
W Seville St
S La Cadena Dr
Terrace Ave
Vivienda Ave
Maple Ave
Walnut Ave
Burns Ave
Grand Terrace Rd
Newport Ave
Vivienda Ave
Grand Terrace Fitness Park
Pascal Ave
Carhart Ave
Riverside Fwy
McClarren St
Grand Terrace Mobile Home Park
Lineage Logistics
La Crosse Ave
Vivienda Ave
La Loma Hills
Palm Ave
Barton Rd
Barton Rd
Barton Rd
Miguel's Jr
McDonald's
Calskate Grand Terrace
Michigan St
Bank of A Financial
Stater Bros. Markets
La Paix St
Rene Ln
Reed Ave
Hose Man
S La Crosse Ave
A Storage Place
De Berry St
De Berry St
Riverside Fwy
Riverside Canal
Import Cycle
Sprouts Farmers Market Distribution Center
Cisneros Ct
Cowan St
Kieswetter St
Earp St
Anderegg Ln
Van Buren St
Lomita Ln
Lark St
Coyote Dr
Neighborhood Market Mexican Food and Pizza
W Merryfields Ave
W Linda Ct
S Iowa Ave
215
Google
Mavis St
Mavis St
Cardinal St
Van Buren St
Satellite
Map data ©2018 Google
United States
Terms
Send feedback
500 ft


SITE
Big Pines
Wrightwood
Angeles National Forest
Falling Springs
Mt San Antonio
Cajon Junction
San Fernando
Mt Baldy
Crestline
Running Springs
La Cañada Flintridge
Burbank
Pasadena
Rancho Cucamonga
San Bernardino
Fontana
Covina
Beverly Hills
HOLLYWOOD
Los Angeles
Pomona
Ontario
Redlands
Yucaipa
Santa Monica
City of Industry
Chino
Inglewood
Downey
Riverside
Moreno Valley
Cherry Valley
Beaumont
El Segundo
Brea
Chino Hills State Park
Manhattan Beach
Compton
Woodcrest
March Air Reserve Base
Buena Park
Corona
Torrance
Anaheim
El Cerrito
Mead Valley
Lakeview
Lake Mathews Estelle Mountain Reserve
Nuevo
Orange
Perris
San Jacinto
Long Beach
North Tustin
Rancho Palos Verdes
Terminal Island
Santa Ana
Silverado
Homeland
Hemet
Winchester
Menifee
Irvine
Canyon Lake
Lake Elsinore
Lake Forest
Lakeland Village
Newport Beach
Mission Viejo
Murrieta
Laguna Beach
Laguna Niguel
Temecula

CAUTION: IF THIS SHEET IS NOT 30"X42", IT IS A REDUCED PRINT



Tabulation

	BLDG.1	BLDG.2	TOTAL	
SITE AREA				
In s.f.	1,225,739	843,073	2,068,812	s.f.
In acres	28.14	19.35	47.49	ac
BUILDING AREA				
Office	10,000	10,000	20,000	s.f.
Warehouse	530,920	409,120	940,040	s.f.
TOTAL	540,920	419,120	960,040	s.f.
COVERAGE	44.1%	49.7%	46.4%	
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	40	40	80	stalls
Whse: 1st 10k @ 1/1,000 s.f	10	10	20	stalls
Above10k @ 1/2,000 s.f.	260	200	460	stalls
TOTAL	310	250	560	stalls
AUTO PARKING PROVIDED				
Standard (9' x 20')	320	294	614	stalls
TRAILER PARKING PROVIDED				
Trailer (10' x 53')	150	71	221	stalls

ZONING ORDINANCE FOR CITY
Zoning Designation - Light Manufacturing (M-1)
MAXIMUM BUILDING HEIGHT ALLOWED
Height - 40'
MAXIMUM FLOOR AREA RATIO
FAR - 0.5
SETBACKS
Front - 25'
Side/Rear Street - 15'
Side/Rear - 0'

Aerial Map



Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR

Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

north

1" = 80'
0 80 160 240

Conceptual Site Plan

Barton Road

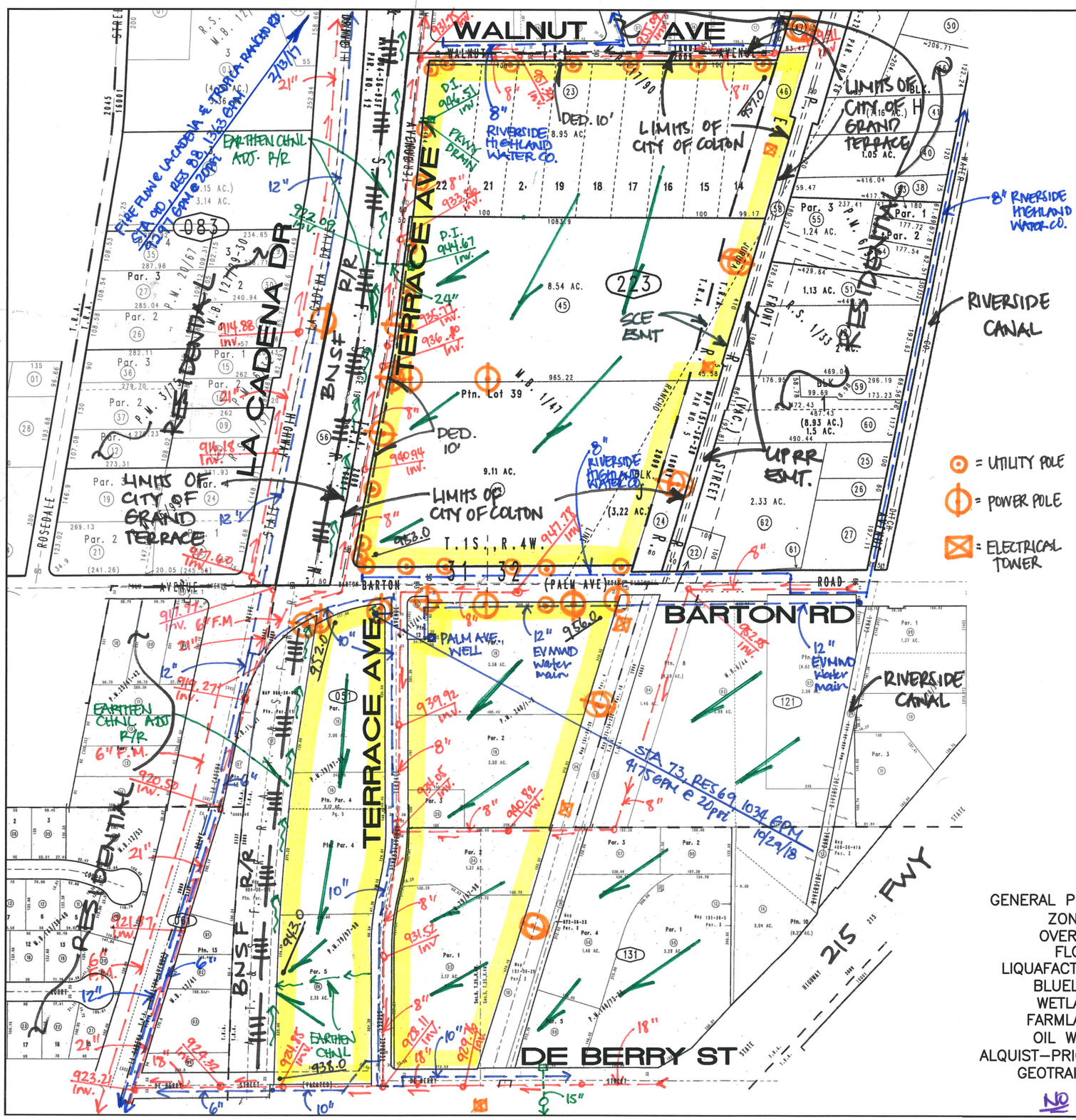
Colton, CA

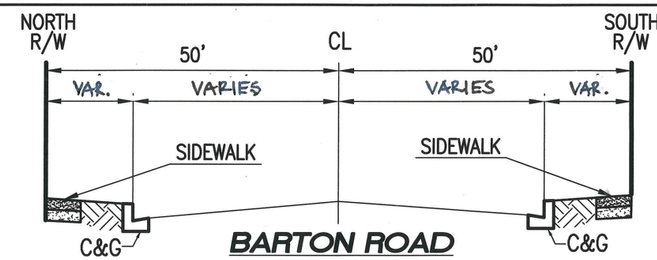
HPA architecture
18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

EBS Realty Partners

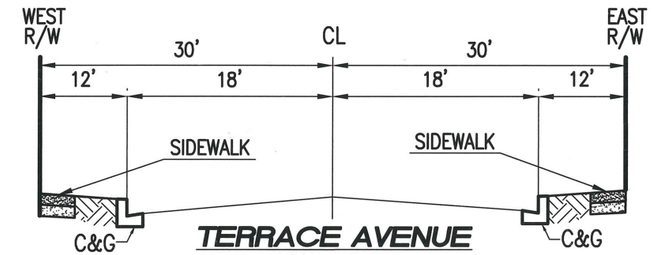
January 14, 2019 / Job #17405

Scheme 5

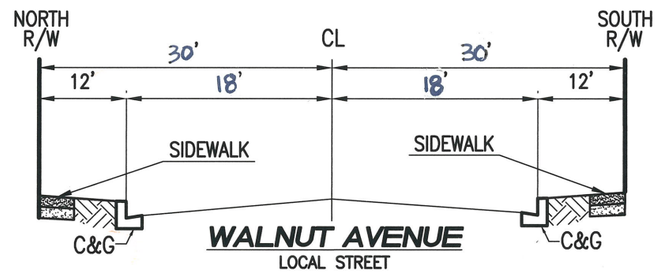




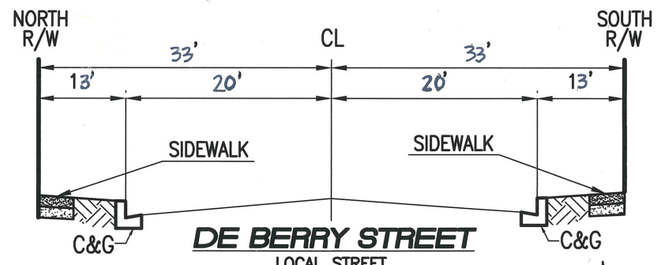
BARTON ROAD
MAJOR ARTERIAL
N.T.S.



TERRACE AVENUE
LOCAL STREET
N.T.S.



WALNUT AVENUE
LOCAL STREET
N.T.S.



DE BERRY STREET
LOCAL STREET
N.T.S.

GENERAL PLAN – LIGHT INDUSTRIAL
ZONING – "M–1", LIGHT INDUSTRIAL
OVERLAY – NO
FLOOD – ZONE "X", UNSHADED
LIQUAFACTION – NO
BLUELINE – NO
WETLAND – NO
FARMLAND – NO
OIL WELL – NO
ALQUIST–PRIOLA – NO
GEOTRAKER – NO

NO RECLAIMED WATER

SCALE:1"=300'
(11" X 17")

3711

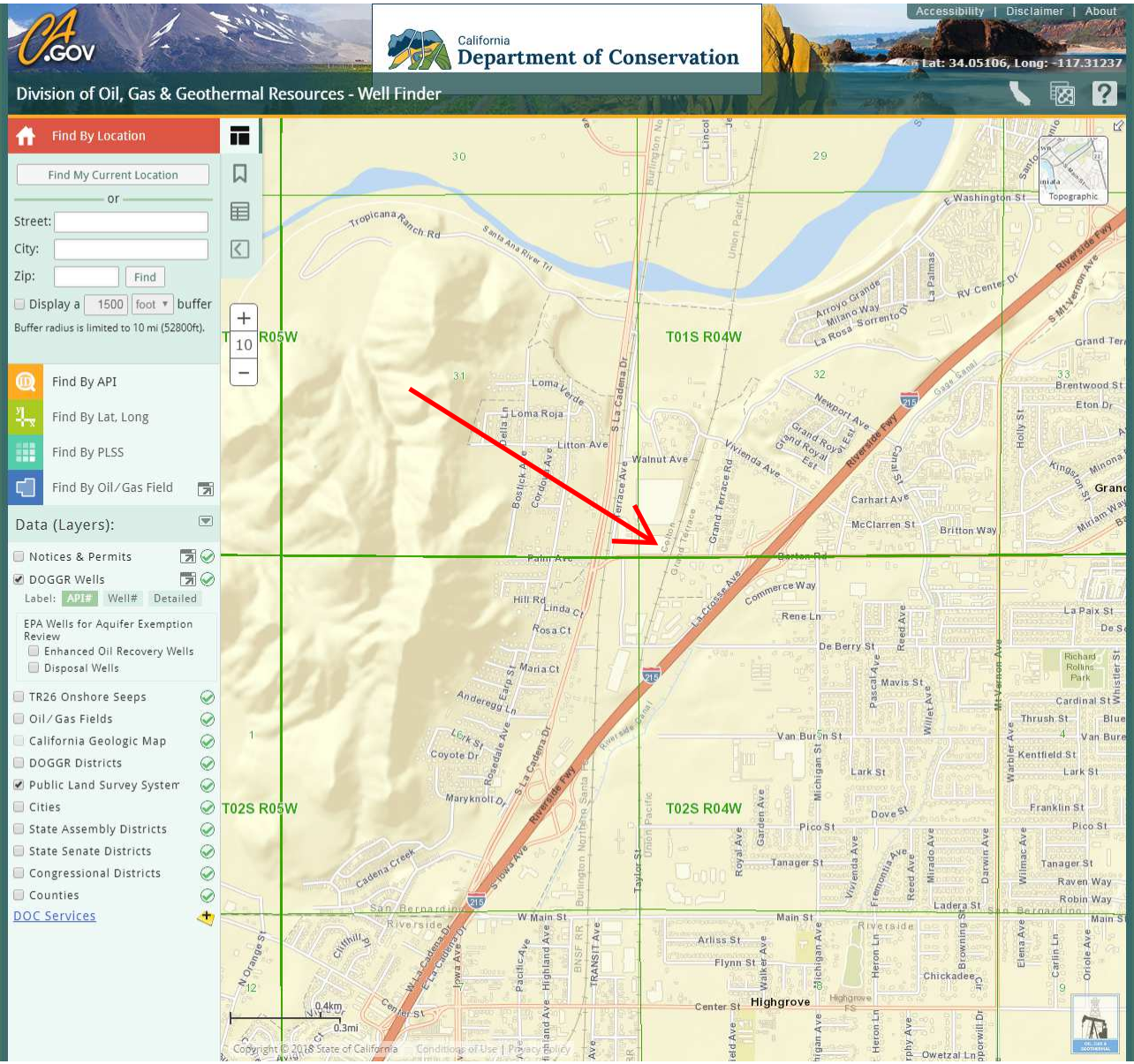
UTILITY COMPOSITE

HPP BARTON ROAD – COLTON

BARTON ROAD
COLTON, CA

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521–4811 FAX(714)521–4173

Last Update: 11/29/18
O:\3700–3799\3711\Due Diligence (DO NOT MODIFY)\1 – DDX\JULIANNE\3711_COMPOSITE.dwg



CA.GOV
California
Department of Conservation
Accessibility | Disclaimer | About
Lat: 34.05106, Long: -117.31237
Division of Oil, Gas & Geothermal Resources - Well Finder
Find By Location
Find My Current Location
or
Street:
City:
Zip:
Find
Display a 1500 foot buffer
Buffer radius is limited to 10 mi (52800ft).
Find By API
Find By Lat, Long
Find By PLSS
Find By Oil/Gas Field
Data (Layers):
Notices & Permits
DOGGR Wells
Label: API# Well# Detailed
EPA Wells for Aquifer Exemption Review
Enhanced Oil Recovery Wells
Disposal Wells
TR26 Onshore Seeps
Oil/Gas Fields
California Geologic Map
DOGGR Districts
Public Land Survey System
Cities
State Assembly Districts
State Senate Districts
Congressional Districts
Counties
DOC Services
T01S R04W
T02S R05W
T02S R04W
Riverside Fwy
Highgrove
Topographic
0.4km
0.3mi
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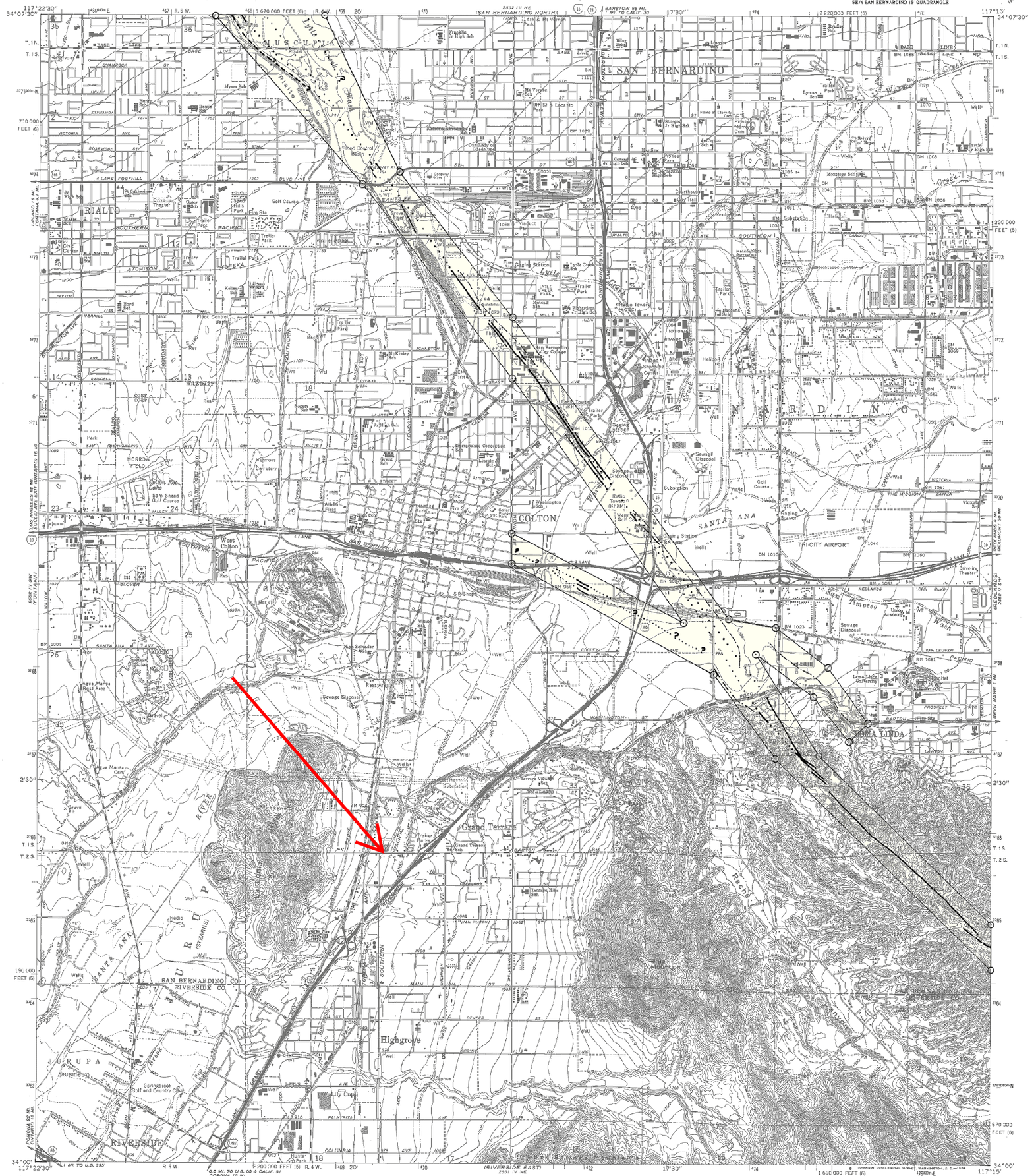
CALIFORNIA DIVISION OF MINES AND GEOLOGY
THOMAS E. GAY JR., ACTING STATE GEOLOGIST

STATE OF CALIFORNIA
THE RESOURCES AGENCY
DEPARTMENT OF CONSERVATION

SAN BERNARDINO SOUTH QUADRANGLE
CALIFORNIA
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 SAN BERNARDINO 15 QUADRANGLE



TOPOGRAPHIC BASE BY U.S. GEOLOGICAL SURVEY 1967

SCALE 1:24,000

1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DASHED LINES REPRESENT 10-FOOT CONTOURS
DATUM IS MEAN SEAL LEVEL

MAP EXPLANATION

Potentially Active Faults

1906 C — Faults considered to have been active during Quaternary time; solid line where accurately located, long dash where approximately located, short dash where inferred, dotted where concealed; query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by creep or possible creep.

Aerial photo lineaments (not field checked); based on youthful geomorphic and other features believed to be the results of Quaternary faulting.

Special Studies Zone Boundaries

These are delineated as straight-line segments that connect encircled turning points so as to define special studies zone segments.

Seaward projection of zone boundary.

STATE OF CALIFORNIA
SPECIAL STUDIES ZONES

Delineated in compliance with
Chapter 7.5, Division 2 of the California Public Resources Code

SAN BERNARDINO SOUTH QUADRANGLE

REVISED OFFICIAL MAP

Effective: January 1, 1977

T. E. Gay Jr. Acting State Geologist

REFERENCES USED TO COMPILE FAULT DATA

San Bernardino South Quadrangle

Dutcher, L. C., and Garrett, A. A., 1963, Geologic and hydrologic features of the San Bernardino area, California, with special reference to underflow across the San Jacinto fault: U.S. Geological Survey Water-Supply Paper 1419, 113 p.

Huber, C. L., 1974, Personal communication based on unpublished data on file with the California Department of Water Resources (Final geologic report, Santa Ana Valley pipeline — Devil Canyon Power Plant to Perris Reservoir)

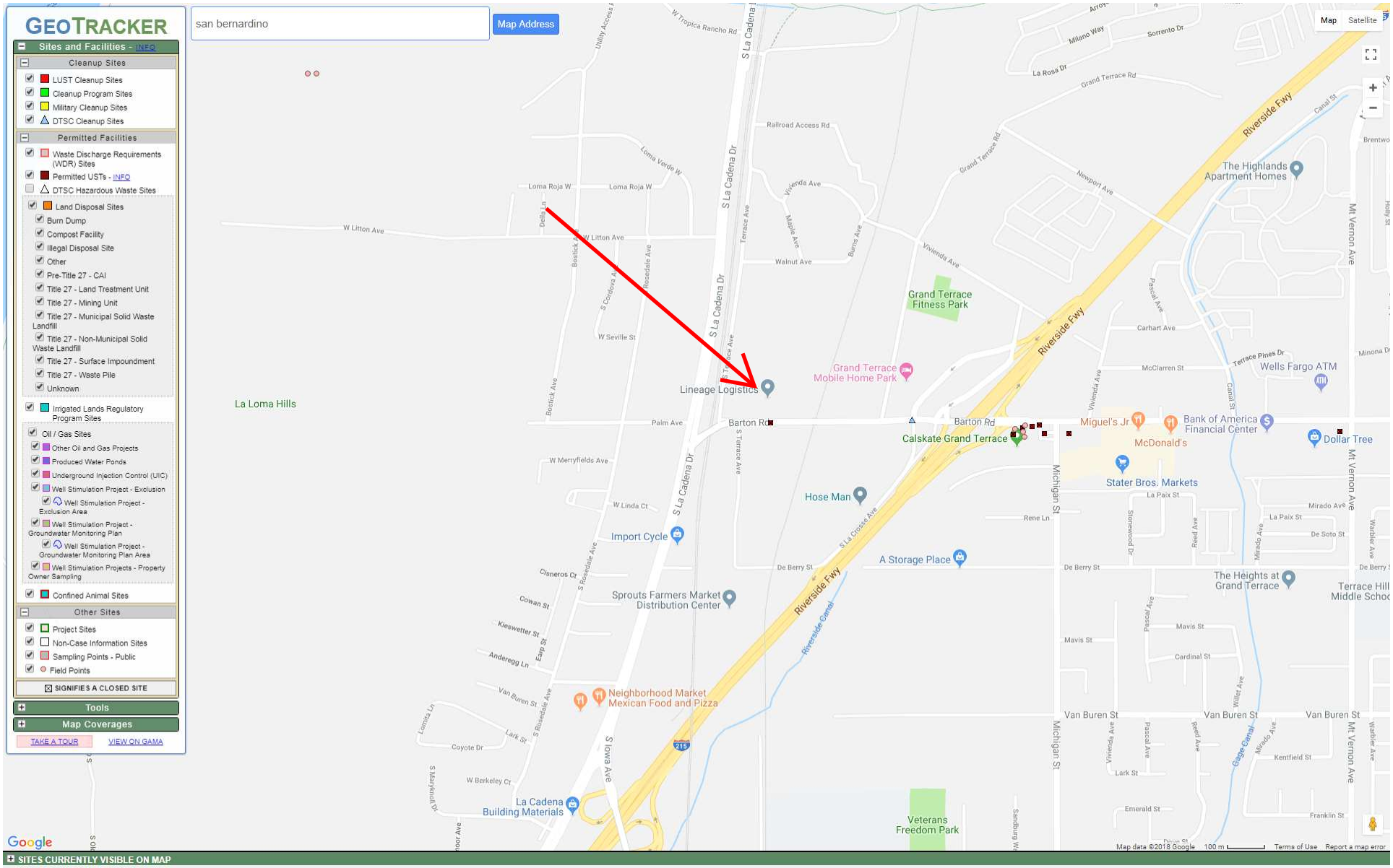
Sharp, R. V., 1972, Map showing recently active breaks along the San Jacinto fault zone between the San Bernardino area and Borrego Valley, California: U.S. Geological Survey Miscellaneous Geologic Investigations Map I-675

Sieh, K., 1974, Lineament based on aerial photographic interpretation

Sieh, K., and others, 1973, Geologic investigations of portions of the San Jacinto fault zone, San Bernardino Valley, California, *in* W. A. Elders (Editor), Geologic investigations of the San Jacinto fault zone, and aspects of the socio-economic impact of earthquakes in the Riverside-San Bernardino area, California: University of California, Riverside, Campus Museum Contributions No. 3, p. 1-49

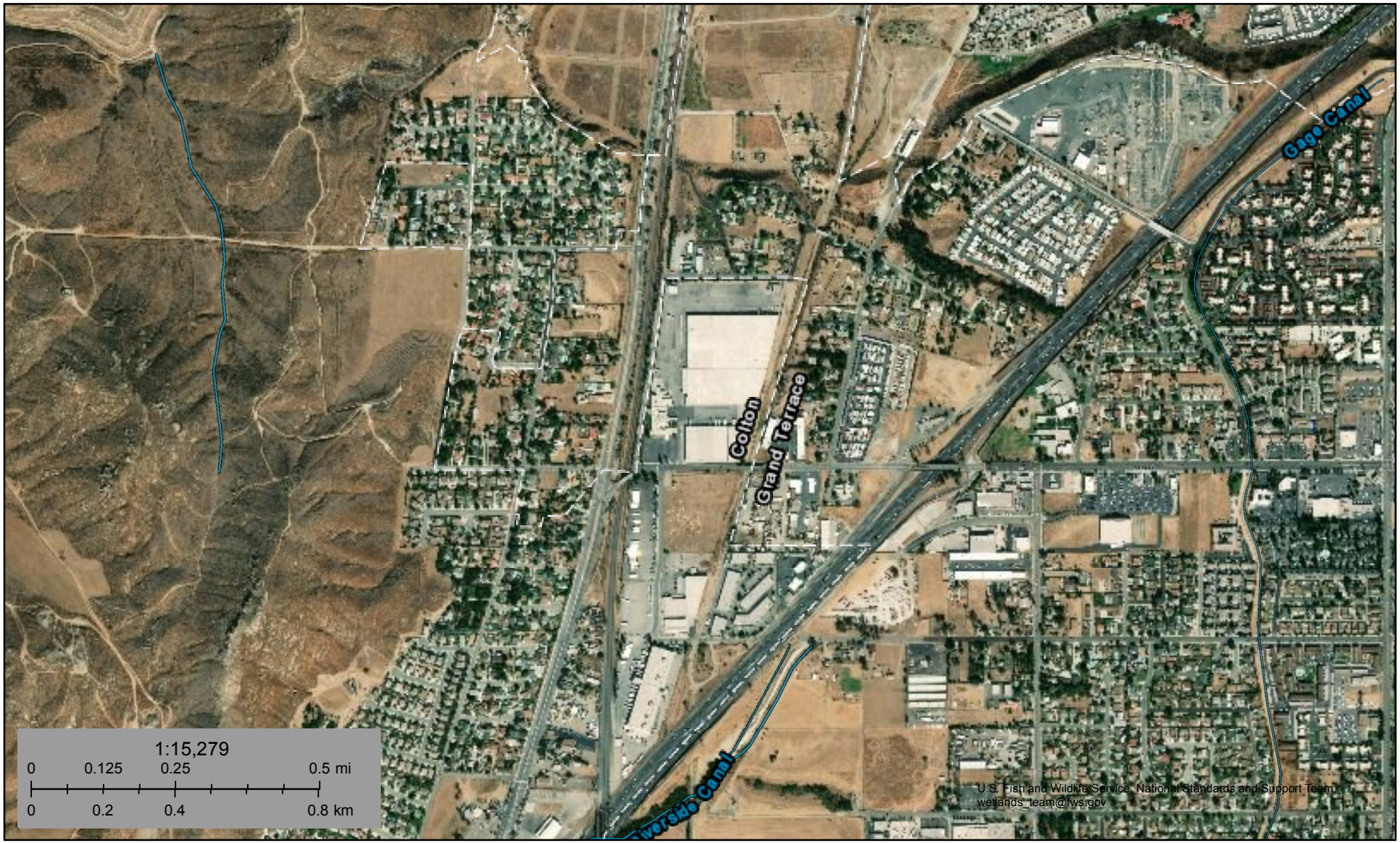
IMPORTANT - PLEASE NOTE

1) *This map may not show all potentially active faults, either within the special studies zones or outside their boundaries.*
2) Faults shown are the basis for establishing the boundaries of the special studies zones.
3) The identification of these potentially active faults and the location of such fault traces are based on the best available data. Traces have been drawn as accurately as possible at this map scale, however, the quality of data used is highly varied. The faults shown have not been field checked during this map compilation.
4) Fault information on this map is not sufficient to serve as a substitute for information developed by the special studies that may be required under Chapter 7.5, Division 2, Section 2623 of the California Public Resources Code.


GEOTRACKER
Sites and Facilities - INFO
Cleanup Sites
LUST Cleanup Sites
Cleanup Program Sites
Military Cleanup Sites
DTSC Cleanup Sites
Permitted Facilities
Waste Discharge Requirements (WDR) Sites
Permitted USTs - INFO
DTSC Hazardous Waste Sites
Land Disposal Sites
Burn Dump
Compost Facility
Illegal Disposal Site
Other
Pre-Title 27 - CAI
Title 27 - Land Treatment Unit
Title 27 - Mining Unit
Title 27 - Municipal Solid Waste Landfill
Title 27 - Non-Municipal Solid Waste Landfill
Title 27 - Surface Impoundment
Title 27 - Waste Pile
Unknown
Irrigated Lands Regulatory Program Sites
Oil / Gas Sites
Other Oil and Gas Projects
Produced Water Ponds
Underground Injection Control (UIC)
Well Stimulation Project - Exclusion
Well Stimulation Project - Exclusion Area
Well Stimulation Project - Groundwater Monitoring Plan
Well Stimulation Project - Groundwater Monitoring Plan Area
Well Stimulation Projects - Property Owner Sampling
Confined Animal Sites
Other Sites
Project Sites
Non-Case Information Sites
Sampling Points - Public
Field Points
SIGNIFIES A CLOSED SITE
Tools
Map Coverages
TAKE A TOUR
VIEW ON GAMA
san bernardino
Map Address
Map
Satellite
La Loma Hills
Lineage Logistics
Grand Terrace Fitness Park
Grand Terrace Mobile Home Park
Calskate Grand Terrace
Miguel's Jr
McDonald's
Bank of America Financial Center
Dollar Tree
Stater Bros. Markets
Wells Fargo ATM
The Highlands Apartment Homes
Hose Man
Import Cycle
A Storage Place
Sprouts Farmers Market Distribution Center
Neighborhood Market Mexican Food and Pizza
La Cadena Building Materials
Veterans Freedom Park
The Heights at Grand Terrace
Terrace Hill Middle School
Riverside Fwy
Riverside Canal
Barton Rd
S La Cadena Dr
Michigan St
Mt Vernon Ave
Van Buren St
Google
Map data ©2018 Google
100 m
Terms of Use
Report a map error
SITES CURRENTLY VISIBLE ON MAP

U.S. Fish and Wildlife Service
National Wetlands Inventory

Wetlands Map

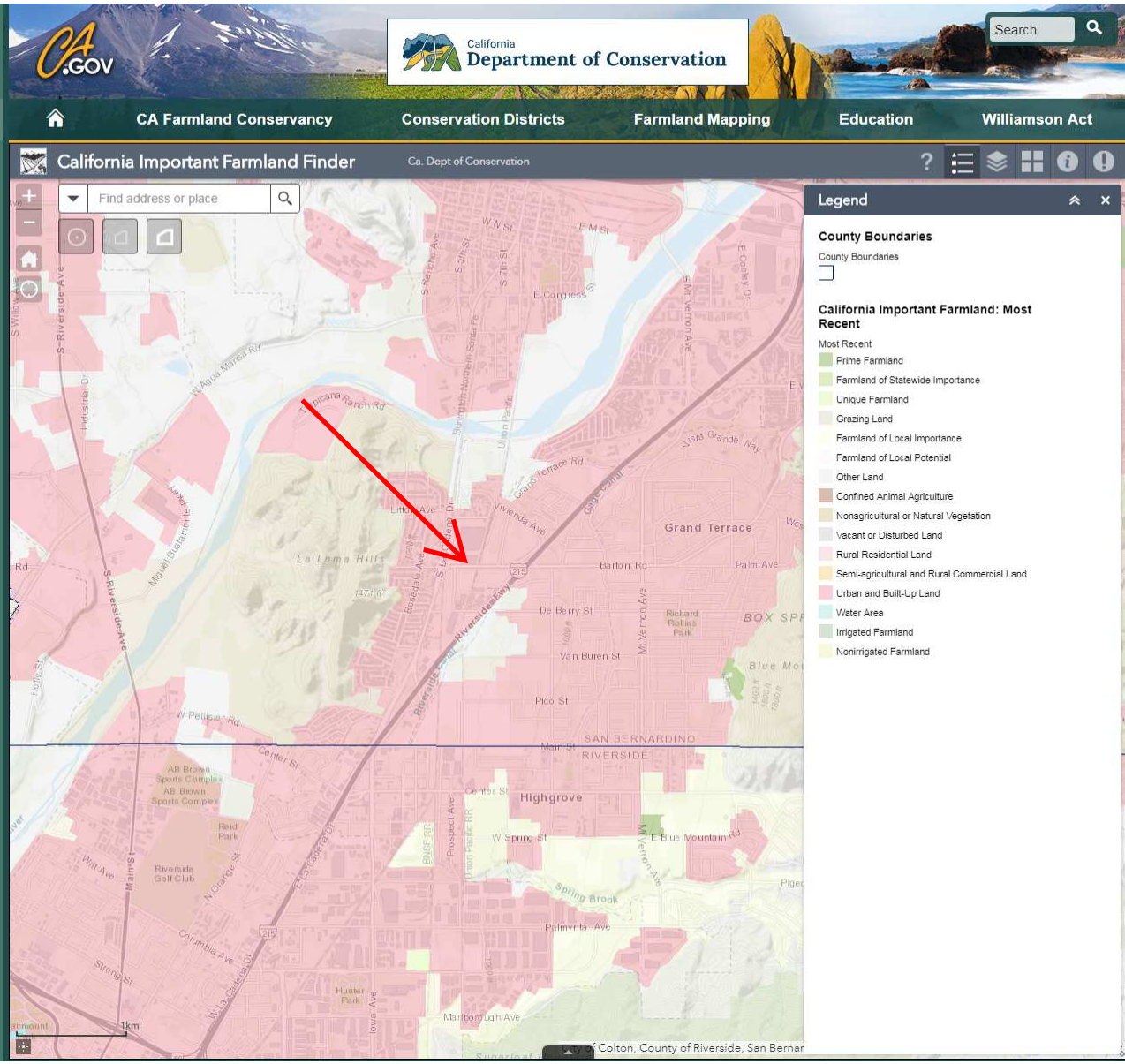


November 9, 2018

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.


CA.GOV
California
Department of Conservation
Search
CA Farmland Conservancy
Conservation Districts
Farmland Mapping
Education
Williamson Act
California Important Farmland Finder
Ca. Dept of Conservation
Find address or place
Legend
County Boundaries
County Boundaries
California Important Farmland: Most Recent
Most Recent
Prime Farmland
Farmland of Statewide Importance
Unique Farmland
Grazing Land
Farmland of Local Importance
Farmland of Local Potential
Other Land
Confined Animal Agriculture
Nonagricultural or Natural Vegetation
Vacant or Disturbed Land
Rural Residential Land
Semi-agricultural and Rural Commercial Land
Urban and Built-Up Land
Water Area
Irrigated Farmland
Nonirrigated Farmland
Grand Terrace
Highgrove
SAN BERNARDINO
RIVERSIDE
Colton, County of Riverside, San Bernar



Elite Pest Management
Crawford Canyon Mutual Water
West Coast Arborist
Walnut Ave
W Litton Ave
Vivienda Ave
Grand Terrace Fitness Park
Grand Terrace Elementary School
Grand Terrace Mobile Home Park
Lineage Logistics
CB Tyres Recycling Resources
Safe Auto Wholesale
Palm Ave
Barton Rd
Riverside Fwy
La Crosse Ave
Houston & Harris PCS, Inc
1stCertified Collision Center - Grand Terrace
Hajoca - Grand Terrace
Calskate Grand Terrace
ARCO
Commerce Way
Riverside Winnelson Company
Animal Emergency C
KARNAIR HVAC SUPPLY
Hose Man
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Michigan St
Rene Ln
Kaman Industrial Technologies
Polished Image & Supply
Import Cycle
A Storage Place
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W Merryfields Ave
W Linda Ct
W Rosa Ct
W Shirley Ct
W Maria Ct
Cowan St
Tri-City Tractors
Sprouts Farmers Market Distribution Center
Riverside Highland
S La Cadena Dr
Bostick Ave
S Rosedale Ave
S Terrace Ave
Grand Terrace Rd
Burns Ave
Terrace Ave
Map
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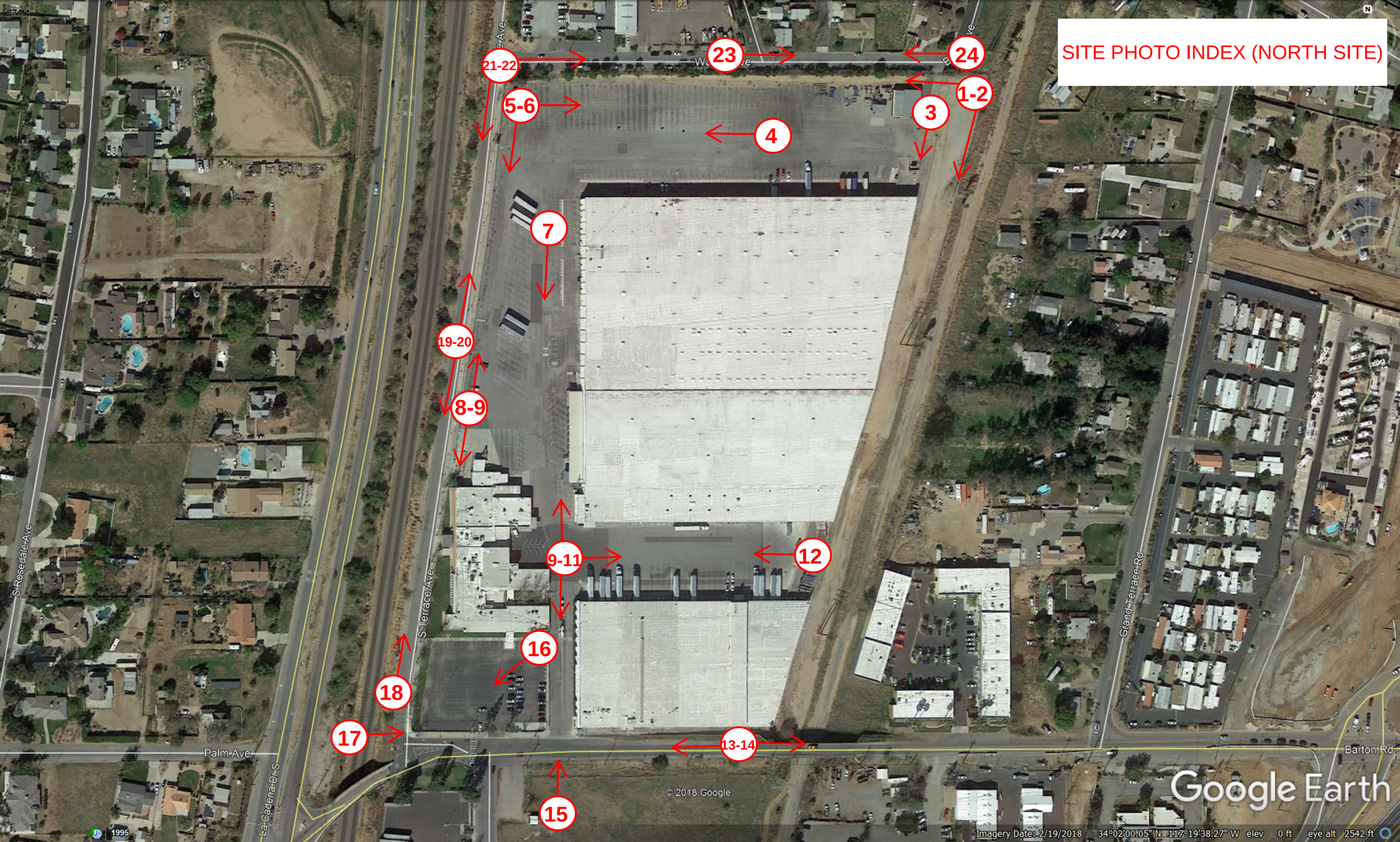
Imagery ©2018 Google, Map data ©2018 Google
United States
Terms
Send feedback
200 ft

SITE PHOTO INDEX (NORTH SITE)



SITE PHOTO INDEX (SOUTH SITE)

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LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF COLTON, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF SECTIONS 31 AND 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE MAP OF JURUPA RANCHO, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND OF BLOCK "J" OF THE GRAND TERRACE TRACT, AS PER MAP RECORDED IN BOOK 1, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 650.76 FEET WEST OF THE POINT WHERE THE EAST BOUNDARY OF THE JURUPA RANCHO INTERSECTS THE SOUTH LINE OF SECTION 32, SAID POINT BEING ON THE EAST LINE OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY, THAT IS WEST 650.76 FEET FROM THE INTERSECTION OF THE EAST LINE OF THE JURUPA RANCHO AND THE SOUTH LINE OF SAID SECTION 31; THENCE NORTH 12°15' EAST 567.26 FEET ALONG THE EAST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY; THENCE EAST 865.22 FEET TO THE WEST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILWAY; THENCE SOUTH 17° WEST 579.67 FEET ALONG THE WEST BOUNDARY OF SAID RIGHT OF WAY TO THE SOUTH LINE OF SECTION 32; THENCE WEST 920.76 FEET TO THE PLACE OF BEGINNING.

EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION CONVEYED TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, BY DEED RECORDED MAY 28, 1908 IN BOOK 419, PAGE 135 OF DEEDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF SAID ORIGINAL RIGHT OF WAY OF ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY 652.3 FEET NORTH 32°32' WEST FROM CORNER OF SECTIONS 31 AND 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST AND SECTIONS 5 AND 6, TOWNSHIP 2 SOUTH, RANGE 4 WEST, AND OPPOSITE ORIGINAL ENGINEER'S STATION 6586-06.6; THENCE SOUTH ALONG SAID EAST LINE OF ORIGINAL RIGHT OF WAY 528.1 FEET TO NORTH LINE OF OLD LA CADENA STREET; THENCE EAST 34.00 FEET ALONG SAID NORTH LINE OF PALM STREET; THENCE NORTH 8°58' EAST 522.00 FEET TO BEGINNING.

ALSO EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITIC, BY DEED RECORDED APRIL 18, 1941 IN BOOK 1456, PAGE 452 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF PALM AVENUE, NOW KNOWN AS BARTON ROAD, DISTANT 23.12 FEET EASTERLY FROM WEST LINE OF ARCHIBALD SECTION 32; THENCE NORTH 0°03'30" WEST, 5.0 FEET; THENCE NORTH 89°56'30" EAST, PARALLEL WITH NORTH LINE OF SAID PALM AVENUE, 354.93 FEET TO WESTERLY RIGHT OF WAY LINE OF PACIFIC ELECTRIC RAILWAY COMPANY'S RIGHT OF WAY; THENCE SOUTH 17°00' WEST ALONG SAID RIGHT OF WAY LINE, 5.23 FEET TO NORTH LINE OF PALM AVENUE; THENCE SOUTH 89°56'30" WEST, ALONG THE NORTH LINE OF SAID PALM AVENUE, 353.39 FEET TO PLACE OF BEGINNING.

ALSO EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE EASTERLY 80.00 FEET AS CONVEYED TO CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION, BY DEED RECORDED DECEMBER 03, 1931 IN BOOK 329, PAGE 502 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS: LYING WITHIN THE FOLLOWING DESCRIBED STRIP OF LAND, 80.00 FEET WIDE, BEING A PORTION OF 12 ACRE TRACT OF LAND CONVEYED BY C. C. PATTEN, ET UX., TO GEORGE N. CASTLE BY DEED RECORDED IN BOOK 383, PAGE 335 OF DEEDS, SAID STRIP OF LAND 80.00 FEET WIDE BEING DESCRIBED:

BEGINNING AT POINT IN SOUTH LINE OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, WHERE SAID LINE IS INTERSECTED BY WESTERLY LINE OF RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD; THENCE FROM SAID POINT OF BEGINNING, WESTERLY ALONG SOUTH LINE OF SECTION 32, 83.63 FEET, MORE OR LESS, TO A POINT; THENCE NORTHERLY PARALLEL 80.00 FEET DISTANT WESTERLY FROM WESTERLY LINE OF SAID RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD TO POINT IN NORTH LINE OF 12 ACRE TRACT OF LAND; THENCE EASTERLY ALONG NORTH LINE OF SAID 12 ACRE TRACT OF LAND 83.63 FEET, MORE OR LESS, TO WESTERLY LINE OF SAID SOUTHERN PACIFIC RAILROAD; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD TO THE POINT OF BEGINNING.

ALSO EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY DEED RECORDED SEPTEMBER 08, 1960 IN BOOK 5232, PAGE 452 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF BARTON ROAD 66.00 FEET WIDE, FORMERLY KNOWN AS PALM AVENUE AND SHOWN ON MAP OF ASSESSOR'S SUBDIVISION OF GRAND TERRACE TRACT AND THE WESTERLY LINE OF CALIFORNIA ELECTRIC POWER COMPANY, RIGHT OF WAY, 80.00 FEET WIDE, DESCRIBED IN DEED RECORDED DECEMBER 3, 1931 IN BOOK 329, PAGE 502 OF OFFICIAL RECORDS, AND SHOWN AS PARCEL 5 ON STATE BOARD OF EQUALIZATION LAND IDENTIFICATION MAP NO. 15-1-36-29; THENCE NORTH 17°00' EAST ALONG SAID WESTERLY LINE TO AN INTERSECTION WITH A LINE THAT IS PARALLEL WITH, AND MEASURED AT RIGHT ANGLES, IS 50.00 FEET NORTH OF THE CENTER LINE OF SAID BARTON ROAD; THENCE WESTERLY ALONG SAID PARALLEL LINE TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 20.00 FEET, WHICH CURVE IS TANGENT TO A LINE THAT IS PARALLEL WITH, AND MEASURED AT RIGHT ANGLES, IS 50.00 FEET EAST OF THE EASTERLY RIGHT OF WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY;

SHOWN AS PARCEL 1 OF STATE BOARD OF EQUALIZATION LAND IDENTIFICATION MAP NO. 804-36-9.50; THENCE NORTHWESTERLY ALONG SAID CURVE TO SAID PARALLEL LINE; THENCE TANGENT TO SAID CURVE NORTH 12°15' EAST ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH THE NORTH LINE OF LAND DESCRIBED IN DEED RECORDED DECEMBER 31, 1958 IN BOOK 4690, PAGE 169 OF OFFICIAL RECORDS; THENCE WEST ALONG SAID NORTH LINE OF LAND DESCRIBED IN SAID DEED TO AN INTERSECTION WITH ATCHISON, TOPEKA AND SANTA FE RIGHT OF WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY; THENCE SOUTH 12°15' WEST ALONG SAID EASTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID BARTON ROAD; THENCE NORTH OF THE CENTER LINE OF SAID BARTON ROAD, SAID CENTER LINE ALSO BEING THE SOUTH LINE OF SAID SECTION 31; THENCE EAST ALONG SAID PARALLEL LINE TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION NOW LYING WITHIN SAID BARTON ROAD.

PARCEL 2:

ALL THAT PORTION OF SECTIONS 31 AND 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE MAP OF JURUPA RANCHO IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND OF BLOCK "J" OF THE GRAND TERRACE TRACT, AS PER MAP RECORDED IN BOOK 1, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EAST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY, SAID POINT BEING NORTH 12°15' EAST, 567.26 FEET FROM A POINT ON THE EAST LINE OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY, THAT IS WEST 650.76 FEET FROM THE INTERSECTION OF THE EAST LINE OF THE JURUPA RANCHO AND THE SOUTH LINE OF SAID SECTION 31; THENCE NORTH 12°15' EAST, 92.74 FEET; THENCE NORTH 7°45' EAST, 357.8 FEET TO A POINT IN THE EAST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY; THENCE EAST 1,023.9 FEET TO A POINT ON THE WEST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILWAY; THENCE SOUTH 17° WEST, 410.28 FEET; THENCE SOUTH 73° EAST, 5.00 FEET; THENCE SOUTH 17° WEST, 45.46 FEET TO A POINT ON THE WEST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILWAY; THENCE WEST 985.22 FEET TO THE POINT OF BEGINNING.

EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE INTEREST IN AND TO THE FOLLOWING DESCRIBED PORTION AS CONVEYED TO THE CITY OF COLTON BY DEED RECORDED FEBRUARY 11, 1969 IN BOOK 7180, PAGE 355 OF OFFICIAL RECORDS AND BY DEED RECORDED APRIL 10, 1969 IN BOOK 7212, PAGE 318 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO MAP OF THE JURUPA RANCHO, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEING A STRIP OF LAND 50.00 FEET WIDE BOUNDED AS FOLLOWS:

ON THE WEST BY THE EASTERLY RIGHT OF WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, SAID RIGHT OF WAY BEING SHOWN AS PARCEL 1 ON THE STATE BOARD OF EQUALIZATION LAND IDENTIFICATION MAP N. 804-36-9.50; ON THE NORTH BY THE SOUTH LINE OF LOT 22 OF THE TERRA BELLA TRACT, AS PER MAP RECORDED IN BOOK 17, PAGE 90 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; ON THE EAST BY A LINE THAT IS PARALLEL WITH AND 50.00 FEET EAST MEASURED AT RIGHT ANGLES FROM SAID EASTERLY RIGHT OF WAY LINE OF SAID ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY; AND ON THE SOUTH BY THE NORTH LINE OF THAT PARCEL OF LAND CONVEYED TO THE COUNTY OF SAN BERNARDINO FOR ROAD PURPOSES BY DEED RECORDED SEPTEMBER 08, 1960 IN BOOK 5232, PAGE 115 OF OFFICIAL RECORDS.

PARCEL 3:

LOTS 14, 15, 16, 17, 18, 19, 20, 21 AND THE EAST 143.2 FEET OF LOT 22 OF THE TERRA BELLA TRACT, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGE(S) 90 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF WALNUT AVENUE (FORMERLY PALM AVENUE) WHICH HAS BEEN VACATED AND WOULD PASS WITH THE CONVEYANCE OF SAID PROPERTY BY OPERATION OF LAW.

APN: 0275-223-23-0-000; 0275-223-44-0-000; 0275-223-45-0-000; 0275-223-46-0-000

PARCEL 4:

PARCEL 1 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-131-03-0-000

PARCEL 5:

PARCEL 2 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-131-04-0-000

PARCEL 6:

PARCEL 3 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-051-15-0-000

PARCEL 7:

PARCEL 4 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-051-16-0-000

PARCEL 8:

PARCEL 5 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THE NORTH ONE-HALF OF DE BERRY STREET, ADJOINING SAID ON THE SOUTH, VACATED BY RESOLUTION 4539 OF THE CITY COUNCIL OF THE CITY OF COLTON, CALIFORNIA, DATED FEBRUARY 15, 1985, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 20, 1985 AS INSTRUMENT NO. 85-039530, OFFICIAL RECORDS.

APN: 1167-061-06-0-000

PARCEL 9:

PARCEL 1 OF PARCEL MAP 10851, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 128, PAGE(S) 49 AND 50, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-151-03-0-000

PARCEL 10:

PARCELS 1, 2 AND 3 OF PARCEL MAP 19106, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 240, PAGE(S) 1 THRU 3, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-051-18-0-000; 1167-051-19-0-000; 1167-051-20-0-000 1167-051-21-0-000; 0275-223-15-0-000; 1167-061-04-0-00, 1167-061-06-0-00, 1167-131-03 &-04, 1167-051-03,-15-16,-18,-19 &-20

FOR THE PURPOSE OF THIS SURVEY, THIS PROJECT CONSISTS OF ONLY PARCELS 1 THROUGH 8 AND 10 OF THE ABOVE LEGAL DESCRIPTIONS (PARCEL 9 IS NOT INCLUDED)

TITLE REPORT EXCEPTIONS:

THE FOLLOWING EASEMENTS, STATEMENTS AND MATTERS AS DISCLOSED IN CHICAGO TITLE COMPANY PRELIMINARY TITLE REPORT ORDER NO. 00097568-994-LT2-JC WITH AN EFFECTIVE DATE OF SEPTEMBER 25, 2018.

NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID PRELIMINARY TITLE REPORT IS ASSUMED BY THIS MAP.

(NO) INDICATES ITEM NUMBER PER EXCEPTIONS TO COVERAGE OF ABOVE PRELIMINARY TITLE REPORT.

(A-B) TAXES, ASSESSMENTS AND LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS, IF ANY.

(1) 1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS:
(NOT PLOTTABLE)

THE FOLLOWING MATTERS AFFECT PARCELS 1 THRU 8

(2) 2. RESERVATIONS CONTAINED IN THE PATENT
FROM: THE UNITED STATES OF AMERICA
RECORDING DATE: MARCH 22, 1886
RECORDING NO: BOOK "B", PAGE 526 OF PATENTS
WHICH AMONG OTHER THINGS PROVIDES:
SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING, OR OTHER PURPOSES AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS, AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF THE COURTS, AND THE RESERVATION FROM THE LANDS HEREBY GRANTED, A RIGHT OF WAY THEREON FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES.
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
(DOCUMENT IS ILLEGIBLE, THEREFORE ANY RESERVATIONS ARE NOT PLOTTABLE)
(THE UNDERSIGNED IS NOT AWARE OF ANY SURFACE EVIDENCE OF SUCH DITCHES, RESERVOIRS, OR CANALS ON SUBJECT PROPERTY)

(3) 3. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PACIFIC ELECTRIC RAILWAY COMPANY
PURPOSE: RAILROAD
RECORDING DATE: SEPTEMBER 10, 1912
RECORDING NO: 91, IN BOOK 511, PAGE 284 OF DEEDS
AFFECTS: PARCEL 3
(SAID EASEMENT PLOTTED HEREON)

(4) 4. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PACIFIC ELECTRIC RAILWAY COMPANY
PURPOSE: RAILROAD
RECORDING DATE: SEPTEMBER 10, 1910
RECORDING NO: 96, IN BOOK 511, PAGE 294 OF DEEDS
AFFECTS: PARCEL 3
(SAID EASEMENT PLOTTED HEREON)

(5) 5. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: RIVERSIDE CEMENT COMPANY, LTD.
PURPOSE: PIPELINES
RECORDING DATE: MARCH 12, 1920
RECORDING NO: 47, IN BOOK 677, PAGE 118 OF DEEDS
(SAID EASEMENT IS NOT PLOTTABLE FROM RECORD NO. 1167-051-02)
(SAID RIGHTS ARE BLANKET OVER PORTIONS OF PARCELS 4, 5, 7 & 10, NOT PLOTTED)

(6) 6. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION
PURPOSE: LINE OR LINES OF WOOD POLES OR STEEL POLES OR TOWERS OR TWO-POLE STRUCTURES AND WIRES
RECORDING DATE: OCTOBER 08, 1952
RECORDING NO: 63, IN BOOK 3032, PAGE 169 OF OFFICIAL RECORDS
AFFECTS: PARCEL 2
(SAID EASEMENT PLOTTED HEREON)

(7) 7. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION
PURPOSE: LINE OR LINES OF WOOD POLES OR STEEL POLES OR TOWERS OR TWO-POLE STRUCTURES AND WIRES
RECORDING DATE: OCTOBER 23, 1952
RECORDING NO: 102, IN BOOK 3043, PAGE 104 OF OFFICIAL RECORDS
AFFECTS: PARCEL 2
(SAID EASEMENT PLOTTED HEREON)

(8) 8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: AN ELECTRIC LINE, CONSISTING OF POLES, NECESSARY GUYS AND ANCHORS, CROSS-ARMS, WIRES AND OTHER FIXTURES AND APPLIANCES
RECORDING DATE: JULY 05, 1960
RECORDING NO: 479, IN BOOK 5177, PAGE 534 OF OFFICIAL RECORDS
AFFECTS: PARCEL 2
(SAID EASEMENT PLOTTED HEREON)

(9) 9. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: AN ELECTRIC LINE, CONSISTING OF POLES, NECESSARY GUYS AND ANCHORS, CROSS-ARMS, WIRES AND OTHER FIXTURES AND APPLIANCES
RECORDING DATE: JULY 05, 1960
RECORDING NO: 480, IN BOOK 5177, PAGE 535 OF OFFICIAL RECORDS
AFFECTS: PARCEL 2
LIMITATIONS ON THE USE, BY THE OWNERS OF SAID LAND, OF THE EASEMENT AREA AS SET FORTH IN THE EASEMENT DOCUMENT SHOWN HEREINABOVE.
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

(10) 10. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT
ENTITLED: AN AGREEMENT TO CONSTRUCT OFF-SITE IMPROVEMENTS
DATED: FEBRUARY 01, 1977
EXECUTED BY: THE CITY OF COLTON AND PETROLANE PROPERTIES, INC.
RECORDING DATE: FEBRUARY 17, 1977
RECORDING NO: 499, IN BOOK 9117, PAGE 732 OF OFFICIAL RECORDS
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
AFFECTS: PARCELS 1, 2 AND 3
(THERE ARE NO PLOTTABLE SURVEY ITEMS)

(11) 11. AN UNRECORDED LEASE WITH CERTAIN TERMS, COVENANTS, CONDITIONS AND PROVISIONS SET FORTH THEREIN AS DISCLOSED BY THE DOCUMENT
ENTITLED: MEMORANDUM OF SUBLEASE AGREEMENT
SUBLESSOR: WREN LEASING CORP., A DELAWARE CORPORATION
SUBLESSEE: STATER BROS. MARKETS, A CALIFORNIA CORPORATION
RECORDING DATE: MARCH 14, 1983
RECORDING NO: 83-053140 OF OFFICIAL RECORDS
THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE AND OTHER MATTERS AFFECTING THE INTEREST OF THE LESSEE ARE NOT SHOWN HEREIN.
ASSIGNMENT OF THE LESSOR'S INTEREST UNDER SAID LEASE,
ASSIGNOR: NEWKIRK COLANE L.P., A DELAWARE LIMITED PARTNERSHIP
SUCCESSOR-BY-MERGER TO COLANE ASSOCIATES LIMITED PARTNERSHIP, A CALIFORNIA LIMITED PARTNERSHIP, SUCCESSOR-IN-INTEREST TO WREN LEASING CORP.
ASSIGNEE: NORTHEAST VALLEY INDUSTRIAL PARKS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 89% OWNERSHIP, AND PACIFIC WEST MANAGEMENT, A CALIFORNIA GENERAL PARTNERSHIP, AS TO AN UNDIVIDED 11% OWNERSHIP, BOTH AS TENANTS IN COMMON
RECORDING DATE: AUGUST 24, 2005
RECORDING NO: 2005-0624873 OF OFFICIAL RECORDS ASSIGNMENT OF THE LESSOR'S INTEREST UNDER SAID LEASE,
ASSIGNOR: NORTHEAST VALLEY INDUSTRIAL PARKS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 89% OWNERSHIP, AND PACIFIC WEST MANAGEMENT, A CALIFORNIA GENERAL PARTNERSHIP, AS TO AN UNDIVIDED 11% OWNERSHIP, BOTH AS TENANTS IN COMMON
ASSIGNEE: PACIFIC WEST MANAGEMENT, A CALIFORNIA GENERAL PARTNERSHIP, AS TO AN UNDIVIDED 56.5% INTEREST AND ROBERT J. NEAL AND BERNARDA A. NEAL, AS TRUSTEES OF THE ROBERT J. NEAL AND BERNARDA A. NEAL REVOCABLE TRUST, AS TO AN UNDIVIDED 22.5% INTEREST AND PRODUCER INDUSTRIAL PARTNERS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 21% INTEREST, ALL AS TENANTS IN COMMON
RECORDING DATE: DECEMBER 12, 2013
RECORDING NO: 2013-0533913, OF OFFICIAL RECORDS
(THERE ARE NO PLOTTABLE SURVEY ITEMS)

THE FOLLOWING MATTERS AFFECT PARCEL 9

(25) 25. A RIGHT OF WAY RESERVED TO THE JURUPA LAND AND WATER COMPANY, OR IT SUCCESSORS, TO EXTEND CANALS AS THEY MAY SEE FIT THROUGH OR ACROSS SAID LANDS.

(26) 26. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: PIPE LINES, DITCHES AND CANALS
RECORDED: IN BOOK 111, PAGE 258, OF DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(27) 27. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: WATER RIGHTS
RECORDED: IN BOOK 678, PAGE 29, OF DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(28) 28. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: RIGHT OF WAY AND COVERED PIPE LINES
RECORDING DATE: MAY 21, 1917
RECORDING NO: BOOK 4235, PAGE 247, OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(29) 29. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: PIPE LINES AND DOMESTIC IRRIGATION PURPOSES
RECORDED: IN BOOK 72 PAGE 271, OF DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(30) 30. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: PUBLIC ROAD
RECORDING DATE: SEPTEMBER 23, 1903
RECORDING NO: BOOK 333, PAGE 192, OF DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(31) 31. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED ON SAID MAP FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;
PURPOSE(S): PUBLIC USE FOR STREET AND PUBLIC UTILITIES PURPOSES
RECORDED: IN BOOK 245, PAGE(S) 1 THRU 3, OF PARCEL MAPS
AFFECTS: AS SHOWN ON THE MAP OF SAID TRACT

(PARCEL 9 IS NOT INCLUDED IN THIS SURVEY)

THE FOLLOWING MATTERS AFFECT ALL PARCELS

(32) 32. ANY EASEMENTS NOT DISCLOSED BY THE PUBLIC RECORDS AS TO MATTERS AFFECTING TITLE TO REAL PROPERTY, WHETHER OR NOT SAID EASEMENTS ARE VISIBLE AND APPARENT.

(33) 33. DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER MATTERS WHICH A CORRECT SURVEY WOULD DISCLOSE AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.

(34) 34. MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/ASCM LAND TITLE SURVEY THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

(35) 35. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.
THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.
THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.

SURVEYOR'S NOTES:

1. *TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:*
PACIFIC WEST MANAGEMENT, A CALIFORNIA GENERAL PARTNERSHIP, AS TO AN UNDIVIDED 56.5% INTEREST AND ROBERT J. NEAL AND BERNARDA A. NEAL, AS TRUSTEES OF THE ROBERT J. NEAL AND BERNARDA A. NEAL REVOCABLE TRUST, AS TO AN UNDIVIDED 22.5% INTEREST AND PRODUCER INDUSTRIAL PARTNERS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 21% INTEREST, ALL AS TENANTS IN COMMON

2. *PROJECT ADDRESS: 21674 N DE BERRY STREET (S'LY)*
21700 BARTON ROAD (N'LY)
COLTON, CALIFORNIA

3. *ASSESSOR'S PARCEL NUMBER:*

SOUTHERN PORTION	NORTHERLY PORTION
1167-051-15	0275-223-23
1167-051-16	0275-223-44
1167-051-18	0275-223-45
1167-051-19	0275-223-46
1167-051-20	
1167-061-06	
1167-131-03	
1167-131-04	

4. *PARCEL AREAS:*

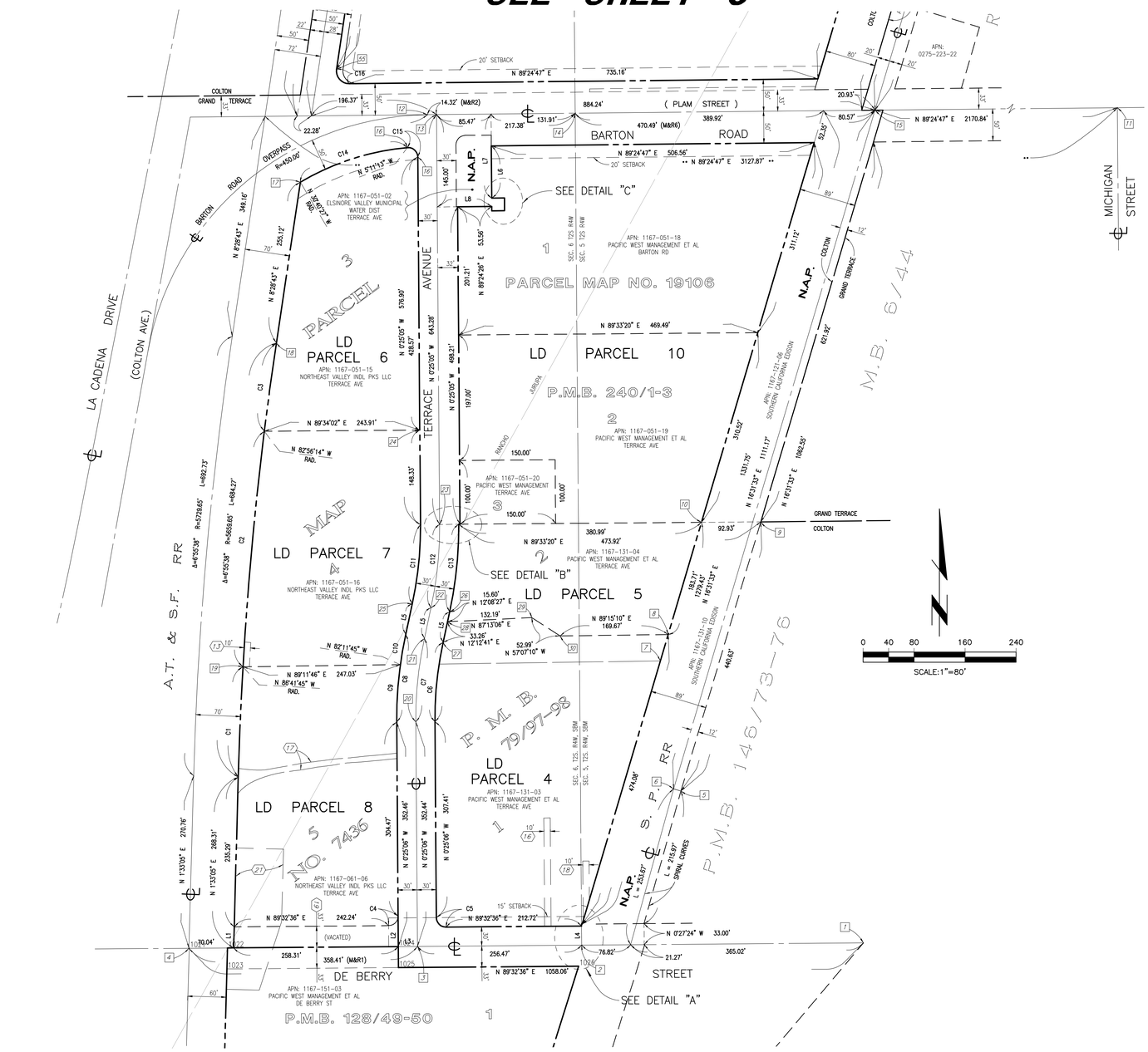
LAND DESCRIBED AS PARCELS 1-3: (NORTHERLY PORTION)

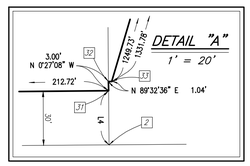
LEGAL DESCRIPTION FEE:	*1,266,106 S.F./

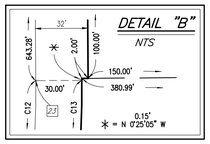
SEE SHEET 3

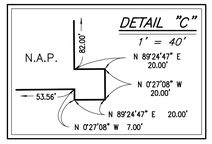
LEGEND:

ABAN	ABANDONED
ACC	ACCEPTED
AC	ASPHALTIC CONCRETE
AP	ANGLE POINT
APV	AIR RELEASE VALVE
BC	BEGINNING OF CURVE
BET	BETWEEN
BFP	BACKFLOW PREVENTION DEVICE
BLDG	BUILDING
BRG	BASIS OF BEARINGS
BR	BRASS
BRMP	BOTTOM OF RAMP
BSTP	BOTTOM STEP
BX	BOTTOM OF "X"
BW	BACK OF WALK
C	COMPACT PARKING STALL
CAB	CABINET
CADT	DUX, DPT, OF TRANSFORMATION
CATV	CABLE TELEVISION
C&G	CURB AND GUTTER
CB	CATCH BASIN
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS
CD	CURB DRAIN
CEFB	CITY ENGINEER'S FIELD BOOK
CF	CURB FACE
C.F.	CALCULATED FROM
CHIS	CHISLED
C.L.	CENTERLINE
CLF	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
COLENG.FB	COUNTY ENGINEER'S FIELD BOOK
CONC	CONCRETE
COR	CORNER
CSFB	COUNTY SURVEYOR'S FIELD BOOK
Δ	DELTA=CENTRAL ANGLE
DCV	DETECTOR CHECK VALVE
DED	DEDICATION
DESC	DESCRIBED
DI	DROP INLET
DIST	DISTANCE
DW	DRIVEWAY
DOC. NO	DOCUMENT NO.
DRWAY	DRIVEWAY
E	EAST
E'LY	EASTERLY
EB	ESTABLISHED BETWEEN
EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS
EBP	ESTABLISHED BY PROPORTION
EC	EDGE OF CONCRETE
EC	END OF CURVE
EF	ESTABLISHED FROM
EL.ELEC.	ELECTRIC
EM	ELECTRIC METER
EMH	ELECTRIC MAN HOLE
EP	EDGE OF PAVEMENT
EPB	ELECTRIC PULL BOX
ESMT	EASEMENT
EST	ESTABLISHED
ESTAB	ESTABLISH
EXIST	EXISTING
FAR	FLOOR AREA RATIO
FB	FIELD BOOK
FC	FLOOD CONTROL
FD	FOUND
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR ELEVATION
FH	FIRE HYDRANT
FL	FLOW LINE
FL IF/OB	FL AT INSIDE WALL CB
FNC	FENCE
FOC	FIBER OPTIC CABLE
FP	FINISH PAVEMENT
FW	FINISH WALK
F	FRONT OF WALK
——→	DIRECTION OF DRAINAGE FLOW
G	GAS LINE
GA	GUY ANCHOR
GFA	GROSS FLOOR AREA
GM	GAS METER
GP	GUY POLE
GTE	GENERAL TELEPHONE CONDUIT
GTE MH	GENERAL TELEPHONE MANHOLE
GTE VLT	GENERAL TELEPHONE VAULT
GV	GAS VALVE
HB	HOSE BIB
HC	HANDICAP
HCR	HANDICAP RAMP
HWF	HOG WIRE FENCE
ICB	IRRIGATION CONTROL BOX
ICV	IRRIGATION CONTROL VALVE
ILLEG	ILLEGIBLE
INST NO	INSTRUMENT NUMBER
INT	INTERSECTION
IP	IRON PIPE
IP	IRON PIPE
L	LENGTH
LACE	LOS ANGELES COUNTY ENGINEER
LACS	LOS ANGELES COUNTY SURVEYOR
LD	LAND DESCRIPTION
LP	LIP OF GUTTER
LS	LICENSED SURVEYOR
L&T	LEAD AND TACK
LT&T	LEAD TACK AND TAG
LT/LT	LOT LIGHT
LT STD	LIGHT STANDARD
M	MEASURED
MAX	MAXIMUM
M.B.	MAP BOOK
MH	MANHOLE
MIN	MINIMUM
MON	MONUMENT
MS	MOW STRIP
MW	MONITORING WELL
N	NORTH
N&T	NAIL AND TIN
N'LY	NORTHERLY
N.A.P.	NOT A PART
NE	NORTHEAST
NEC	NORTHEAST CORNER
NE'LY	NORTHEASTERLY
NF	NOTHING FOUND
NG	NATURAL GROUND
NO	NUMBER
NT&T	NAIL TIN & TAG
N.T.S.	NOT TO SCALE
NW	NORTHWEST
NWC	NORTHWEST CORNER
NW'LY	NORTHWESTERLY
OH	OVERHEAD
OIL W.W.	OIL WASTE WATER LINE
O.R.	OFFICIAL RECORDS
O/S	OUTSIDE
OSA	PUBLIC USE AREA
PB	PLAT BOOK
PCC	POINT OF COMPOUND CURVE
PCL	PARCEL
PED	PEDESTAL
PG	PAGE
PI	POINT OF INTERSECTION
PIV	POST INDICATOR VALVE
PKWY	PARKWAY
PL	PROPERTY LINE
PM	PROPORTIONATE MEASUREMENT
PM	PARCEL MAP
P.M.B.	PARCEL MAP BOOK
P.O.B.	POINT OF BEGINNING
POC	POINT ON CURVE
P.O.C.	POINT OF CONNECTION
P.O.L.	POINT ON LINE
POR	PORTION
POS	POINT ON SLOPE
PP	POWER POLE
PRC	POINT OF REVERSE CURVE
PROD	PRODUCTION
PROP	PROPOSED
PT	POINT
PTS	POINTS
PT.COM.	POINT OF COMMENCEMENT
PTR	PRELIMINARY TITLE REPORT
PUN	PUNCHED
PVD	PAVED GUTTER
PWFB	PUBLIC WORKS FIELD BOOK
R	RECORD
R	RADIUS
R 11 W	RANGE 11 WEST
RAD	RADIAL
R.C.B.	REINFORCED CONCRETE BOX
RCE	REGISTERED CIVIL ENGINEER
RCLW	RECLAIMED WATER LINE
RD	ROOF DRAIN
R.D.	ROAD DEPARTMENT
RDFB	ROAD DEPARTMENT FIELD BOOK
REC	RECORD
REF	REFERENCE
REM	REMAINS
RR	RAILROAD
R.S.B.	RECORD OF SURVEY BOOK
R/W	RIGHT OF WAY
S	SEWER LINE
S	SOUTH
SBL	SETBACK LINE
S.B.M.	SAN BERNARDINO MERIDIAN
S'LY	SOUTHERLY
S&W	SPIKE & WASHER
SCE	SOUTHERN CALIFORNIA EDISON CO.
SCO	SEWER CLEAN OUT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SE	SOUTHEAST
SE'LY	SOUTHEASTERLY
SEC	SOUTHEAST CORNER
SEC 7	SECTION 7
SF	SQUARE FEET
SFCM	SET FOUND NOTHING
SLCB	STREET LIGHT CONTROL BOX
SLPB	STREET LIGHT PULL BOX
SMH	SEWER MANHOLE
SP	SIGN POST
ST LT	STREET LIGHT
SW	SOUTHWEST
SWC	SOUTHWEST CORNER
SW'LY	SOUTHWESTERLY
SW&T	SPIKE WASHER & TIN
S/W	SIDEWALK
T	TANGENT
T 3 S	TOWNSHIP 3 SOUTH
TB	TOP OF BERM
TC	TOP OF CURB
TC	TOP OF CURB
TAN	TANGENT
TE	TRASH ENCLOSURE
TELE	TELEPHONE
TELE SW B	TELEPHONE SWITCH BOX
TG	TOP OF GRATE
10" TR	10" GARDEN TREE
TMH	TELEPHONE MANHOLE
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TP	TELEPHONE POLE
T.P.O.B.	TRUE POINT OF BEGINNING
TR	TRACK
TRANS	TRANSFORMER
TRMP	TOP OF RAMP
TS	TRAFFIC SIGN
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
TS'TP	TOP STEP
TVLT	TELEPHONE VAULT
TW	TOP OF WALL
TWB	TOP OF BLOCK WALL
TX	TOP OF "X"
TYP	TYPICAL
U.D.	UTILITY DROP
UDC	UNDERGROUND CONDUIT
UEC	UTILITY
UTL	UTILITY
UTIL B	UTILITY BOX
UTIL CAB	UTILITY CABINET
V	VALVE
VAC	VACATION
VG	VALLEY GUTTER
VLT	VAULT
W	WATER LINE
W	WEST
W/	WITH
W'LY	WESTERLY
WA	WATER ASSEMBLY
WAC	WATER CUT
WIF	WROUGHT IRON FENCE
WM	WATER METER
WSO	WATER SHUT OFF VALVE
WV	WATER VALVE
W VLT.	WATER VAULT
X-ARM	CROSS ARM









Underground Service Alert
Call: TOLL FREE
1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

SOUTHERLY PORTION MONUMENT & ESTABLISHMENT NOTES:

1. FOUND 2" BRASS DISC, STAMPED "STATE DIVISION OF HIGHWAYS", PER R.S.B. 20/60, DOWN 1.1'; ACCEPTED AS BEING A POINT ON DE BERRY STREET.
2. FOUND 3/4" IRON PIPE WITH NO TAG, FLUSH, PER R2; ACCEPTED AS THE NORTH 1/16 CORNER OF SECTION 5, T2S, R4W, SBM AND 0.05' NORTH OF THE CENTERLINE DE BERRY STREET PER R2.
3. S.F.N., CENTERLINE INTERSECTION TERRACE AVENUE AND DE BERRY STREET ESTABLISHED AT RECORD DISTANCE OF 257.75' WEST OF 2 PER R1 ON WESTERLY PROLONGATION OF 1 AND 2 .
4. S.F.N., CENTERLINE INTERSECTION RR R/W AND DE BERRY STREET ESTABLISHED AT RECORD DISTANCE OF 358.41' WEST OF 3 PER R1 ON WESTERLY PROLONGATION OF 1 AND 2 .
5. FOUND 2" IRON PIPE TAGGED "LS 4055", PER R2, DOWN 0.3'; ACCEPTED AS AN ANGLE POINT IN THE WESTERLY LINE OF R4.
6. ESTABLISHED CENTERLINE RR R/W AT 12.00' RIGHT ANGLE OFFSET FROM XX PER R4.
7. FOUND 1" IRON PIPE TAGGED "LS 4055", DOWN 0.1', PER R2. ACCEPTED AS SEC PARCEL 2 OF R1.
8. FOUND 1" IRON PIPE TAGGED "LS 4055", DOWN 0.1', PER R2. ACCEPTED AS SEC PARCEL 2 OF R2.
9. FOUND 2" IRON PIPE TAGGED "RE 8052", PER R4 FLUSH; ACCEPTED AS THE NORTHWESTERLY CORNER OF R4 AND BEING A POINT ON THE EAST RR R/W.
10. FOUND 1" IRON PIPE TAGGED "RCE 8613", DOWN 0.5', PER R2. ACCEPTED AS SEC PARCEL 2 OF R3.
11. FOUND 1" IRON PIPE WITH NAIL, DOWN 0.2', PER PM 7/85. ACCEPTED AS CENTERLINE INTERSECTION BARTON ROAD AND MICHIGAN AVENUE.
12. FOUND 1" IRON PIPE, TAGGED "LS 4055", FLUSH, PER R2. ACCEPTED AS BC 450' RADIUS CURVE CENTERLINE BARTON ROAD OVERPASS.
13. S.F.N., CENTERLINE INTERSECTION BARTON ROAD AND TERRACE AVENUE AT RECORD DISTANCE OF 14.32' EAST OF 12 PER R2.
14. FOUND HUB AND TACK, NO TAG, FLUSH, NO REFERENCE, FITS TIES PER CSFB 4017/1553. ACCEPTED AS SEC SEC. 31,11S, R4W, SBM, PER R2.
15. S.F.N., CENTERLINE INTERSECTION RR R/W AND BARTON ROAD ESTABLISHED AT CALCD RECORD DISTANCE OF 470.49' EAST OF 14 PER R6.
16. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.5' PER R2. ACCEPTED AS BC AND EC OF 15' R/W CURVE AT NEC PARCEL 3 OF R2.
17. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.5' PER R2. ACCEPTED AS NWC PARCEL 3 OF R2 AND BEING THE INTERSECTION RR R/W AND BARTON ROAD OVERPASS R/W.
18. FOUND 1" IRON PIPE, TAG ILLEGIBLE, FLUSH' PER R2. ACCEPTED AS EC 5659.65' RADIUS CURVE EAST RR R/W.
19. FOUND 1" IRON PIPE, TAGGED "RCE 8613", DOWN 1.0' PER R2. ACCEPTED AS POINT IN 5659.65' RADIUS CURVE EAST RR R/W AND SWC PARCEL 4 OF R2.
20. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1', PER R2. ACCEPTED AS BC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
21. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1', PER R2. ACCEPTED AS EC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
22. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1' PER R2. ACCEPTED AS BC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
23. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1', PER R2. ACCEPTED AS EC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
24. FOUND 1" IRON PIPE, TAG ILLEGIBLE, DOWN 0.1' PER R2. ACCEPTED AS SEC PARCEL 3 OF R2.
25. FOUND 1" IRON PIPE, TAG ILLEGIBLE, DOWN 0.1' PER R2. ACCEPTED AS BC 570' RADIUS CURVE WEST R/W TERRACE AVENUE.
26. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.1' PER R2. ACCEPTED AS BC 630' RADIUS CURVE EAST R/W TERRACE AVENUE.
27. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.1' PER R2. ACCEPTED AS EC 570' RADIUS CURVE EAST R/W TERRACE AVENUE.
28. FOUND 1" IRON PIPE, TAG ILLEGIBLE, FLUSH, PER R2. ACCEPTED AS SWC PARCEL 2 OF R2.
29. FOUND NAIL AND TAG, ILLEGIBLE, FLUSH, NO REFERENCE. ACCEPTED AS ANGLE POINT IN PROPERTY LINE.
30. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2. ACCEPTED AS ANGLE POINT IN PROPERTY LINE.
31. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2. ACCEPTED AS POINT ON NORTH R/W DE BERRY STREET, 33' HALFWIDTH, OFFSET 0.15' EAST OF ESTABLISHED CORNER.
32. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2. ACCEPTED AS POINT ON NORTH R/W DE BERRY STREET, 30' HALFWIDTH, OFFSET 0.15' EAST OF SECTION LINE.
33. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2. ACCEPTED AS POINT ON NORTH R/W DE BERRY STREET, 33' HALFWIDTH, OFFSET 0.15' EAST OF SECTION LINE.

NORTHERLY PORTION MONUMENT & ESTABLISHMENT NOTES:

40. FOUND 1" IRON PIPE & SB CO SURVEY TAG, IN WALL, PER RSB 143/40-57, FITS TIES PER FB 4017/22187. ACCEPTED AS STATION #2 OF RANCHO JURUPA.
41. FOUND 2" IRON PIPE WITH TACK, DOWN 0.7', PER MB 145/75-77, ACCEPTED AS BEING ANGLE POINT OF PL AND POINT ON LINE OF RANCHO JURUPA.
42. ESTABLISHED INTERSECTION CITY BOUNDARY AND POINT ON TANGENT OF EAST RR R/W, 40' HALFWIDTH, AT CALCD DISTANCE OF 279.30' FROM XX AND RECORD ANGLE FROM 40 - 41 PER MB 145/75-77.
43. FOUND 1" IRON PIPE TAGGED "LS 3035", FLUSH; PER PMB 6/91, IN TOP OF BANK; ACCEPTED AS BEING RECORD OFFSET 14.05' OFFSET, EASTERLY ON PL PROD FROM EAST RR R/W 25' HALFWIDTH.
44. FOUND 1" IRON PIPE TAGGED "LS 3035", FLUSH; PER PMB 6/91, IN TOP OF BANK; ACCEPTED AS BEING RECORD OFFSET 9.70' OFFSET, EASTERLY ON PL PROD FROM EAST RR R/W 25' HALFWIDTH.
45. FOUND 1" IRON PIPE, TAGGED "LS 4055", UP 0.5', NO REFERENCE, USED AS POINT OFFSET 0.25' WESTERLY ON PL FROM ANGLE POINT PROPERTY LINE.
46. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', NO REFERENCE, USED AS POINT OFFSET 0.30' WESTERLY ON PL FROM ANGLE POINT PROPERTY LINE.
47. FOUND 1" IRON PIPE WITH MAG NAIL, FLUSH, NO REFERENCE; ACCEPTED AS BEING 1" IRON PIPE LS 3828 PER RS 56/47 AND 95/72 AT CENTERLINE INTERSECTION WALNUT AVENUE AND MAPLE AVENUE.
48. FOUND SPIKE AND WASHER TAGGED "USCE LA DIST - SAR 2010-21 - JOHNSON FRANK", FLUSH, NO REFERENCE AT 17.00' OFFSET SOUTHERLY INTERSECTION WEST R/W BURNS AVENUE AND NORTH R/W WALNUT AVENUE.
49. FOUND LEAD AND TACK, TAGGED "LS 4055", FLUSH, NO REFERENCE, OFFSET 0.38' N49°32'34"E FROM INTERSECTION SOUTH R/W WALNUT AVENUE AND EAST R/W TERRACE AVENUE.
50. CENTERLINE TERRACE AVENUE ESTABLISHED BY RECORD OFFSET FROM EXISTING EAST CURB LINE AS SHOWN ON CITY OF COLTON PUBLIC WORKS PLAN NO. 1668 (FILE NO. R004440).
51. FOUND LEAD AND TACK, TAGGED "LS 4055", FLUSH, NO REFERENCE, USED AS POINT ON SOUTH LINE OF R5.
52. FOUND 3/4" IRON PIPE, TAGGED "LS 1634", DOWN 1.5', NO REFERENCE, USED AS SOUTHWEST CORNER R5.
53. ESTABLISHED SOUTH LINE OF R5 PARALLEL WITH CL WALNUT AVENUE PASSING THROUGH 52 .
54. FOUND 1 1/2" IRON PIPE, TAGGED "RE 7344, UP 0.2', NO REFERENCE, USED AS POINT BEING OFFSET 0.50' WESTERLY ON PL PROD FROM WEST R/W TERRACE AVENUE, 50' FULL WIDTH.
55. FOUND NAIL IN CONC, NO HEAD, NO REFERENCE, ACCEPTED AS EC 20' RADIUS CURVE AT EAST R/W TERRACE AVENUE, 50' FULL WIDTH.

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	01°45'10"	5659.65'	173.14'
C2	03°45'01"	5659.65'	371.28'
C3	01°24'57"	5659.65'	139.86'
C4	89°57'42"	15.00'	23.55'
C5	90°02'18"	15.00'	23.57'
C6	12°36'26"	570.00'	125.42'
C7	12°36'26"	600.00'	132.02'
C8	12°36'26"	630.00'	138.62'
C9	08°13'20"	630.00'	90.41'
C10	04°23'05"	630.00'	48.21'
C11	12°36'25"	570.00'	125.42'
C12	12°36'25"	600.00'	132.02'
C13	12°36'25"	630.00'	138.62'
C14	25°29'15"	400.00'	177.94'
C15	94°46'08"	15.00'	24.81'
C16	99°07'18"	20.00'	34.60'
C17	00°36'44"	5839.65'	62.40'
C18	00°40'44"	5779.65'	68.47'

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N 01°32'05" E	33.02'
L2	N 00°25'06" W	47.99'
L3	N 89°32'36" E	30.06'
L4	N 00°27'08" W	30.00'
L5	N 12°11'20" E	48.86'
L6	N 00°27'08" W	82.00'
L7	N 00°27'08" W	132.00'
L8	N 89°24'47" E	85.56'
L9	N 5°31'31" E	189.89'

MAP & OTHER REFERENCES:

R1	PARCEL MAP NO. 465	P.M.B. 5/31
R2	PARCEL MAP NO. 7346	P.M.B. 79/97-98
R3	PARCEL MAP NO. 19106	P.M.B. 240/1-3
R4	RECORD OF SURVEY	R.S.B. 20/60
R5	TERRA BELLE TRACT	M.B. 17/90
R6	RECORD OF SURVEY	R.S.B. 57/18

SOUTHERLY PORTION

STATER BROTHERS REDEVELOPMENT

Last Update: 11/29/18
O:\3700-3799\3711\3711ALTA2.dwg

REVISIONS		
NO.	DESCRIPTION	DATE
1	REVISION TO SHOW AERIAL TOPOGRAPHIC SURVEY FROM AERIAL PHOTOS TAKEN ON 10/05/2018	11/29/2018
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

BENCHMARK:

CITY OF COLTON BM 607
CITY OF COLTON STANDARD 2 INCH BRASS DISC SET IN THE SOUTH END OF A CONCRETE DRAINAGE INLET STRUCTURE ON THE NORTH SIDE OF THE ISLAND DIVIDER STRIP AT LA CADENA DRIVE INTERSECTION WITH DEBERRY STREET, APPROXIMATELY 60.0 FEET WEST AND 10.0 FEET NORTH OF POWER POLE #1337687E AND 70.0 FEET EASTERLY OF POWER POLE #4041F.

ELEVATION = 936.844 FEET (NGVD '29 DUTUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "EWPP" AND "OISA" AS BEING SOUTH 82°35'10.9410" EAST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY THE CENTERLINE OF BARTON ROAD BEING NORTH 89°24'47" EAST. (2010.0 EPOCH)

PREPARED FOR:

HAGER PACIFIC PROPERTIES
4100 NEWPORT PLACE DRIVE,
SUITE 820
NEWPORT BEACH, CA 92660
PHONE: (949) 253-7920

PREPARED BY:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

ALTA/NSPS LAND TITLE SURVEY

21700 BARTON RD - 21674 N DE BERRY ST

COLTON CALIFORNIA

DRAWN BY:	CHECKED BY:	SCALE:	DATE:	J.N.	SHEET
KCP	DHH	1" = 80'	NOVEMBER, 2018	3711	2 OF 8

LEGEND:

ABAN	ABANDONED
ACP	ASBESTOS CEMENT PIPE
AC	ANGLE POINT
APV	AIR RELEASE VALVE
BC	BEGINNING OF CURVE
BET	BETWEEN
BFP	BACKFLOW PREVENTION DEVICE
BLDG	BUILDING
BOB	BASIS OF BEARINGS
BR	BRASS
BRMP	BOTTOM OF RAMP
BSTP	BOTTOM STEP
BV	BOTTOM OF "V"
BW	BOTTOM OF WALL
CP	COMPACT PARKING STALL
CAB	CABINET
CADT	DIA. SPT. OF TRANSFORMATION
CATV	CABLE TELEVISION
C&G	CURB AND GUTTER
CB	CATCH BASIN
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS
CD	CURB DRAIN
CEFB	CITY ENGINEER'S FIELD BOOK
CF	CURB FACE
C.F.	CALCULATED FROM
CHIS	CHISELED
C.L.	CENTER LINE
CLF	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CO.ENG.FB	COUNTY ENGINEER'S FIELD BOOK
CONC	CONCRETE
COR	CORNER
CSFB	COUNTY SURVEYOR'S FIELD BOOK
Δ	CENTRAL ANGLE
Δ,	DELTA=CENTRAL ANGLE
DCV	DETECTOR CHECK VALVE
DED	DEDICATION
DESC	DESCRIBED
DI	DROP INLET
DIST	DISTANCE
DW	DRIVEWAY
DOC. NO	DOCUMENT NO.
DRWY	DRIVEWAY
E	EAST
E'LY	EASTERLY
EB	ESTABLISHED BETWEEN
EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS
EBP	ESTABLISHED BY PROPORTION
EC	EDGE OF CONCRETE
EC	END OF CURVE
EF	ESTABLISHED FROM
ELEC	ELECTRIC
EM	ELECTRIC METER
EMH	ELECTRIC MAN HOLE
EP	EDGE OF PAVEMENT
EPB	ELECTRIC PULL BOX
ESMT	EASEMENT
EST.	ESTABLISHED
ESTAB	ESTABLISH
EXIST	EXISTING
FAR	FLOOR AREA RATIO
FB	FIELD BOOK
FC	FLOOD CONTROL
FD	FOUND
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR ELEVATION
FH	FIRE HYDRANT
FL	FLOW LINE
FL IF/OB	FL AT INSIDE/ OUTSIDE WALL CB
FNC	FENCE
FOC	FIBER OPTIC CABLE
FP	FINISH PAVEMENT
FS	FINISH SURFACE
FW	FRONT OF WALK
	DIRECTION OF DRAINAGE FLOW
G	GAS LINE
GA	GUY ANCHOR
GFA	GROSS FLOOR AREA
GM	GAS METER
GP	GUY POLE
GTE	GENERAL TELEPHONE CONDUIT
GTE MH	GENERAL TELEPHONE MANHOLE
GTE VLT	GENERAL TELEPHONE VAULT
GV	GAS VALVE
HB	HOSE BIB
HDP	HANDICAP
HDR	HANDICAP RAMP
HWF	HOG WIRE FENCE
ICB	IRRIGATION CONTROL BOX
ICV	IRRIGATION CONTROL VALVE
ILLEG	ILLEGIBLE
INST NO	INSTRUMENT NUMBER
INT	INTERSECTION
IP	IRON PIPE
IP	IRON PIPE
L	LENGTH
LACE	LOS ANGELES COUNTY ENGINEER
LACS	LOS ANGELES COUNTY SURVEYOR
LD	LAND DESCRIPTION
LP	LIP OF GUTTER
LS	LICENSED SURVEYOR
L&T	LEAD AND TACK
LT&T	LEAD TACK AND TAG
LT/L	LOT LINE
LT STD	LIGHT STANDARD
M	MEASURED
MAU	MAGNOLIA
M.B.	MAP BOOK
MH	MANHOLE
MIN.	MINIMUM
MON	MONUMENT
MS	MOW STRIP
MW	MONITORING WELL
N	NORTH
N&T	NAIL AND TIN
N'LY	NORTHERLY
N.A.P.	NOT A PART
NE	NORTHEAST
NELY	NORTHEAST CORNER
N'LY	NORTHERLY
NF	NOTHING FOUND
NG	NATURAL GROUND
NO	NUMBER
NT&T	NAIL TIN & TAG
N.T.S.	NOT TO SCALE
NW	NORTHWEST
NWC	NORTHWEST CORNER
NW'LY	NORTHWESTERLY
OH	OVERHEAD
OIL W.W.	OIL WASTE WATER LINE
O.R.	OFFICIAL RECORDS
O/S	OUTSIDE
PA	PLANTER AREA
PB	PLAT BOOK
PCC	POINT OF COMPOUND CURVE
PCL	PARCEL
PED	PEDESTAL
PG	PAGE
PI	POINT OF INTERSECTION
PIV	POST INDICATOR VALVE
PKWY	PARKWAY
PL	PROPERTY LINE
PM	PROPORTIONATE MEASUREMENT
P.M.	PARCEL MAP
P.M.B.	PARCEL MAP BOOK
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT ON CURVE
P.O.C.L.	POINT ON CONNECTION
P.O.L.	POINT ON LINE
POR	PORTION
POS	POINT ON SLOPE
PP	POWER POLE
PRC	POINT OF REVERSE CURVE
PROD	PRODUCED
PROP	PROPOSED
PT	POINT
PTS	POINTS
PT.COM.	POINT OF COMMENCEMENT
PTR	PRELIMINARY TITLE REPORT
PUN	PUNCHED
PVD	PAVED DRAIN
PWFB	PUBLIC WORKS FIELD BOOK
R	RECORD
R	RADIUS
R 11 W	RANGE 11 WEST
RAD	RADIAL
R.C.B.	REINFORCED CONCRETE BOX
RCE	REGISTERED CIVIL ENGINEER
RCLW	RECLAIMED WATER LINE
RD	ROOF DRAIN
R.D.	ROAD DEPARTMENT
RDFB	ROAD DEPARTMENT FIELD BOOK
REC	RECORD
REF	REFERENCE
RET	RETAIN
RR	RAILROAD
R.S.B.	RECORD OF SURVEY BOOK
R/W	RIGHT OF WAY
S	SEWER LINE
S	SOUTH
SBL	SETBACK LINE
S.B.M.	SAN BERNARDINO MERIDIAN
S'LY	SOUTHERLY
S&W	SPIKE & WASHER
SCE	SOUTHERN CALIFORNIA EDISON CO.
SCO	SEWER CLEAN OUT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SE	SOUTHEAST
SE'LY	SOUTHEASTERLY
SEC	SOUTHEAST CORNER
SEC 7	SECTION 7
SF	SQUARE FEET
SFMN	SET FOUND NOTHING
SLCB	STREET LIGHT CONTROL BOX
SLPB	STREET LIGHT PULL BOX
SMH	SEWER MANHOLE
SP	SIGN POST
ST LT	STREET LIGHT
SW	SOUTHWEST
SWC	SOUTHWEST CORNER
SW'LY	SOUTHWESTERLY
SW&W	SPIKE WASHER & TIN
S/W	SIDEWALK
T	TANGENT
T 3 S	TOWNSHIP 3 SOUTH
TB	TOP OF BERM
TBF	TOP OF BANK
TC	TOP OF CURB
TAN	TANGENT
TE	TRASH ENCLOSURE
TELE	TELEPHONE
TELE SW B	TELEPHONE SWITCH BOX
TOW	TOP OF WALL
TPT TR	TOP OF GARDEN TREE
TMH	TELEPHONE MANHOLE
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TP	TELEPHONE POLE
T.P.O.B.	TRUE POINT OF BEGINNING
TRA	TRAVERSE
TRANS	TRANSFORMER
TRMP	TOP OF RAMP
TS	TRAFFIC SIGN
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
TSTP	TOP STEP
TVLT	TELEPHONE VAULT
TW	TOP OF WELL
TWB	TOP OF BLOCK WALL
TX	TOP OF "X"
TYP	TYPICAL
U.D.	UTILITY DROP
UGC	UNDERGROUND CONDUIT
UTIL	UTILITY
UTIL B	UTILITY BOX
UTIL CAB	UTILITY CABINET
V	VALVE
VAC	VACATION
VG	VALLEY GUTTER
VLT	VAULT
W	WATER LINE
W	WEST
W/	WITH
W'LY	WESTERLY
WA	WATER ASSEMBLY
WAP	WATER APPURT
WIF	WROUGHT IRON FENCE
WM	WATER METER
WSO	WATER SHUT OFF VALVE
WV	WATER VALVE
W VLT	WATER VAULT
X-ARM	CROSS ARM

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1-800-422-4133
AT LEAST TWO DAYS
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

Underground Service Alert
Call: TOLL FREE
1-800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

MAP & OTHER REFERENCES:

R1	PARCEL MAP NO. 465	P.M.B. 5/31
R2	PARCEL MAP NO. 7346	P.M.B. 79/97-98
R3	PARCEL MAP NO. 19106	P.M.B. 240/1-3
R4	RECORD OF SURVEY	R.S.B. 20/60
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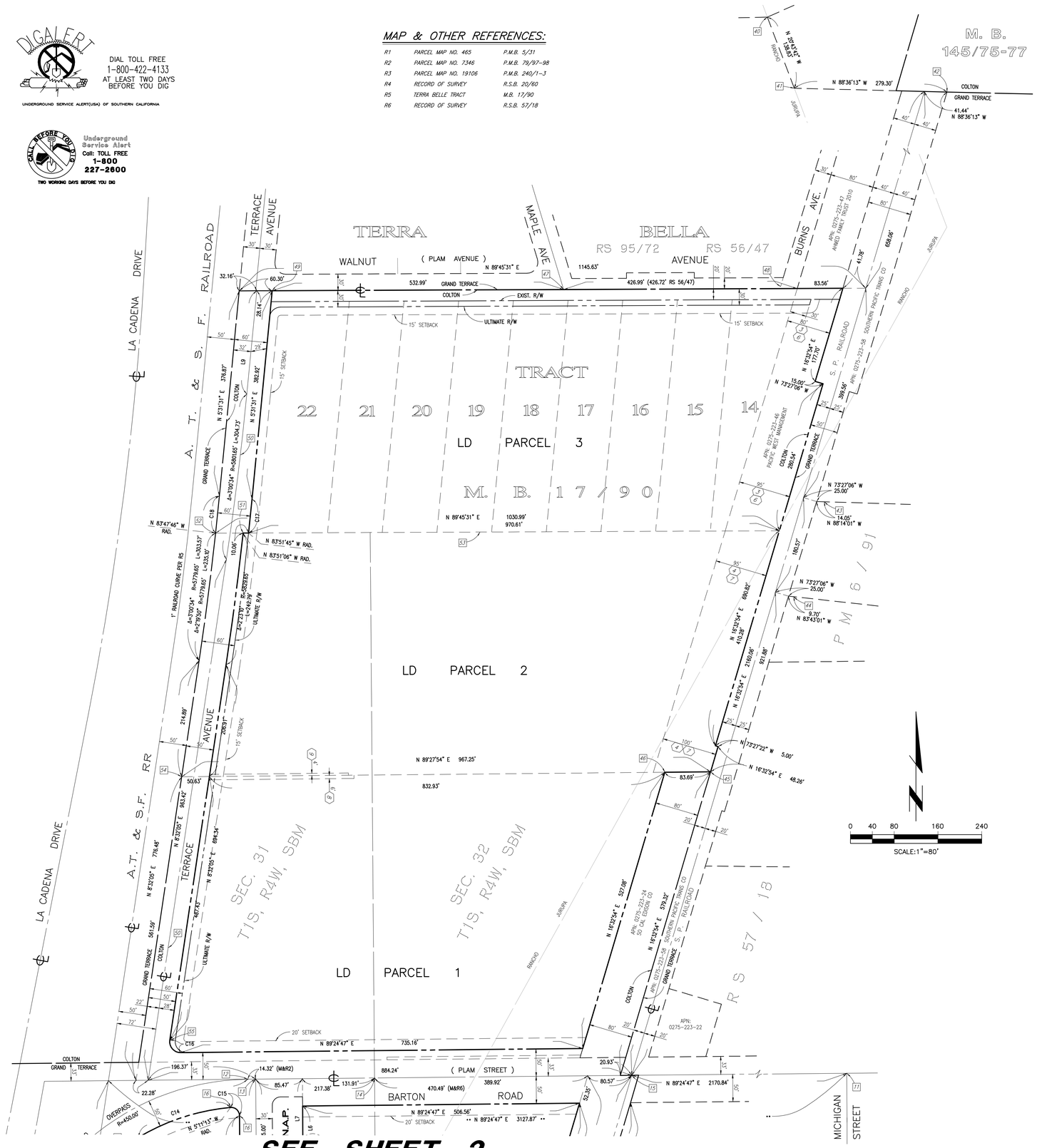

SOUTHERLY PORTION
MONUMENT & ESTABLISHMENT NOTES:

1. FOUND 2" BRASS DISC, STAMPED "STATE DIVISION OF HIGHWAYS", PER R.S.B. 20/60, DOWN 1.1'; ACCEPTED AS BEING A POINT ON DE BERRY STREET.
2. FOUND 3/4" IRON PIPE WITH NO TAG, FLUSH, PER R2; ACCEPTED AS THE NORTH 1/16 CORNER OF SECTION 5, T2S, R4W, SBM AND 0.05' NORTH OF THE CENTERLINE DE BERRY STREET PER R2.
3. S.F.N., CENTERLINE INTERSECTION TERRACE AVENUE AND DE BERRY STREET ESTABLISHED AT RECORD DISTANCE OF 257.75' WEST OF 2 PER R1 ON WESTERLY PROLONGATION OF 1 AND 2 .
4. S.F.N., CENTERLINE INTERSECTION RR R/W AND DE BERRY STREET ESTABLISHED AT RECORD DISTANCE OF 358.41' WEST OF 3 PER R1 ON WESTERLY PROLONGATION OF 1 AND 2 .
5. FOUND 2" IRON PIPE TAGGED "LS 4055", PER R2, DOWN 0.3'; ACCEPTED AS AN ANGLE POINT IN THE WESTERLY LINE OF R4.
6. ESTABLISHED CENTERLINE RR R/W AT 12.00' RIGHT ANGLE OFFSET FROM XX PER R4.
7. FOUND 1" IRON PIPE TAGGED "LS 4055", DOWN 0.1', PER R2. ACCEPTED AS SEC PARCEL 2 OF R1.
8. FOUND 1" IRON PIPE TAGGED "LS 4055", DOWN 0.1', PER R2. ACCEPTED AS SEC PARCEL 2 OF R2.
9. FOUND 2" IRON PIPE TAGGED "RE 8052", PER R4 FLUSH; ACCEPTED AS THE NORTHWESTERLY CORNER OF R4 AND BEING A POINT ON THE EAST RR R/W.
10. FOUND 1" IRON PIPE TAGGED "RCE 8613", DOWN 0.5', PER R2. ACCEPTED AS SEC PARCEL 2 OF R3.
11. FOUND 1" IRON PIPE WITH NAIL, DOWN 0.2', PER PM 7/85. ACCEPTED AS CENTERLINE INTERSECTION BARTON ROAD AND MICHIGAN AVENUE.
12. FOUND 1" IRON PIPE, TAGGED "LS 4055", FLUSH, PER R2. ACCEPTED AS BC 450' RADIUS CURVE CENTERLINE BARTON ROAD OVERPASS.
13. S.F.N., CENTERLINE INTERSECTION BARTON ROAD AND TERRACE AVENUE AT RECORD DISTANCE OF 14.32' EAST OF 12 PER R2.
14. FOUND HUB AND TACK, NO TAG, FLUSH, NO REFERENCE, FITS TIES PER CSFB 4017/1553. ACCEPTED AS SEC SEC. 31,T1S, R4W, SBM, PER R2.
15. S.F.N., CENTERLINE INTERSECTION RR R/W AND BARTON ROAD ESTABLISHED AT CALCD RECORD DISTANCE OF 470.49' EAST OF 14 PER R6.
16. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.5' PER R2. ACCEPTED AS BC AND EC OF 15' R/W CURVE AT NEC PARCEL 3 OF R2.
17. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.5' PER R2. ACCEPTED AS NWC PARCEL 3 OF R2 AND BEING THE INTERSECTION RR R/W AND BARTON ROAD OVERPASS R/W.
18. FOUND 1" IRON PIPE, TAG ILLEGIBLE, FLUSH' PER R2. ACCEPTED AS EC 5659.65' RADIUS CURVE EAST RR R/W.
19. FOUND 1" IRON PIPE, TAGGED "RCE 8613", DOWN 1.0' PER R2, ACCEPTED AS POINT IN 5659.65' RADIUS CURVE EAST RR R/W AND SWC PARCEL 4 OF R2.
20. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1', PER R2. ACCEPTED AS BC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
21. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1', PER R2. ACCEPTED AS EC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
22. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1' PER R2. ACCEPTED AS BC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
23. FOUND 1" IRON PIPE, TOP MASHED, DOWN 0.1', PER R2. ACCEPTED AS EC 600' RADIUS CURVE CENTERLINE TERRACE AVENUE.
24. FOUND 1" IRON PIPE, TAG ILLEGIBLE, DOWN 0.1' PER R2. ACCEPTED AS SEC PARCEL 3 OF R2.
25. FOUND 1" IRON PIPE, TAG ILLEGIBLE, DOWN 0.1' PER R2. ACCEPTED AS BC 570' RADIUS CURVE WEST R/W TERRACE AVENUE.
26. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.1' PER R2. ACCEPTED AS BC 630' RADIUS CURVE EAST R/W TERRACE AVENUE.
27. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.1' PER R2. ACCEPTED AS EC 570' RADIUS CURVE EAST R/W TERRACE AVENUE.
28. FOUND 1" IRON PIPE, TAG ILLEGIBLE, FLUSH, PER R2. ACCEPTED AS SWC PARCEL 2 OF R2.
29. FOUND NAIL AND TAG, ILLEGIBLE, FLUSH, NO REFERENCE. ACCEPTED AS ANGLE POINT IN PROPERTY LINE.
30. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2. ACCEPTED AS ANGLE POINT IN PROPERTY LINE.
31. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2, ACCEPTED AS POINT IN PROPERTY LINE.
32. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2, ACCEPTED AS POINT ON NORTH R/W DE BERRY STREET, 33' HALFWIDTH, OFFSET 0.15' EAST OF ESTABLISHED CORNER.
33. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2, ACCEPTED AS POINT ON NORTH R/W DE BERRY STREET, 33' HALFWIDTH, OFFSET 0.15' EAST OF SECTION LINE.
34. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', PER R2, ACCEPTED AS POINT ON NORTH R/W DE BERRY STREET, 33' HALFWIDTH, OFFSET 0.15' EAST OF SECTION LINE.

NORTHERLY PORTION
MONUMENT & ESTABLISHMENT NOTES:

40. FOUND 1" IRON PIPE & SB. CO SURVEY TAG, IN WALL, PER RSB 143/40-57, FITS TIES PER FB 4017/22187. ACCEPTED AS STATION #2 OF RANCHO JURUPA.
41. FOUND 2" IRON PIPE WITH TACK, DOWN 0.7', PER MB 145/75-77, ACCEPTED AS BEING ANGLE POINT OF PL AND POINT ON LINE OF RANCHO JURUPA.
42. ESTABLISHED INTERSECTION CITY BOUNDARY AND POINT ON TANGENT OF EAST RR R/W, 40' HALFWIDTH, AT CALCD DISTANCE OF 279.30' FROM XX AND RECORD ANGLE FROM 40 – 41 PER MB 145/75-77.
43. FOUND 1" IRON PIPE TAGGED "LS 3035", FLUSH; PER PMB 6/91, IN TOP OF BANK; ACCEPTED AS BEING RECORD OFFSET 14.05' OFFSET, EASTERLY ON PL PROD FROM EAST RR R/W 25' HALFWIDTH.
44. FOUND 1" IRON PIPE TAGGED "LS 3035", FLUSH; PER PMB 6/91, IN TOP OF BANK; ACCEPTED AS BEING RECORD OFFSET 9.70' OFFSET, EASTERLY ON PL PROD FROM EAST RR R/W 25' HALFWIDTH.
45. FOUND 1" IRON PIPE, TAGGED "LS 4055", UP 0.5', NO REFERENCE, USED AS POINT OFFSET 0.25' WESTERLY ON PL FROM ANGLE POINT PROPERTY LINE.
46. FOUND 1" IRON PIPE, TAGGED "LS 4055", DOWN 0.2', NO REFERENCE, USED AS POINT OFFSET 0.30' WESTERLY ON PL FROM ANGLE POINT PROPERTY LINE.
47. FOUND 1" IRON PIPE WITH MAG NAIL, FLUSH, NO REFERENCE; ACCEPTED AS BEING 1" IRON PIPE LS 3828 PER RS 56/47 AMD 95/72 AT CENTERLINE INTERSECTION WALNUT AVENUE AND MAPLE AVENUE.
48. FOUND SPIKE AND WASHER TAGGED "USCE LA DIST – SAR 2010-21 – JOHNSON FRANK", FLUSH, NO REFERENCE AT 17.00' OFFSET SOUTHERLY INTERSECTION WEST R/W BURNS AVENUE AND NORTH R/W WALNUT AVENUE.
49. FOUND LEAD AND TACK, TAGGED "LS 4055", FLUSH, NO REFERENCE, OFFSET 0.38' N49°32'34"E FROM INTERSECTION SOUTH R/W WALNUT AVENUE AND EAST R/W TERRACE AVENUE.
50. CENTERLINE TERRACE AVENUE ESTABLISHED BY RECORD OFFSET FROM EXISTING EAST CURB LINE AS SHOWN ON CITY OF COLTON PUBLIC WORKS PLAN NO. 1668 (FILE NO. R00440).
51. FOUND LEAD AND TACK, TAGGED "LS 4055", FLUSH, NO REFERENCE, USED AS POINT ON SOUTH LINE OF R5.
52. FOUND 3/4" IRON PIPE, TAGGED "LS 1634", DOWN 1.5', NO REFERENCE, USED AS SOUTHWEST CORNER R5.
53. ESTABLISHED SOUTH LINE OF R5 PARALLEL WITH CL WALNUT AVENUE PASSING THROUGH 52 .
54. FOUND 1 1/2" IRON PIPE, TAGGED "RE 7344, UP 0.2', NO REFERENCE, USED AS POINT BEING OFFSET 0.50' WESTERLY ON PL PROD FROM WEST R/W TERRACE AVENUE, 50' FULL WIDTH.
55. FOUND NAIL IN CONC, NO HEAD, NO REFERENCE, ACCEPTED AS EC 20' RADIUS CURVE AT EAST R/W TERRACE AVENUE, 50' FULL WIDTH.

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
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C2	03°45'01"	5659.65'	371.28'
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C4	89°57'42"	15.00'	23.55'
C5	90°02'18"	15.00'	23.57'
C6	12°36'26"	570.00'	125.42'
C7	12°36'26"	600.00'	132.02'
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C9	08°13'20"	630.00'	90.41'
C10	04°23'05"	630.00'	48.21'
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C13	12°36'25"	630.00'	138.62'
C14	25°29'15"	400.00'	177.94'
C15	94°46'08"	15.00'	24.81'
C16	99°07'18"	20.00'	34.60'
C17	00°36'44"	5839.65'	62.40'
C18	00°40'44"	5779.65'	68.47'

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N 01°32'05" E	33.02'
L2	N 00°25'06" W	47.99'
L3	N 89°32'36" E	30.06'
L4	N 00°27'08" W	30.00'
L5	N 12°11'20" E	48.86'
L6	N 00°27'08" W	82.00'
L7	N 00°27'08" W	132.00'
L8	N 89°24'47" E	85.56'
L9	N 5°31'31" E	189.89'

SEE SHEET 2

NORTHERLY PORTION

STATER BROTHERS REDEVELOPMENT

Last Update: 11/29/18
O:\3700-3799\3711\3711ALTA3.dwg

REVISIONS		
NO.	DESCRIPTION	DATE
1	REVISION TO SHOW AERIAL TOPOGRAPHIC SURVEY FROM AERIAL PHOTOS TAKEN ON 10/05/2018	11/29/2018
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

BENCHMARK:

CITY OF COLTON BM 607
CITY OF COLTON STANDARD 2 INCH BRASS DISC SET IN THE SOUTH END OF A CONCRETE DRAINAGE INLET STRUCTURE ON THE NORTH SIDE OF THE ISLAND DIVIDER STRIP AT LA CADENA DRIVE INTERSECTION WITH DEBERRY STREET, APPROXIMATELY 60.0 FEET WEST AND 10.0 FEET NORTH OF POWER POLE #13376878 AND 70.0 FEET EASTERLY OF POWER POLE #44017.

ELEVATION = 936.844 FEET (NGVD '29 DUTUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "EWPP" AND "OSA" AS BEING SOUTH 82°35'10.9410" EAST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY THE CENTERLINE OF BARTON ROAD BEING NORTH 89°24'47" EAST. (2010.0 EPOCH)

PREPARED FOR:

HAGER PACIFIC PROPERTIES
4100 NEWPORT PLACE DRIVE,
SUITE 820
NEWPORT BEACH, CA 92660
PHONE: (949) 253-7920

PREPARED BY:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

ALTA/NSPS LAND TITLE SURVEY

21700 BARTON RD - 21674 N DE BERRY ST

COLTON CALIFORNIA

DRAWN BY:	CHECKED BY:	SCALE:	DATE:	J.N.	SHEET
KCP	DHH	1" = 80'	NOVEMBER, 2018	3711	3 OF 8

SEE SHEET 5

LEGEND:

ABAN	ABANDONED
ACC	ACCESSIBLE
AC	ASPHALTIC CONCRETE
A	ANGLE POINT
APV	AIR RELEASE VALVE
BC	BEGINNING OF CURVE
BET	BETWEEN
BFP	BACKFLOW PREVENTION DEVICE
BLDG	BUILDING
BOB	BASIS OF BEARINGS
BR	BRASS
BRMP	BOTTOM OF RAMP
BSTP	BOTTOM STEP
BX	BOTTOM OF "X"
BW	BACK OF WALK
CP	COMPACT PARKING STALL
CAB	CABINET
CADT	DIA. DEPT. OF TRANSPORTATION
CATV	CABLE TELEVISION
C&G	CURB AND GUTTER
CB	CATCH BASIN
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS
CD	CURB DRAIN
CEFB	CITY ENGINEER'S FIELD BOOK
CF	CURB FACE,
C.F.	CALCULATED FROM
CHIS	CHISLED
CL	CENTER LINE
CLF	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
COLENGFB	COUNTY ENGINEER'S FIELD BOOK
CONC	CONCRETE
COR	CORNER
CSFB	COUNTY SURVEYOR'S FIELD BOOK
CA	CENTRAL ANGLE
D	DELTA=CENTRAL ANGLE
DCV	DETECTOR CHECK VALVE
DED	DEDICATION
DESC	DESCRIBED
DI	DROP INLET
DIST	DISTANCE
DW	DRIVEWAY
DOC. NO	DOCUMENT NO.
DRWY	DRIVEWAY
E	EAST
E'LY	EASTERLY
EB	ESTABLISHED BETWEEN
EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS
EBP	ESTABLISHED BY PROPATION
EC	EDGE OF CONCRETE
EC	END OF CURVE
EF	ESTABLISHED FROM
ELEC	ELECTRIC
EM	ELECTRIC METER
EMH	ELECTRIC MAN HOLE
EP	EDGE OF PAVEMENT
EPB	ELECTRIC PULL BOX
ESMT	EASEMENT
EST	ESTABLISHED
ESTAB	ESTABLISH
EXIST	EXISTING
FAR	FLOOR AREA RATIO
FB	FIELD BOOK
FC	FLOOD CONTROL
FD	FOUND
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR ELEVATION
FH	FIRE HYDRANT
FL	FLOW LINE
FL IF/OB	FL AT INSIDE WALL CB
FNC	FENCE
FOC	FIBER OPTIC CABLE
FP	FINISH PAVEMENT
FW	FINISH WALK
FW	FRONT OF WALK
	DIRECTION OF DRAINAGE FLOW
G	GAS LINE
GA	GUY ANCHOR
GFA	GROSS FLOOR AREA
GM	GAS METER
GV	GAS VALVE
GTE	GENERAL TELEPHONE CONDUIT
GTE MH	GENERAL TELEPHONE MANHOLE
GTE VLT	GENERAL TELEPHONE VAULT
GV	GAS VALVE
HB	HOSE BIB
HD	HEADER
HCR	HANDICAP RAMP
HWF	HOG WIRE FENCE
ICB	IRRIGATION CONTROL BOX
ICV	IRRIGATION CONTROL VALVE
ILLEG	ILLEGIBLE
INST NO	INSTRUMENT NUMBER
INT	INTERSECTION
INV	INVERT
IP	IRON PIPE
L	LENGTH
LACE	LOS ANGELES COUNTY ENGINEER
LACS	LOS ANGELES COUNTY SURVEYOR
LD	LEAD AND DISK STAMPED
LP	LIP OF GUTTER
LS	LICENSED SURVEYOR
L&T	LEAD TACK
LT&T	LEAD TACK AND TAG
LT/LT	LOT LIGHT
LT STD	LIGHT STANDARD
M	MEASURED
MAX	MAXIMUM
M.B.	MAP BOOK
MH	MANHOLE
MIN	MINIMUM
MON	MONUMENT
MS	MOM STRIP
MW	MONITORING WELL
N	NORTH
N&T	NAIL AND TIN
N'LY	NORTHERLY
N.A.P.	NOT A PART
NE	NORTHEAST
NELY	NORTHEAST CORNER
NELY	NORTHEASTERLY
NF	NOTHING FOUND
NG	NATURAL GROUND
NO	NUMBER
NT&T	NAIL TIN & TAG
N.T.S.	NOT TO SCALE
NW	NORTHWEST
NWC	NORTHWEST CORNER
NWLY	NORTHWESTERLY
OH	OVERHEAD
OIL W.M.	OIL WASTE WATER LINE
O.R.	OFFICIAL RECORDS
O/S	OFF SITE
PA	PLANTING AREA
PB	PLAT BOOK
PCC	POINT OF COMPOUND CURVE
PCL	PARCEL
PED	PEDESTAL
PG	PAGE
PI	POINT OF INTERSECTION
PIV	POST INDICATOR VALVE
PKWY	PARKWAY
PL	PROPERTY LINE
PM	PROPORTIONATE MEASUREMENT
P.M.	PARCEL MAP
P.M.B.	PARCEL MAP BOOK
P.O.B.	POINT OF BEGINNING
POC	POINT OF COMMENCING
P.O.C.	POINT OF CONNECTION
P.O.L.	POINT ON LINE
POR	PORTION
POS	POINT ON SLOPE
PP	POWER POLE
PRC	POINT OF REVERSE CURVE
PROD	PRODUCTION
PROP	PROPOSED
PT	POINT
PTS	POINTS
PT.COM.	POINT OF COMMENCEMENT
PTR	PRELIMINARY TITLE REPORT
PVMT	PAVEMENT
PWD	PARKWAY DRAIN
PWFB	PUBLIC WORKS FIELD BOOK
R	RECORD
R	RADIUS
R 11 W	RANGE 11 WEST
RAD	RADIAL
R.C.B.	REINFORCED CONCRETE BOX
RCE	REGISTERED CIVIL ENGINEER
RCLW	RECLAIMED WATER LINE
RD	ROOF DRAIN
R.D.	ROAD DEPARTMENT
RDFB	ROAD DEPARTMENT FIELD BOOK
REC	RECORD
REF	REFERENCE
RET	RETAINING
RR	RAILROAD
R.S.B.	RECORD OF SURVEY BOOK
R/W	RIGHT OF WAY
S	SEWER LINE
S	SOUTH
SBL	SETBACK LINE
S.B.M.	SAN BERNARDINO MERIDIAN
S'LY	SOUTHERLY
S&W	SPIKE & WASHER
SCE	SOUTHERN CALIFORNIA EDISON CO.
SCO	SEWER CLEAN OUT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SE	SOUTHEAST
SE'LY	SOUTHEASTERLY
SEC	SOUTHEAST CORNER
SEC 7	SECTION 7
SF	SQUARE FEET
SFN	SEARCHED, FOUND NOTHING
SLCB	STREET LIGHT CONTROL BOX
SLPB	STREET LIGHT PULL BOX
SMH	SEWER MANHOLE
SP	SIGN POST
ST LT	STREET LIGHT
STD	STANDARD
SWC	SOUTHWEST CORNER
SW'LY	SOUTHWESTERLY
SW&T	SPIKE WASHER & TIN
S/W	SIDEWALK
T	TANGENT
T. 3 S	TOWNSHIP 3 SOUTH
TB	TELEPHONE BURIED
T&T	TACK & TAG
TC	TOP OF CURB
TAN	TANGENT
TE	TRASH ENCLOSURE
TELE	TELEPHONE
TELE SW B	TELEPHONE SWITCH BOX
TF	TOP OF FOOTING
10" TP	10" DIAMETER TREE
TMH	TELEPHONE MANHOLE
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TP	TELEPHONE POLE
T.P.O.B.	TRUE POINT OF BEGINNING
TRANS	TRANSFORMER
TRANS	TRANSFORMER
TRMP	TOP OF RAMP
TS	TRAFFIC SIGN
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
TST	TOP STEP
TSTV	TOP OF TELEPHONE VAULT
TW	TOP OF WALL
TWB	TOP OF BLOCK WALL
TX	TOP OF "X"
TYP	TYPICAL
U.G.	UNDERGROUND
UGC	UNDERGROUND CONDUIT
UNK	UNKNOWN
UTIL	UTILITY
UTIL B	UTILITY BOX
UTIL CAB	UTILITY CABINET
V	VALVE
VAC	VACUUM
VG	VALLEY GUTTER
VLT	VAULT
W	WATER LINE
W	WEST
W/	WITH
W'LY	WESTERLY
WM	WATER ASSEMBLY
WOF	WOOD FENCE
WRF	WROUGHT IRON FENCE
WM	WATER METER
WSO	WATER SHUT OFF VALVE
WV	WATER VALVE
W VLT	WATER VAULT
X-ARM	CROSS ARM



Underground Service Alert
Call: TOLL FREE
1-800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO DAYS
BEFORE YOU DIG
UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

STATER BROTHERS REDEVELOPMENT

Last Update: 11/29/18
O:\3700-3799\3711\3711ALTA4.dwg

REVISIONS

NO.	DESCRIPTION	DATE
1	REVISION TO SHOW AERIAL TOPOGRAPHIC SURVEY FROM AERIAL PHOTOS TAKEN ON 10/05/2018	11/29/2018
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

BENCHMARK:

CITY OF COLTON BM 607
CITY OF COLTON STANDARD 2 INCH BRASS DISC SET IN THE SOUTH END OF A CONCRETE DRAINAGE INLET STRUCTURE ON THE NORTH SIDE OF THE ISLAND DIVIDER STRIP AT LA CADENA DRIVE INTERSECTION WITH DEBERRY STREET, APPROXIMATELY 60.0 FEET WEST AND 10.0 FEET NORTH OF POWER POLE #1337687E AND 70.0 FEET EASTERLY OF POWER POLE #4041F.

ELEVATION = 936.844 FEET (NGVD '29 DUTUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "EWPP" AND "GISA" AS BEING SOUTH 82°35'10.9410" EAST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY THE CENTERLINE OF BARTON ROAD BEING NORTH 89°24'47" EAST. (2010.0 EPOCH)

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PH.(714)521-4811 FAX(714)521-4173

ALTA/NSPS LAND TITLE SURVEY

21700 BARTON RD - 21674 N DE BERRY ST

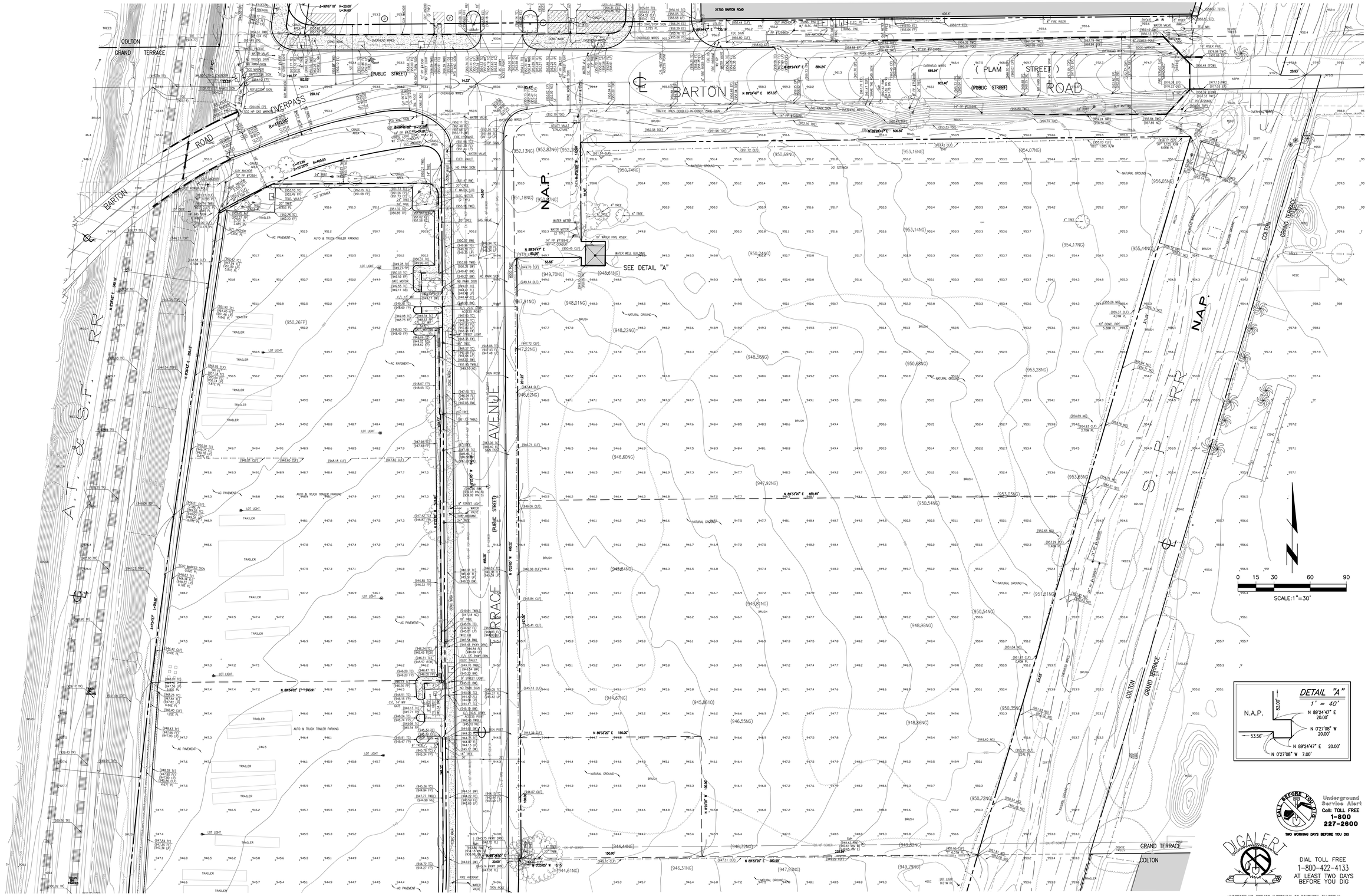
COLTON — CALIFORNIA

DRAWN BY:	CHECKED BY:	SCALE:	DATE:	J.N.	SHEET
KCP	DHH	1" = 30'	NOVEMBER, 2018	3711	4 OF 8

LEGEND:

ABAN	ABANDONED
ACC	ACCEPTED
AC	ASPHALTIC CONCRETE
AP	ANGLE POINT
APV	AIR RELEASE VALVE
BC	BEGINNING OF CURVE
BET	BETWEEN
BFP	BACKFLOW PREVENTION DEVICE
BLDG	BUILDING
BRG	BEARING
BRGS	BASIS OF BEARINGS
BR	BRASS
BRMP	BOTTOM OF RAMP
BSTP	BOTTOM STEPS
BV	BOTTOM OF "V"
BW	BOTTOM OF WALL
CP	COMPACT PARKING STALL
CAB	CABINET
CADT	DUP. DEPT. OF TRANSPORTATION
CATV	CABLE TELEVISION
C&G	CURB AND GUTTER
CB	CATCH BASIN
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS
CD	CURB DRAIN
CEFB	CITY ENGINEER'S FIELD BOOK
CF	CURB FACE
C.F.	CALCULATED FROM
CHIS	CHISELED
CL	CENTER LINE
CLF	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
COLENGFB	COUNTY ENGINEER'S FIELD BOOK
CONC	CONCRETE
COR	CORNER
CSFB	COUNTY SURVEYOR'S FIELD BOOK
CA	CENTRAL ANGLE
D	DELTA=CENTRAL ANGLE
DCV	DETECTOR CHECK VALVE
DED	DEDICATION
DESC	DESCRIBED
DI	DROP INLET
DIST	DISTANCE
DW	DRIVEWAY
DOC. NO	DOCUMENT NO.
DRWY	DRIVEWAY
E	EAST
E'LY	EASTERLY
EB	ESTABLISHED BETWEEN
EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS
EBP	ESTABLISHED BY PROPORTION
EC	EDGE OF CONCRETE
EC	END OF CURVE
EF	ESTABLISHED FROM
EL	ELEVATION
EM	ELECTRIC METER
EMH	ELECTRIC MAN HOLE
EP	EDGE OF PAVEMENT
EPB	ELECTRIC PULL BOX
ESMT	EASEMENT
EST	ESTABLISHED
ESTAB	ESTABLISH
EXIST	EXISTING
FAR	FLOOR AREA RATIO
FB	FIELD BOOK
FC	FLOOD CONTROL
FD	FOUND
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR ELEVATION
FH	FIRE HYDRANT
FL	FLOW LINE
FL IFOB	FL AT INSIDE WALL CB
FNC	FENCE
FOC	FIBER OPTIC CABLE
FP	FINISH PAVEMENT
FS	FINISH SURFACE
FW	FRONT OF WALK
	DIRECTION OF DRAINAGE FLOW
G	GAS LINE
GA	GUY ANCHOR
GFA	GROSS FLOOR AREA
GM	GAS METER
GP	GUY POLE
GTE	GENERAL TELEPHONE CONDUIT
GTE MH	GENERAL TELEPHONE MANHOLE
GTE VLT	GENERAL TELEPHONE VAULT
GV	GAS VALVE
HB	HOSE BIB
HC	HANDICAP
HCR	HANDICAP RAMP
HWF	HOG WIRE FENCE
ICB	IRRIGATION CONTROL BOX
ICV	IRRIGATION CONTROL VALVE
ILLEG	ILLEGIBLE
INST NO	INSTRUMENT NUMBER
INT	INTERSECTION
IP	IRON PIPE
IP	IRON PIPE
L	LENGTH
LACE	LOS ANGELES COUNTY ENGINEER
LACS	LOS ANGELES COUNTY SURVEYOR
LD	LAND DRAIN OR DRAIN
LP	LIP OF GUTTER
LS	LICENSED SURVEYOR
L&T	LEAD AND TACK
LT&T	LEAD TACK AND TAG
LT/L	LOT LIGHT
LT STD	LIGHT STANDARD
M	MEASURED
MAX	MAXIMUM
M.B.	MAP BOOK
MH	MANHOLE
MIN	MINIMUM
MON	MONUMENT
MS	MOM STRIP
MW	MONITORING WELL
N	NORTH
N&T	NAIL AND TIN
N'LY	NORTHERLY
N.A.P.	NOT A PART
NE	NORTHEAST
NELY	NORTHEAST CORNER
NE'LY	NORTHEASTERLY
NF	NOTHING FOUND
NG	NATURAL GROUND
NO	NUMBER
NT&T	NAIL TIN & TAG
N.T.S.	NOT TO SCALE
NW	NORTHWEST
NWC	NORTHWEST CORNER
NW'LY	NORTHWESTERLY
OH	OVERHEAD
OIL W.M.	OIL WASTE WATER LINE
O.R.	OFFICIAL RECORDS
O/S	OUT SIDE
PA	PLANTER AREA
PB	PULL BOX
PCC	POINT OF COMPOUND CURVE
PCL	PARCEL
PED	PEDESTAL
PG	PAGE
PI	POINT OF INTERSECTION
PIV	POST INDICATOR VALVE
PKWY	PARKWAY
PL	PROPERTY LINE
PM	PROPORTIONATE MEASUREMENT
P.M.	PARCEL MAP
P.M.B.	PARCEL MAP BOOK
P.O.B.	POINT OF BEGINNING
POC	POINT ON CURVE
P.O.C.	POINT OF CONNECTION
P.O.L.	POINT ON LINE
POR	PORTION
POS	POINT ON SLOPE
PP	POWER POLE
PRC	POINT OF REVERSE CURVE
PROJ	PROLONGATION
PROP	PROPOSED
PT	POINT
PTS	POINTS
PT.COM.	POINT OF COMMENCEMENT
PTR	PRELIMINARY TITLE REPORT
PUN	PUNCHED
PWD	PARKWAY DRAIN
PWFB	PUBLIC WORKS FIELD BOOK
R	RECORD
R	RADIUS
R11 W	RANGE 11 WEST
R&D	RECORD
R.C.B.	REINFORCED CONCRETE BOX
RCE	REGISTERED CIVIL ENGINEER
RCLW	RECLAIMED WATER LINE
RD	ROOF DRAIN
R.D.	ROAD DEPARTMENT
RDFB	ROAD DEPARTMENT FIELD BOOK
REC	RECORD
REF	REFERENCE
RET	RETAINING
RR	RAILROAD
R.S.B.	RECORD OF SURVEY BOOK
R/W	RIGHT OF WAY
S	SEWER LINE
S	SOUTH
SBL	SETBACK LINE
S.B.M.	SAN BERNARDINO MERIDIAN
S'LY	SOUTHERLY
SMW	SPIKE & WASHER
SCE	SOUTHERN CALIFORNIA EDISON CO.
SCO	SEWER CLEANOUT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SE	SOUTHEAST
SE'LY	SOUTHEASTERLY
SEC	SOUTHEAST CORNER
SEC. 7	SECTION 7
SF	SQUARE FEET
SFN	SEARCHED, FOUND NOTHING
SLCB	STREET LIGHT CONTROL BOX
SLPB	STREET LIGHT PULL BOX
SMH	SEWER MANHOLE
SP	SIGN POST
SP LT.	SPOT LIGHT
SW	SOUTHWEST
SWC	SOUTHWEST CORNER
SW'LY	SOUTHWESTERLY
SW&T	SPIKE WASHER & TIN
S/W	SIDEWALK
T	TANGENT
T 3 S	TOWNSHIP 3 SOUTH
TB	TOP OF BERM
T&T	TACK & TAG
TC	TOP OF CURB
TAN	TANGENT
TE	TRASH ENCLOSURE
TELE	TELEPHONE
TELE SW B	TELEPHONE SWITCH BOX
TG	TOP OF GRATE
10" TR	10" DIAMETER TREE
TMH	TELEPHONE MANHOLE
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TP	TELEPHONE POLE
TP.O.B.	TRUE POINT OF BEGINNING
TR	TRACT
TRANS	TRANSFORMER
TRMP	TOP OF RAMP
TS	TRAFFIC SIGN
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
TS/P	TOP OF STEPS
TVLT	TELEPHONE VAULT
TW	TOP OF WALL
TWB	TOP OF BLOCK WALL
TX	TOP OF "X"
TYP	TYPICAL
UD	UTILITY DROP
UGC	UNDERGROUND CONDUIT
ULT	ULTIMATE
UTIL	UTILITY
UTIL B	UTILITY BOX
UTIL CAB	UTILITY CABINET
V	VALVE
VAC	VACATION
VG	VALLEY GUTTER
VLT	VAULT
W	WATER LINE
W	WEST
W/	WITH
W'LY	WESTERLY
WA	WATER ASSEMBLY
WDF	WOOD FENCE
WIF	WROUGHT IRON FENCE
WM	WATER METER
WSO	WATER SHUT OFF VALVE
WV	WATER VALVE
W VLT.	WATER VAULT
X-ARM	CROSS ARM

SEE SHEET 6


COLTON
GRAND TERRACE
BARTON
ROAD
OVERPASS
(PUBLIC STREET)
21700 BARTON ROAD
(PLAM STREET)
(PUBLIC STREET)
ROAD
BARTON
ROAD
N.A.P.
N.A.P.
SEE DETAIL "A"
AUTO & TRUCK TRAILER PARKING
AC PAVEMENT
TRAILER
LOT LIGHT
NATURAL GROUND
BRUSH
TREES
OVERHEAD WIRES
CONC WALK
CURB & GUTTER
SIGN POST
STREET LIGHT
FIRE HYDRANT
WATER VALVE
WATER METER
WATER WELL BUILDING
ELEC. VAULT
UTILITY VAULT
STRUCTURE
TRAFFIC SIGNAL
CONTROL BOX
TRAFFIC SIGNAL
PULL BOX
TRAFFIC SIGNAL
CONTROL BOX
TRAFFIC SIGNAL
PULL BOX
SIGN POST
SIGN POST
SIGN POST

LEGEND:

ABAN	ABANDONED	CONC	CONCRETE	FAR	FLOOR AREA RATIO	INV	INVERT	NW	NORTHWEST	PTR	PRELIMINARY TITLE REPORT	SEC	SOUTHEAST CORNER	TRNP	TOP OF RAMP
ACC	ACCEPTED	COR	CORNER	FB	FIELD BOOK	IR	IRON PIPE	NWC	NORTHWEST CORNER	PUN	PUNCHED	SEC ?	SECTION ?	TS	TRAFFIC SIGN
AC	ASPHALTIC CONCRETE	CSFB	COUNTY SURVEYOR'S FIELD BOOK	FC	FLOOD, CONTROL	LNTH	LENGTH	NWLY	NORTHWESTERLY	PWD	PARKWAY DRAIN	SF	SQUARE FEET	TSCB	TRAFFIC SIGNAL CONTROL BOX
AP	ANGLE POINT	CD	CURB DRAIN	FD	FOUND	LACE	LOS ANGELES COUNTY ENGINEER	OH	OVERHEAD	PWFB	PUBLIC WORKS FIELD BOOK	SFN	SEARCHED, FOUND NOTHING	TSPB	TRAFFIC SIGNAL PULL BOX
ARV	AIR RELEASE VALVE	D	DELTA=CENTRAL ANGLE	FDC	FIRE DEPARTMENT CONNECTION	LACS	LOS ANGELES COUNTY SURVEYOR	OL W.M.	OIL WASTE WATER LINE	R	RADIUS	SLCB	STREET LIGHT CONTROL BOX	TSTP	TOP STEP
BC	BEGINNING OF CURVE	DA	DELTA=CENTRAL ANGLE	FF	FINISHED FLOOR ELEVATION	LD	LEGAL DESCRIPTION	OLR	OPTICAL RECORDS	R	RADIUS	SLPB	STREET LIGHT PULL BOX	TVLT	TELEPHONE VAULT
BTW	BETWEEN	DCV	DETECTOR CHECK VALVE	FH	FIRE HYDRANT	LP	LIP OF GUTTER	O/S	OFF SET	R 11 W	RANGE 11 WEST	SMH	SEWER MANHOLE	TW	TOP OF WALL
BF	BOTTOM OF FOOTING	DH	DRILL HOLE	FL	FLOW LINE	LS	LAND SURVEYOR	OWP	OUTSIDE WORK AREA	RAD	RADIAL	SWH	SEWER WYE	TWB	TOP OF "L" BLOCK WALL
BW	BOTTOM OF WALL	DESC	DESCRIBED	FL AT INSIDE	FL AT INSIDE, WALL CB	LS	LICENSED SURVEYOR	PB	PULL BOX	R.C.B.	REINFORCED CONCRETE BOX	ST LT	STREET LIGHT	TX	TOP OF "X"
BLDG	BUILDING	DI	DROP INLET	FNC	FENCE	L&T	LEAD AND TACK	PCC	POINT OF COMPOUND CURVE	RCE	REGISTERED CIVIL ENGINEER	SW	SOUTHWEST	TYP	TYPICAL
BRSB	BASIS OF BEARINGS	DIST	DISTANCE	FOC	FIBER OPTIC CABLE	LT&T	LEAD TACK AND TAG	PCL	PARCEL	RCLW	RECLAIMED WATER LINE	SWC	SOUTHWEST CORNER	U.G.	UTILITY DROP
BR	BRASS	DN	DOWN	FP	FINISH PAVEMENT	LT/LT	LOT LIGHT	PED	PEDESTAL	RD	ROOF DRAIN	SWLY	SOUTHWESTERLY	UDC	UNDERGROUND CONDUIT
BRMP	BOTTOM OF RAMP	DOC NO	DOCUMENT NO.	FS	FINISH SURFACE	LT STD	LIGHT STANDARD	PC	POINT OF CURVATURE	RDA	ROAD DEPARTMENT	SWBT	SPRINKLER & TIN	ULT	ULTIMATE
BOTP	BOTTOM STEP	DRWY	DRIVEWAY	FW	FRONT OF WALK	MEAS	MEASURED	PCP	POINT OF INTERSECTION	RDFB	ROAD DEPARTMENT FIELD BOOK	S/W	SIDEWALK	UTIL	UTILITY
BVW	BACK OF WALK	E	EAST	FXD	FIXED OR PERMANENT FLOW	MKR	MARKER	PIV	POST INDICATOR VALVE	REC	RECORD	SY	SQUARE YARDS	UTL B	UTILITY BOX
BY	BOTTOM OF "Y"	EBTY	EASTERLY	G	GAS LINE	MLB	MAP BOOK	PKY	PARKWAY	REF	REFERENCE	T.S.	TOWNSHIP 3 SOUTH	UTL CAB	UTILITY CABINET
C	COMPACT PARKING STALL	EB	ESTABLISHED BETWEEN	GA	GUY ANCHOR	MH	MANHOLE	PL	PROPERTY LINE	RET	RETAINING	TB	TOP OF BERM	V	VALVE
CAB	CABINET	EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS	GFA	GROSS FLOOR AREA	MIN	MINIMUM	PM	PROPORTIONATE MEASUREMENT	RR	RAILROAD	TBC	TACK-BACK CURB	VAC	VACATION
CADT	OAK, DEPT. OF TRANSPORTATION			GM	GAS METER	MON	MONUMENT	P.M.	PARCEL MAP	R.S.B.	RECORD OF SURVEY BOOK	TC	TOP OF CURB	VG	VALLEY GUTTER
CATV	CABLE TELEVISION	EBP	ESTABLISHED BY PROPATION	GPT	GAS PRESSURE CONTROL	MP	MONUMENT STRIP	P.M.B.	PARCEL MAP BOOK	R/W	RIGHT OF WAY	TEL	TELEPHONE	VLT	VAULT
CB(S)	CATCH BASIN (S)	EC	END OF CURVE	GTE	GENERAL TELEPHONE CONDUIT	MW	MONITORING WELL	P.O.B.	POINT OF BEGINNING	S	SOUTH	TER	TRADE ENCLOSURE	W	WATER LINE
CI	CATCH BASIN	EC	END OF CURVE	GTE MH	GENERAL TELEPHONE MANHOLE	N	NORTH	P.O.C.	POINT ON CURVE	S	SOUTH	TELE	TELEPHONE	W	WEST
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS	ET	ESTABLISHED FROM	GTE VLT	GENERAL TELEPHONE VAULT	N&T	NAIL AND TIN	P.O.C.	POINT OF CONNECTION	SBL	SETBACK LINE	TELE SW B	TELEPHONE SWITCH BOX	W/	WITH
		ELEC	ELECTRIC	GV	GAS VALVE	N.Y.	NORTHERLY	P.O.L.	POINT ON LINE	S.B.M.	SAN BERNARDINO MERIDIAN	TC	TOP OF GRATE	WLY	WESTERLY
CETB	CITY ENGINEER'S FIELD BOOK	EM	ELECTRIC METER	HB	HOSE BIB	N.A.P.	NOT A PART	POR	PORTION	S.Y.*	SOUTHERLY	10" TR	10" DIAMETER TREE	WA	WATER ASSEMBLY
CF	CURB FACE	EMH	ELECTRIC MAN HOLE	HC	HANDICAP	NE	NORTHEAST	POS	POINT ON SLOPE	S&W	SPIKE & WASHER	TMH	TELEPHONE MANHOLE	WDF	WOOD FENCE
C/S	CRACK SEALED FROM	EP	ELECTRIC PEDESTAL	HWP	HANDICAP RAMP	NEC	NORTHEAST CORNER	PP	POWER POLE	SCE	SOUTHERN CALIFORNIA EDISON CO.	TOB	TOP OF BANK	WIF	WROUGHT IRON FENCE
C/FS	CRACK SEALED FULL BOX	EPB	ELECTRIC PULL BOX	HWY	HIGHWAY	NELY	NORTHEASTERLY	PRC	POINT OF REVERSE CURVE	SCO	SEWER CLEAN OUT	TOP	TOP OF SLOPE	WM	WATER METER
C/L	CENTERLINE	ESMT	EASEMENT	ICB	IRRIGATION CONTROL BOX	NFD	NOTHING FOUND	PRCD	PRELOCATION	SD	STORM DRAIN	TP	TELEPHONE POLE	WSO	WATER SHUT OFF VALVE
CLF	CHAIN LINK FENCE	EST	ESTABLISHED	ICV	IRRIGATION CONTROL VALVE	NG	NATURAL GROUND	PROP	PROPOSED	SDMH	STORM DRAIN MANHOLE	T.P.O.B.	TRUE POINT OF BEGINNING	WV	WATER VALVE
CMP	CORRUGATED METAL PIPE	ESTAB	ESTABLISH	ILLEG	ILLEGIBLE	NO	NUMBER	PT	POINT	SE	SOUTHEAST	TR	TRACT	W VLT	WATER VAULT
COL.ENG.FB	COUNTY ENGINEER'S FIELD BOOK	EXST	EXISTING	INST NO	INSTRUMENT NUMBER	N'L&T	NAIL TIN & TAG	PTS	POINTS	SE'LY	SOUTHEASTERLY	TRANS	TRANSFORMER	X-ARM	CROSS ARM
				INT	INTERSECTION	N.T.S.	NOT TO SCALE	PT.COM.	POINT OF COMMENCEMENT						

0 15 30 60 90

SCALE:1"=30'

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Underground Service Alert
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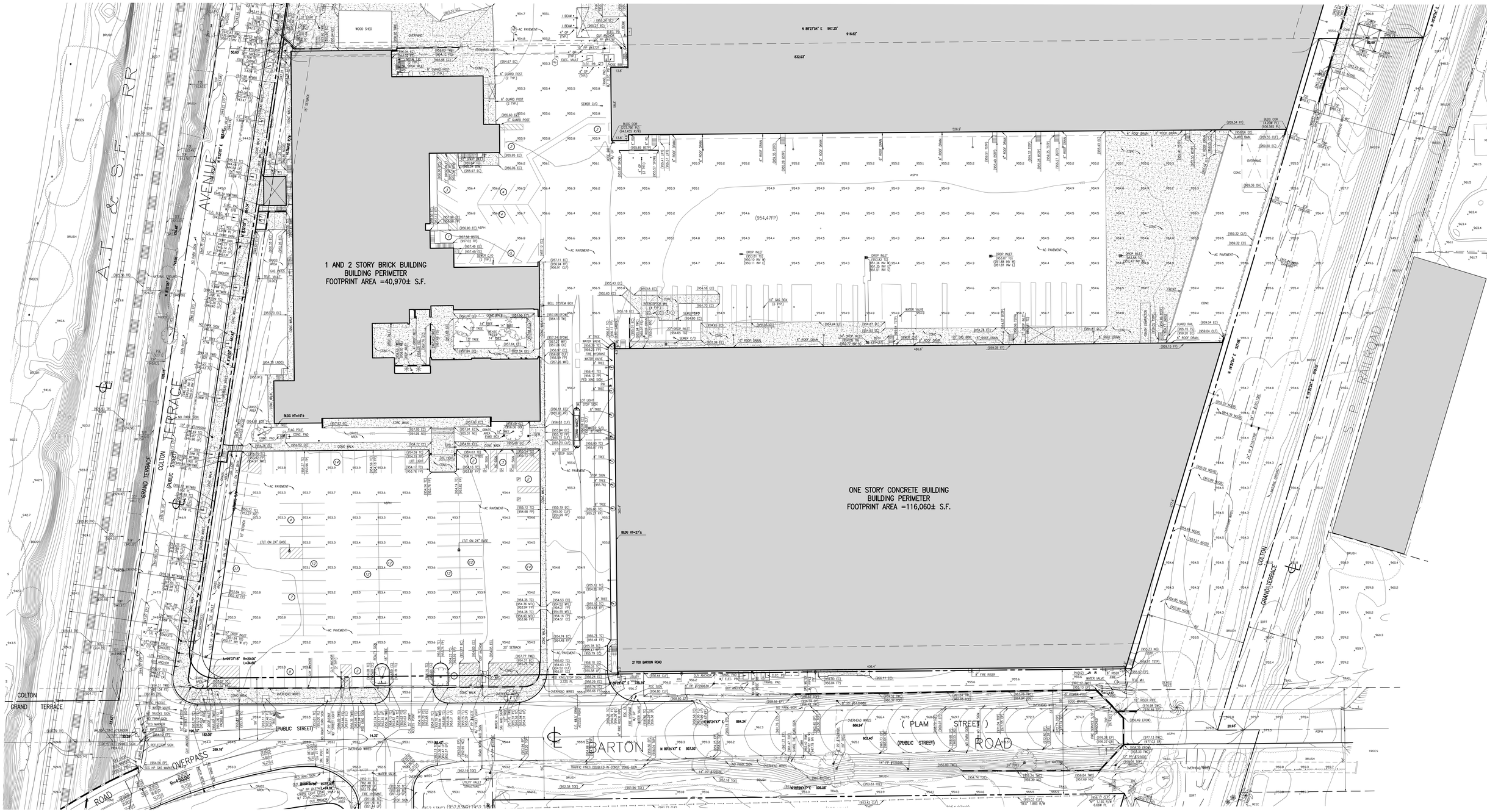
227-2800
TWO WORKING DAYS BEFORE YOU DIG

SEE SHEET 7



SEE SHEET 5

STATER BROTHERS REDEVELOPMENT

Last Update: 11/29/18
O:\3700-3799\3711\3711ALTA6.dwg

REVISIONS		
NO.	DESCRIPTION	DATE
1	REVISION TO SHOW AERIAL TOPOGRAPHIC SURVEY FROM AERIAL PHOTOS TAKEN ON 10/05/2018	11/29/2018
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

BENCHMARK:

CITY OF COLTON BM 607
CITY OF COLTON STANDARD 2 INCH BRASS DISC SET IN THE SOUTH END OF A CONCRETE DRAINAGE INLET STRUCTURE ON THE NORTH SIDE OF THE ISLAND DIVIDER STRIP AT LA CADENA DRIVE INTERSECTION WITH DEBERRY STREET, APPROXIMATELY 80.0 FEET WEST AND 10.0 FEET NORTH OF POWER POLE #1337687E AND 70.0 FEET EASTERLY OF POWER POLE #4041F.

ELEVATION = 936.844 FEET (NGVD '29 DUTUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "EWPS" AND "DISA" AS BEING SOUTH 82°35'10.9410" EAST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY THE CENTERLINE OF BARTON ROAD BEING NORTH 89°24'47" EAST. (2010.0 EPOCH)

PREPARED FOR:

HAGER PACIFIC PROPERTIES
4100 NEWPORT PLACE DRIVE,
SUITE 820
NEWPORT BEACH, CA 92660
PHONE: (949) 253-7920

PREPARED BY:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

ALTA/NSPS LAND TITLE SURVEY

21700 BARTON RD - 21674 N DE BERRY ST

COLTON CALIFORNIA

DRAWN BY: KCP	CHECKED BY: DHH	SCALE: 1" = 30'	DATE: NOVEMBER, 2018	J.N. 3711	SHEET 6 OF 8

LEGEND:

ABAN	ABANDONED	CONC	CONCRETE	FAR	FLOOR AREA RATIO	INV.	INVERT	NW	NORTHWEST	PTR	PRELIMINARY TITLE REPORT	SEC	SOUTHEAST CORNER	TPMP	TOP OF RAMP
ACC	ACCEPTED	COR	CORNER	FB	FIELD BOOK	IR	IRON PIPE	NWC	NORTHWEST CORNER	PUN	PUNCHED	SEC 7	SECTION 7	TS	TRAFFIC SIGN
AC	ASPHALTIC CONCRETE	CSFB	COUNTY SURVEYOR'S FIELD BOOK	FC	FLOOD, CONTROL	L	LENGTH	NWLY	NORTHWESTERLY	PWD	PARKWAY DRAIN	SF	SQUARE FEET	TSCB	TRAFFIC SIGNAL CONTROL BOX
AP	ANGLE POINT	CD	CURB DRAIN	FD	FOUND	LACE	LOS ANGELES COUNTY ENGINEER	OH	OVERHEAD	PWFB	PUBLIC WORKS FIELD BOOK	SFN	SEARCHED, FOUND NOTHING	TSFB	TRAFFIC SIGNAL PULL BOX
ARV	AIR RELEASE VALVE	D	DELTA=CENTRAL ANGLE	FDC	FIRE DEPARTMENT CONNECTION	LACS	LOS ANGELES COUNTY SURVEYOR	OIL W.W.	OIL WASTE WATER LINE	R	RECORD	SLCB	STREET LIGHT CONTROL BOX	TSTP	TOP STEP
BC	BEGINNING OF CURVE	DA	DELTA=CENTRAL ANGLE	FF	FINISHED FLOOR ELEVATION	LD	LEGAL DESCRIPTION	O/S	OFFICE RECORDS	R	RADIUS	SLPB	STREET LIGHT PULL BOX	TVLT	TELEPHONE VAULT
BET	BETWEEN	DCV	DETECTOR CHECK VALVE	FH	FIRE HYDRANT	LP	LIP OF GUTTER	O/S	OFF SET	R 11 W	RANGE 11 WEST	SMH	SEWER MANHOLE	TW	TOP OF WALL
BFP	BACK FLOW PREVENTION DEVICE	DE	DRIVE	FL	FLOW LINE	LS	LAND SURVEYOR	PA	PLANTING AREA	RCB	REINFORCED CONCRETE BOX	SQ	SQUARE	TWB	TOP OF "BLOCK WALL
BM	BENCH MARK	DESC	DESCRIBED	FL #708	FL AT INSIDE WALL CB	LS	LICENSED SURVEYOR	PB	PULL BOX	RCCB	REINFORCED CONCRETE BOX	ST LT	STREET LIGHT	TX	TOP OF "X"
BLDG	BUILDING	DI	DROP INLET	FNC	FENCE	L&T	LEAD AND TACK	PCC	POINT OF COMPOUND CURVE	RCE	REGISTERED CIVIL ENGINEER	SW	SOUTHWEST	TYP	TYPICAL
BKSF	BASIS OF BEARINGS	DIST	DISTANCE	FOC	FIBER OPTIC CABLE	L/T&T	LEAD TACK AND TAG	PCL	PARCEL	RCLW	RECLAIMED WATER LINE	SWC	SOUTHWEST CORNER	U.D.	UTILITY DROP
BR	BRASS	DN	DOWN	FP	FINISH PAVEMENT	LT/LT	LOT LIGHT	PED	PEDESTAL	RD	ROOF DRAIN	SWLY	SOUTHWESTERLY	UDG	UNDERGROUND CONDUIT
BRMP	BOTTOM OF RAMP	DOC NO	DOCUMENT NO.	FS	FINISH SURFACE	LT STD	LIGHT STANDARD	PG	PAGE	RDD	ROAD DEPARTMENT	SWBT	SPIKE WASHER & TIN	ULT	ULTIMATE
BSTP	BOTTOM STEP	DRWY	DRIVEWAY	FW	FRONT OF WALK	M	MEASURED	PDFB	PDFB	RDFB	ROAD DEPARTMENT FIELD BOOK	S/W	SIDEWALK	UTIL	UTILITY
BV	BLOW OFF VALVE	E	EAST	FXC	FENCE CROSSING FLOW	MAK	MAG & WASHER	PIV	POST INDICATOR VALVE	RET	RETAINING	SY	SCHOOL BUS	UTL B	UTILITY BOX
BX	BOTTOM OF "X"	E'LY	EASTERLY	G	GAS LINE	M.B.	MAP BOOK	PKWY	PARKWAY	REF	REFERENCE	T. 3 S.	TOWNSHIP 3 SOUTH	UTL CAB	UTILITY CABINET
C	COMPACT PARKING STALL	EB	ESTABLISHED BETWEEN	GA	GUY ANCHOR	MH	MANHOLE	PL	PROPERTY LINE	RET	RETAINING	TB	TOP OF BERM	V	VALVE
CAB	CABINET	EBFM	ESTABLISHED BETWEEN	GFA	GROSS FLOOR AREA	MIN	MINIMUM	PM	PROPORTIONATE MEASUREMENT	RR	RAILROAD	T&T	TACK & TAG	VAC	VACATION
CADT	OAK, DEPT. OF TRANSPORTATION		FOUND MONUMENTS	GM	GAS METER	MON	MONUMENT	P.M.	PARCEL MAP	R.S.B.	RECORD OF SURVEY BOOK	TOC	TOP OF CURB	VG	VALLEY GUTTER
CATV	CABLE TELEVISION	EBP	ESTABLISHED BY PROPATION	GPP	GUARD TELEPHONE CONDUIT	MR	MONUMENT STRIP	P.M.B.	PARCEL MAP BOOK	R/W	RIGHT OF WAY	TOE	TOE OF SLOPE	VLT	VAULT
C&G	CURB & GUTTER	EC	ESTABLISHED FROM	GTE	GENERAL TELEPHONE CONDUIT	MW	MONITORING WELL	P.O.B.	POINT OF BEGINNING	S	SOUTH	TR	TRANSFORMER ENCLOSURE	W	WATER LINE
CB	CATCH BASIN	EC	END OF CURVE	GTE MH	GENERAL TELEPHONE MANHOLE	N	NORTH	P.O.C.	POINT ON CURVE	S	SOUTH	TELE	TELEPHONE	W	WEST
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS	EF	ESTABLISHED FROM	GTE VLT	GENERAL TELEPHONE VAULT	N&T	NAIL AND TIN	P.O.C.	POINT OF CONNECTION	SBL	SETBACK LINE	TELE SW B	TELEPHONE SWITCH BOX	W/	WITH
		ELEC	ELECTRIC	GV	GAS VALVE	N'LY	NORTHERLY	P.O.L.	POINT ON LINE	SBM	SAN BERNARDINO MERIDIAN	TG	TOP OF GRATE	W'LY	WESTERLY
CETB	CITY ENGINEER'S FIELD BOOK	EM	ELECTRIC METER	H	HOSE BIB	N.A.P.	NOT A PART	POR	PORTION	S'LY	SOUTHERLY	TOT TR	10" DIAMETER TREE	WA	WATER ASSEMBLY
CF	CURB FACE	EMH	ELECTRIC MAN. HOLE	HB	HANDICAP	NE	NORTHEAST	POS	POINT ON SLOPE	SB#	SPIKE & WASHER	TMH	TELEPHONE MANHOLE	WDF	WOOD FENCE
C.F.C.	CENTER LINE FROM	EP	ELECTRIC PAVEMENT	HMP	HANDICAP RAMP	NEC	NORTHEAST CORNER	PP	POWER POLE	SCE	SOUTHERN CALIFORNIA EDISON CO.	TOP	TOP OF SLOPE	WIF	WROUGHT IRON FENCE
C.F.S.	CHISELED "X"	EPB	ELECTRIC PULL BOX	HWF	MISC WIRE FENCE	NELY	NORTHEASTERLY	PRC	POINT OF REVERSE CURVE	SCO	SEWER CLEAN OUT	TOP	TOP OF SLOPE	WM	WATER METER
C/L	CENTERLINE	ESMT	EASEMENT	ICB	IRRIGATION CONTROL BOX	NF	NOTHING FOUND	PROD	PROLONGATION	SD	STORM DRAIN	TP	TELEPHONE POLE	WSO	WATER SHUT OFF VALVE
CLF	CHAIN LINK FENCE	EST	ESTABLISHED	ICV	IRRIGATION CONTROL VALVE	NG	NATURAL GROUND	PROP	PROPOSED	SDMH	STORM DRAIN MANHOLE	T.P.O.B.	TRUE POINT OF BEGINNING	WV	WATER VALVE
CMP	CORRUGATED METAL PIPE	ESTAB	ESTABLISH	ILLEG	ILLEGIBLE	NO.	NUMBER	PT	POINT	SE	SOUTHEAST	TR	TRACT	W. VLT.	WATER VAULT
COLENG.FB	COUNTY ENGINEER'S FIELD BOOK	EXIST	EXISTING	INST NO	INSTRUMENT NUMBER	N'LY	NORTHERLY	POTS	POINTS	SE'LY	SOUTHEASTERLY	TRANS	TRANSFORMER	X-ARM	CROSS ARM
				INT	INTERSECTION	N.T.S.	NOT TO SCALE	PT.COM.	POINT OF COMMENCEMENT						

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SCALE:1"=30'

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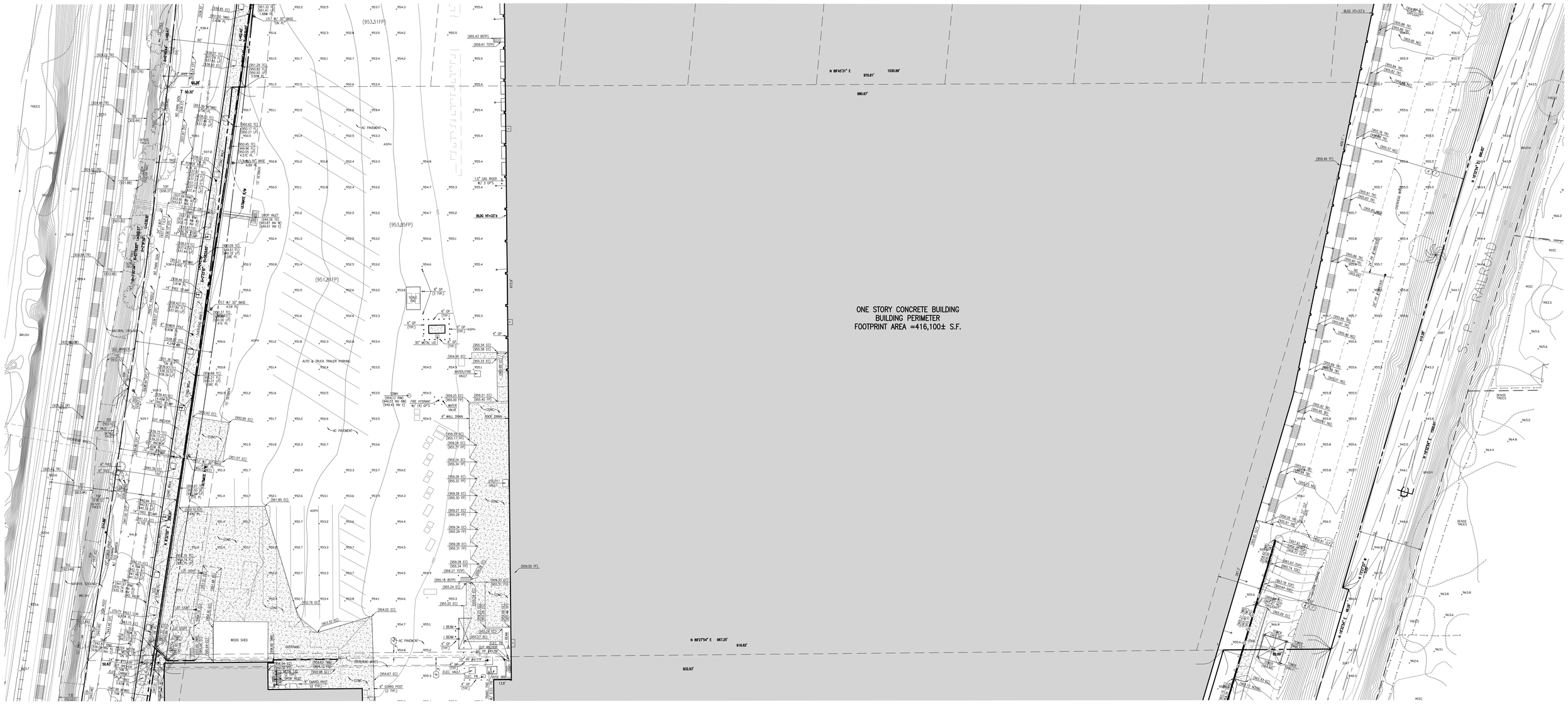


SEE SHEET 6

STATER BROTHERS REDEVELOPMENT

Last Update: 11/29/18
O:\3700-3799\3711\3711ALTA7.dwg

REVISIONS		
NO.	DESCRIPTION	DATE
1	REVISION TO SHOW AERIAL TOPOGRAPHIC SURVEY FROM AERIAL PHOTOS TAKEN ON 10/05/2018	11/29/2018
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

BENCHMARK:

CITY OF COLTON BM 607
CITY OF COLTON STANDARD 2 INCH BRASS DISC SET IN THE SOUTH END OF A CONCRETE DRAINAGE INLET STRUCTURE ON THE NORTH SIDE OF THE ISLAND DIVIDER STRIP AT LA CADENA DRIVE INTERSECTION WITH DEBERRY STREET, APPROXIMATELY 60.0 FEET WEST AND 10.0 FEET NORTH OF POWER POLE #1337687E AND 70.0 FEET EASTERLY OF POWER POLE #4041F.

ELEVATION = 936.844 FEET (NGVD '29 DUTUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "EWPP" AND "CISA" AS BEING SOUTH 82°35'10.9410" EAST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY THE CENTERLINE OF BARTON ROAD BEING NORTH 89°24'47" EAST. (2010.0 EPOCH)

PREPARED FOR:

HAGER PACIFIC PROPERTIES
4100 NEWPORT PLACE DRIVE,
SUITE 820
NEWPORT BEACH, CA 92660
PHONE: (949) 253-7920

PREPARED BY:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

ALTA/NSPS LAND TITLE SURVEY

21700 BARTON RD - 21674 N DE BERRY ST

COLTON — CALIFORNIA

DRAWN BY: KCP	CHECKED BY: DHH	SCALE: 1" = 30'	DATE: NOVEMBER, 2018	J.N. 3711	SHEET 7 OF 8

LEGEND:

ABAN	ABANDONED	CONC	CONCRETE	FAR	FLOOR AREA RATIO	INV	INVERT	NW	NORTHWEST	PTR	PRELIMINARY TITLE REPORT	SEC	SOUTHEAST CORNER	TRNP	TOP OF RAMP
ACC	ACCEPTED	COR	CORNER	FB	FIELD BOOK	IR	IRON PIPE	NWC	NORTHWEST CORNER	PUN	PUNCHED	SEC ?	SECTION ?	TS	TRAFFIC SIGN
AC	ASPHALTIC CONCRETE	CSFB	COUNTY SURVEYOR'S FIELD BOOK	FC	FLOOD, CONTROL	L	LENGTH	NWLY	NORTHWESTERLY	PWD	PARKWAY DRAIN	SF	SQUARE FEET	TSCB	TRAFFIC SIGNAL CONTROL BOX
AP	ANGLE POINT	CD	CURB DRAIN	FD	FOUND	LACE	LOS ANGELES COUNTY ENGINEER	OH	OVERHEAD	PWFB	PUBLIC WORKS FIELD BOOK	SFN	SEARCHED, FOUND NOTHING	TSPB	TRAFFIC SIGNAL PULL BOX
ARV	AIR RELEASE VALVE	D	DELTA=CENTRAL ANGLE	FDC	FIRE DEPARTMENT CONNECTION	LACS	LOS ANGELES COUNTY SURVEYOR	OIL W.W.	OIL WASTE WATER LINE	R	RECORD	SLCB	STREET LIGHT CONTROL BOX	TSTP	TOP STEP
BC	BEGINNING OF CURVE	Δ	DELTA=CENTRAL ANGLE	FF	FINISHED FLOOR ELEVATION	LD	LEGAL DESCRIPTION	OR	OPTICAL RECORDS	R	RADIUS	SLPB	STREET LIGHT PULL BOX	TVLT	TELEPHONE VAULT
BBT	BETWEEN	DCV	DETECTOR CHECK VALVE	FH	FIRE HYDRANT	LP	LIP OF GUTTER	O/S	OFF SET	R 11 W	RANGE 11 WEST	SMH	SEWER MANHOLE	TW	TOP OF WALL
BFP	BACKFLOW PREVENTION DEVICE	DE	DRIVE	FL	FLOW LINE	LS	LAND SURVEYOR	PA	POINT OF AREA	RAD	RADIUS	TMH	TELEPHONE MANHOLE	TWB	TOP OF "BLOCK" WALL
BK	BOOK	DESC	DESCRIBED	FL AT INSIDE WALL CB		LS	LICENSED SURVEYOR	PB	PULL BOX	R.C.B.	REINFORCED CONCRETE BOX	ST LT	STREET LIGHT	TX	TOP OF "X"
BLDG	BUILDING	DI	DROP INLET	FNC	FENCE	L&T	LEAD AND TACK	PCC	POINT OF COMPOUND CURVE	RCE	REGISTERED CIVIL ENGINEER	SW	SOUTHWEST	TYP	TYPICAL
BOB	BASIS OF BEARINGS	DIST	DISTANCE	FOC	FIBER OPTIC CABLE	L&T	LEAD TACK AND TAG	PCL	PARCEL	RCLW	RECLAIMED WATER LINE	SWC	SOUTHWEST CORNER	U.D.	UTILITY DROP
BR	BRASS	DN	DOWN	FP	FINISH PAVEMENT	LT/LT	LOT LIGHT	PED	PEDESTAL	RD	ROOF DRAIN	SWLY	SOUTHWESTERLY	UDG	UNDERGROUND CONDUIT
BRMP	BOTTOM OF RAMP	DOC. NO	DOCUMENT NO.	FS	FINISH SURFACE	LT STD	LIGHT STANDARD	PG	PAGE	RDS	ROAD STANDARD	SWBT	SPIKE WASHER & TIN	ULT	ULTIMATE
BSTP	BOTTOM STEP	DRWY	DRIVEWAY	FW	FRONT OF WALK	M	MEASURED	PDFB	POST OF INTERSECTION	RDFB	ROAD DEPARTMENT FIELD BOOK	S/W	SIDEWALK	UTL	UTILITY
BW	BOTTOM OF "X"	E	EAST	FWD	FIRE WATER DRAINAGE FLOW	MAK	MARK	PIV	POST INDICATOR VALVE	RED	REDWOOD	SY	SQUARE YARDS	UTL B	UTILITY BOX
BX	BOTTOM OF "X"	E.L.V.	ELEVATION	G	GAS LINE	MB	MAP BOOK	PKWY	PARKWAY	REF	REFERENCE	T.S.	TOWNSHIP 3 SOUTH	UTL CAB	UTILITY CABINET
C	COMPACT PARKING STALL	EB	ESTABLISHED BETWEEN	GA	GUY ANCHOR	ML	MANHOLE	PL	PROPERTY LINE	RET	RETAINING	TB	TOP OF BERM	V	VALVE
CAB	CABINET	EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS	GFA	GARBAGE FLOOR AREA	MH	MANHOLE	PM	PROPORTIONATE MEASUREMENT	RR	RAILROAD	TBT	TACK OR TAG	VAC	VACATION
CADT	OAK DEPT. OF TRANSPORTATION	EP	ESTABLISHED BY PROPATION	GM	GAS METER	MON	MONUMENT	P.M.	PARCEL MAP	R.S.B.	RECORD OF SURVEY BOOK	TC	TOP OF CURB	VG	VALLEY GUTTER
CATV	CABLE TELEVISION	ESMT	EASEMENT	GRT	GUARD, TELEPHONE CONDUIT	MS	MON. STRIP	P.M.B.	PARCEL MAP BOOK	R/W	RIGHT OF WAY	TEL	TELEPHONE	VLT	VAULT
C&G	CURB AND GUTTER	EC	END OF CONCRETE	GTE	GENERAL TELEPHONE MANHOLE	MW	MONITORING WELL	P.O.B.	POINT OF BEGINNING	S	SOUTH	TE	TELEPHONE ENCLOSURE	W	WATER LINE
CB	CATCH BASIN	EC	END OF CURB	GTE MH	GENERAL TELEPHONE VAULT	N	NORTH	P.O.C.	POINT OF COMMENCEMENT	S	SOUTH	TELE	TELEPHONE	W	WEST
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS	EF	ESTABLISHED FROM	GTE VLT	GENERAL TELEPHONE VAULT	N&T	NAIL AND TIN	P.O.C.	POINT OF CONNECTION	SBL	SETBACK LINE	TELE SW B	TELEPHONE SWITCH BOX	W/	WITH
		ELEC	ELECTRIC	GV	GAS VALVE	N.D.L.	NORTHERLY	P.O.L.	POINT ON LINE	S.B.M.	SAN BERNARDINO MERIDIAN	TG	TOP OF GRATE	WLY	WESTERLY
CETB	CITY ENGINEER'S FIELD BOOK	EM	ELECTRIC METER	H	HOSE BIB	N.A.P.	NOT A PART	P.O.S.	POINT ON SLOPE	S.L.Y.	SOUTHERLY	10" TR	10" DIAMETER TREE	WA	WATER ASSEMBLY
CF	CURB FACE	EMH	ELECTRIC MAN. HOLE	HC	HANDICAP	NE	NORTHEAST	POS	POINT ON SLOPE	SMW	SPIKE & WASHER	TMH	TELEPHONE MANHOLE	WDF	WOOD FENCE
C/FS	CHECKED FROM	EP	ELECTRIC PEDESTAL	HWP	HANDICAP WALK RAMP	NEC	NORTHEAST CORNER	PRC	POINT OF REVERSE CURVE	SCE	SOUTH CLEAN OUT	TOB	TOP OF BANK	WF	WIRE FENCE
C/FS	CHECKED FROM	EPB	ELECTRIC PULL BOX	HWF	HOG WIRE FENCE	NELY	NORTHEASTERLY	PRC	POINT OF REVERSE CURVE	SCO	SEWER CLEAN OUT	TOP	TOP OF SLOPE	WM	WATER METER
C/L	CENTERLINE	ESMT	EASEMENT	ICB	IRRIGATION CONTROL BOX	NF	NOTHING FOUND	PROB	PERPENDICULAR	SD	STORM DRAIN	TP	TELEPHONE POLE	WSO	WATER SHUT OFF, VALVE
CLF	CHAIN LINK FENCE	EST	ESTABLISHED	ICV	IRRIGATION CONTROL VALVE	NG	NATURAL GROUND	PROP	PROPOSED	SDMH	STORM DRAIN MANHOLE	T.P.O.B.	TRUE POINT OF BEGINNING	WV	WATER VALVE
CMP	CORRUGATED METAL PIPE	ESTAB	ESTABLISH	ILLEG	ILLEGIBLE	NO	NUMBER	PT	POINT	SE	SOUTHEAST	TR	TRACT	W VLT	WATER VAULT
COL.ENG.FB	COUNTY ENGINEER'S FIELD BOOK	EXST	EXISTING	INST NO	INSTRUMENT NUMBER	NT&T	NAIL TIN & TAG	PTS	POINTS	SELY	SOUTHEASTERLY	TRANS	TRANSFORMER	X-ARM	CROSS ARM
				INT	INTERSECTION	N.T.S.	NOT TO SCALE	PT.COM.	POINT OF COMMENCEMENT						

DIGALERT

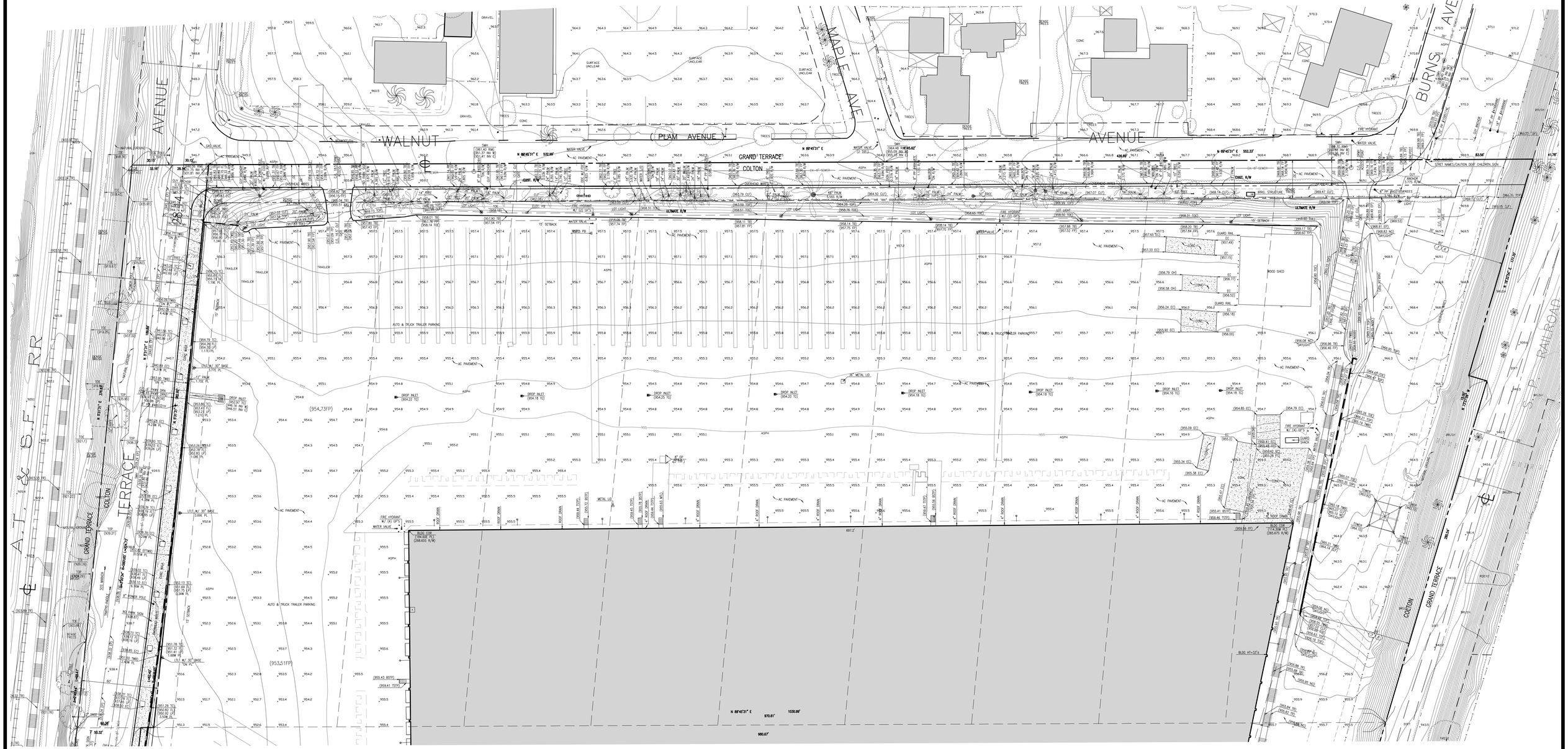
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO DAYS
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

CALL BEFORE YOU DIG

Underground Service Alert
Call: TOLL FREE
1-800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

0 15 30 60 90
SCALE:1"=30'



STATER BROTHERS REDEVELOPMENT

Last Update:11/29/18
O:\3700-3799\3711\3711ALTA8.dwg

REVISIONS		
NO.	DESCRIPTION	DATE
1	REVISION TO SHOW AERIAL TOPOGRAPHIC SURVEY FROM AERIAL PHOTOS TAKEN ON 10/05/2018	11/29/2018
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

BENCHMARK:

CITY OF COLTON BM 607
CITY OF COLTON STANDARD 2 INCH BRASS DISC SET IN THE SOUTH END OF A CONCRETE DRAINAGE INLET STRUCTURE ON THE NORTH SIDE OF THE ISLAND DIVIDER STRIP AT LA CADENA DRIVE INTERSECTION WITH DEBERRY STREET, APPROXIMATELY 60.0 FEET WEST AND 10.0 FEET NORTH OF POWER POLE #1337687E AND 70.0 FEET EASTERLY OF POWER POLE #4041F.

ELEVATION = 936.844 FEET (NGVD '29 DUTUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 5, NORTH AMERICAN DATUM 1983 (NAD83) BASED LOCALLY BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "ZWRO" AND "OSA" AS BEING SOUTH 82°35'10.9410" EAST (BASIS OF BEARINGS) (GRID) AND REPRESENTED HEREON BY THE CENTERLINE OF BARTON ROAD BEING NORTH 89°24'47" EAST. (2010.0 EPOCH)

PREPARED FOR:

HAGER PACIFIC PROPERTIES
4100 NEWPORT PLACE DRIVE,
SUITE 820
NEWPORT BEACH, CA 92660
PHONE: (949) 253-7920

PREPARED BY:

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

ALTA/NSPS LAND TITLE SURVEY

21700 BARTON RD - 21674 N DE BERRY ST

COLTON CALIFORNIA

DRAWN BY: KCP	CHECKED BY: DHH	SCALE: 1" = 30'	DATE: NOVEMBER, 2018	J.N. 3711	SHEET 8 OF 8

Chicago Title Company

725 South Figueroa Street, Suite 200, Los Angeles, CA 90017
Phone: (213) 488-4300 ● Fax: (213) 488-4377

Issuing Policies of Chicago Title Insurance Company

ORDER NO.: **00097568-994-LT2-JC**

Escrow/Customer Phone: **(213) 488-4300**

Equity Building Services
1300 Bristol Street North, Suite 290
Newport Beach, CA 92660
ATTN: Quinn Johnson
Email: q@ebsrp.com
Ref:

Title Officer: **Jordan Curiel (LA/Comm)**
Title Officer Phone: **(213) 488-4371**
Title Officer Fax: **(213) 612-4171**
Title Officer Email: **UnitX23@ctt.com**

PROPERTY: **21700 BARTON RD, 21674 N DE BERRY ST, COLTON, CA 92324**

PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein, ***Chicago Title Company*** *hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a policy or policies of title insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.*

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Attachment One. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Attachment One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

The policy(s) of title insurance to be issued hereunder will be policy(s) of Chicago Title Insurance Company, a Florida corporation.

Please read the exceptions shown or referred to herein and the exceptions and exclusions set forth in Attachment One of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

Chicago Title Company

By: _____
Authorized Signature

By: _____
Randy Quirk, President

Attest: _____
Michael Gravelle, Secretary

Chicago Title Company

725 South Figueroa Street, Suite 200, Los Angeles, CA 90017
Phone: (213) 488-4300 ● Fax: (213) 488-4377

PRELIMINARY REPORT

EFFECTIVE DATE: **September 25, 2018 at 7:30 a.m.**

ORDER NO.: 00097568-994-LT2-JC

The form of policy or policies of title insurance contemplated by this report is:

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

   Fee Estate

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

   Pacific West Management, a California general partnership, as to an undivided 56.5% interest and Robert J. Neal and Bernarda A. Neal, as Trustees of the Robert J. Neal and Bernarda A. Neal Revocable Trust, as to an undivided 22.5% interest and Producer Industrial Partners, LLC, a California limited liability company, as to an undivided 21% interest, all as tenants in common

3. THE LAND REFERRED TO IN THIS REPORT IS DESCRIBED AS FOLLOWS:

   See Exhibit A attached hereto and made a part hereof.

EXHIBIT "A"

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF COLTON, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF SECTIONS 31 AND 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE MAP OF JURUPA RANCHO, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND OF BLOCK "J" OF THE GRAND TERRACE TRACT, AS PER MAP RECORDED IN BOOK 1, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 650.75 FEET WEST OF THE POINT WHERE THE EAST BOUNDARY OF THE JURUPA RANCHO INTERSECTS THE SOUTH LINE OF SECTION 32, SAID POINT BEING ON THE EAST LINE OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY, NOW ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY; THENCE NORTH 12°15' EAST 567.26 FEET ALONG THE EAST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY; THENCE EAST 965.22 FEET TO THE WEST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILWAY; THENCE SOUTH 17° WEST 579.67 FEET ALONG THE WEST BOUNDARY OF SAID RIGHT OF WAY TO THE SOUTH LINE OF SECTION 32; THENCE WEST 920.76 FEET TO THE PLACE OF BEGINNING.

EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION CONVEYED TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, BY DEED RECORDED MAY 28, 1908 IN BOOK 419, PAGE 135 OF DEEDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF SAID ORIGINAL RIGHT OF WAY OF ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY 652.3 FEET NORTH 32°32' WEST FROM CORNER OF SECTIONS 31 AND 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST AND SECTIONS 5 AND 6, TOWNSHIP 2 SOUTH, RANGE 4 WEST, AND OPPOSITE ORIGINAL ENGINEER'S STATION 6586-06.6; THENCE SOUTH ALONG SAID EAST LINE OF ORIGINAL RIGHT OF WAY 528.1 FEET TO NORTH LINE OF PALM STREET; THENCE EAST 34.00 FEET ALONG SAID NORTH LINE OF PALM STREET; THENCE NORTH 8°58' EAST 522.00 FEET TO BEGINNING.

ALSO EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO, A BODY CORPORATE AND POLITIC, BY DEED RECORDED APRIL 18, 1941 IN BOOK 1456, PAGE 452 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF PALM AVENUE, NOW KNOWN AS BARTON ROAD, DISTANT 23.12 FEET EASTERLY FROM WEST LINE OF AFORESAID SECTION 32; THENCE NORTH 0°03'30" WEST, 5.0 FEET; THENCE NORTH 89°56'30" EAST, PARALLEL WITH NORTH LINE OF SAID PALM AVENUE, 354.93 FEET TO WESTERLY RIGHT OF WAY LINE OF PACIFIC ELECTRIC RAILWAY COMPANY'S RIGHT OF WAY; THENCE SOUTH 17°00' WEST ALONG SAID RIGHT OF WAY LINE, 5.23 FEET TO NORTH LINE OF PALM AVENUE; THENCE SOUTH 89°56'30" WEST, ALONG THE NORTH LINE OF SAID PALM AVENUE, 353.39 FEET TO PLACE OF BEGINNING.

ALSO EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE EASTERLY 80.00 FEET AS CONVEYED TO CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION, BY DEED RECORDED DECEMBER 03, 1953 IN BOOK 3287, PAGE 502 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS: LYING WITHIN THE FOLLOWING DESCRIBED STRIP OF LAND, 80.00 FEET WIDE, BEING A PORTION OF CERTAIN 12 ACRE TRACT OF LAND CONVEYED BY C. C. PATTEN, ET UX., TO GEORGE N. CASTLE BY DEED RECORDED IN BOOK 383, PAGE 335 OF DEEDS, SAID STRIP OF LAND 80.00 FEET WIDE BEING DESCRIBED:

EXHIBIT A
(Continued)

BEGINNING AT POINT IN SOUTH LINE OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, WHERE SAID LINE IS INTERSECTED BY WESTERLY LINE OF RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD; THENCE FROM SAID POINT OF BEGINNING, WESTERLY ALONG SOUTH LINE OF SECTION 32, 83.63 FEET, MORE OR LESS, TO A POINT; THENCE NORTHERLY PARALLEL TO AND 80.00 FEET WESTERLY FROM WESTERLY LINE OF SAID RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD TO POINT IN NORTH LINE OF SAID 12 ACRE TRACT OF LAND; THENCE EASTERLY ALONG NORTH LINE OF SAID 12 ACRE TRACT OF LAND 83.63 FEET, MORE OR LESS, TO WESTERLY LINE OF SAID RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD TO THE POINT OF BEGINNING.

ALSO EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY DEED RECORDED SEPTEMBER 08, 1960 IN BOOK 5232, PAGE 452 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF BARTON ROAD 66.00 FEET WIDE, FORMERLY KNOWN AS PALM AVENUE AND SHOWN ON MAP OF SAID RESUBDIVISION OF GRAND TERRACE TRACT AND THE WESTERLY LINE OF CALIFORNIA ELECTRIC POWER COMPANY, RIGHT OF WAY, 80.00 FEET WIDE, DESCRIBED IN DEED RECORDED DECEMBER 03, 1953 IN BOOK 3287, PAGE 502 OF OFFICIAL RECORDS, AND SHOWN AS PARCEL 5 ON STATE BOARD OF EQUALIZATION LAND IDENTIFICATION MAP NO. 151-36-29; THENCE NORTH 17°00' EAST ALONG SAID WESTERLY LINE TO AN INTERSECTION WITH A LINE THAT IS PARALLEL WITH, AND MEASURED AT RIGHT ANGLES, IS 50.00 FEET NORTH OF THE CENTER LINE OF SAID BARTON ROAD; THENCE WESTERLY ALONG SAID PARALLEL LINE OF THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 20.00 FEET, WHICH CURVE IS ALSO TANGENT TO A LINE THAT IS PARALLEL WITH, AND MEASURED AT RIGHT ANGLES, IS 50.00 FEET EAST OF THE EASTERLY RIGHT OF WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, SHOWN AS PARCEL 1 OF STATE BOARD OF EQUALIZATION LAND IDENTIFICATION MAP NO. 804-36-93D; THENCE NORTHWESTERLY ALONG SAID CURVE TO SAID PARALLEL LINE; THENCE TANGENT TO SAID CURVE NORTH 12°15' EAST ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH THE NORTH LINE OF LAND DESCRIBED IN DEED RECORDED DECEMBER 31, 1958 IN BOOK 4690, PAGE 448 OF OFFICIAL RECORDS; THENCE WEST ALONG SAID NORTH LINE OF LAND DESCRIBED IN SAID DEED TO AN INTERSECTION WITH AFORESAID EASTERLY RIGHT OF WY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY; THENCE SOUTH 12°15' WEST ALONG SAID EASTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 33.00 FEET NORTH OF THE CENTER LINE OF SAID BARTON ROAD, SAID CENTER LINE ALSO BEING THE SOUTH LINE OF SAID SECTION 31; THENCE EAST ALONG SAID PARALLEL LINE TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION NOW LYING WITHIN SAID BARTON ROAD.

PARCEL 2:

ALL THAT PORTION OF SECTIONS 31 AND 32, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE MAP OF JURUPA RANCHO IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND OF BLOCK "J" OF THE GRAND TERRACE TRACT, AS PER MAP RECORDED IN BOOK 1, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EAST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY, SAID POINT BEING NORTH 12°15' EAST, 567.26 FEET FROM A POINT ON THE EAST LINE OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY, THAT IS WEST 650.76 FEET FROM THE INTERSECTION OF THE EAST LINE OF THE JURUPA RANCHO, AND THE SOUTH LINE OF SAID SECTION 31; THENCE NORTH 12°15' EAST, 92.74 FEET; THENCE NORTH 7°45' EAST, 357.8 FEET TO A POINT IN THE EAST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY; THENCE EAST

EXHIBIT A
(Continued)

1,023.9 FEET TO A POINT ON THE WEST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILWAY; THENCE SOUTH 17° WEST, 410.28 FEET; THENCE SOUTH 73° EAST, 5.00 FEET; THENCE SOUTH 17° WEST, 45.46 FEET TO A POINT ON THE WEST BOUNDARY OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILWAY; THENCE WEST 965.22 FEET TO THE POINT OF BEGINNING.

EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE INTEREST IN AND TO THE FOLLOWING DESCRIBED PORTION AS CONVEYED TO THE CITY OF COLTON BY DEED RECORDED FEBRUARY 11, 1969 IN BOOK 7180, PAGE 355 OF OFFICIAL RECORDS AND BY DEED RECORDED APRIL 10, 1969 IN BOOK 7212, PAGE 318 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO MAP OF THE JURUPA RANCHO, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE(S) 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS BEING A STRIP OF LAND 50.00 FEET WIDE BOUNDED AS FOLLOWS:

ON THE WEST BY THE EASTERLY RIGHT OF WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, SAID RIGHT OF WAY BEING SHOWN AS PARCEL 1 ON THE STATE BOARD OF EQUALIZATION LAND IDENTIFICATION MAP N. 804-36-93D; ON THE NORTH BY THE SOUTH LINE OF LOT 22 OF THE TERRA BELLA TRACT, AS PER MAP RECORDED IN BOOK 17, PAGE 90 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; ON THE EAST BY A LINE THAT IS PARALLEL WITH AND 50.00 FEET EAST MEASURED AT RIGHT ANGLES FROM SAID EASTERLY RIGHT OF WAY LINE OF SAID ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY; AND ON THE SOUTH BY THE NORTH LINE OF THAT PARCEL OF LAND CONVEYED TO THE COUNTY OF SAN BERNARDINO FOR ROAD PURPOSES BY DEED RECORDED SEPTEMBER 08, 1960 IN BOOK 5232, PAGE 115 OF OFFICIAL RECORDS.

PARCEL 3:

LOTS 14, 15, 16, 17, 18, 19, 20, 21 AND THE EAST 143.2 FEET OF LOT 22 OF THE TERRA BELLA TRACT, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGE(S) 90 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. TOGETHER WITH THAT PORTION OF WALNUT AVENUE (FORMERLY PALM AVENUE) WHICH HAS BEEN VACATED AND WOULD PASS WITH THE CONVEYANCE OF SAID PROPERTY BY OPERATION OF LAW.

APN: 0275-223-23-0-000; 0275-223-44-0-000; 0275-223-45-0-000; 0275-223-46-0-000

PARCEL 4:

PARCEL 1 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-131-03-0-000

PARCEL 5:

PARCEL 2 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-131-04-0-000

PARCEL 6:

EXHIBIT A
(Continued)

PARCEL 3 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-051-15-0-000

PARCEL 7:

PARCEL 4 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-051-16-0-000

PARCEL 8:

PARCEL 5 OF PARCEL MAP 7346, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGE(S) 97 AND 98, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THE NORTH ONE-HALF OF DE BERRY STREET, ADJOINING SAID ON THE SOUTH, VACATED BY RESOLUTION NO. 4530 OF THE CITY OF COUNCIL OF THE CITY OF COLTON, CALIFORNIA, DATED FEBRUARY 15, 1985, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 20, 1985 AS INSTRUMENT NO. 85-039530, OFFICIAL RECORDS.

APN: 1167-061-06-0-000

PARCEL 9:

PARCEL 1 OF PARCEL MAP 10851, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 128, PAGE(S) 49 AND 50, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-151-03-0-000

PARCEL 10:

PARCELS 1, 2 AND 3 OF PARCEL MAP 19106, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 240, PAGE(S) 1 THRU 3, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1167-051-18-0-000; 1167-051-19-0-000; 1167-051-20-0-000

APN: **0275-223-44 thru -46-0-000, 1167-061-06-0-00, 1167-131-03&-04, 1167-051-03,-15-16,-18,-19&-20**

EXCEPTIONS

AT THE DATE HEREOF, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN SAID POLICY FORM WOULD BE AS FOLLOWS:

A. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2018-2019.

B. The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy.

1. Water rights, claims or title to water, whether or not disclosed by the public records.

The following matters affect Parcels 1 thru 8

2. Reservations contained in the Patent

From:	The United States of America
Recording Date:	March 22, 1886
Recording No:	Book “B”, Page 526 of Patents

Which among other things provides:

Subject to any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws and decisions of the courts, and the reservation from the lands hereby granted, a right of way thereon for ditches or canals constructed by the authority of the United States.

Reference is hereby made to said document for full particulars.

3. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Pacific Electric Railway Company
Purpose:	Railroad
Recording Date:	September 10, 1912
Recording No:	91, in Book 511, Page 284 of Deeds
Affects:	Parcel 3

4. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Pacific Electric Railway Company
Purpose:	Railroad
Recording Date:	September 10, 1910
Recording No:	96, in Book 511, Page 294 of Deeds
Affects:	Parcel 2

5. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Riverside Orange Company, Ltd.
Purpose:	Pipelines
Recording Date:	March 12, 1920
Recording No:	47, in Book 677, Page 118 of Deeds

EXCEPTIONS
(Continued)

6. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	California Electric Power Company, a corporation
Purpose:	Line or lines of wood poles or steel poles or towers or two-pole structures and wires
Recording Date:	October 08, 1952
Recording No:	263, in Book 3032, Page 169 of Official Records
Affects:	Parcel 3

7. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	California Electric Power Company, a corporation
Purpose:	Line or lines of wood poles or steel poles or towers or two-pole structures and wires
Recording Date:	October 23, 1952
Recording No:	392, in Book 3043, Page 104 of Official Records
Affects:	Parcel 2

8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Southern California Edison Company, a corporation
Purpose:	An electric line, consisting of poles, necessary guys and anchors, cross-arms, wires and other fixtures and appliances
Recording Date:	July 05, 1960
Recording No:	479, in Book 5177, Page 534 of Official Records
Affects:	Parcel 1

9. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Southern California Edison Company, a corporation
Purpose:	An electric line, consisting of poles, necessary guys and anchors, cross-arms, wires and other fixtures and appliances
Recording Date:	July 05, 1960
Recording No:	480, in Book 5177, Page 535 of Official Records
Affects:	Parcel 2

Limitations on the use, by the owners of said Land, of the easement area as set forth in the easement document shown hereinabove.

Reference is hereby made to said document for full particulars.

10. Matters contained in that certain document

Entitled:	An Agreement to Construct Off-Site Improvements
Dated:	February 01, 1977
Executed by:	The City of Colton and Petrolane Properties, Inc.
Recording Date:	February 17, 1977
Recording No:	499, in Book 9117, Page 732 of Official Records

Reference is hereby made to said document for full particulars.

Affects: Parcels 1, 2 and 3

EXCEPTIONS
(Continued)

11. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled:	Memorandum of Sublease Agreement
Sublessor:	Wren Leasing Corp., a Delaware corporation
Sublessee:	Stater Bros. Markets, a California corporation
Recording Date:	March 14, 1983
Recording No:	83-053140 of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

Assignment of the Lessor's interest under said lease,

Assignor:	Newkirk Colane L.P., A Delaware limited partnership successor-by-merger to Colane Associates Limited Partnership, a California limited partnership, successor-in-interest to Wren Leasing Corp.
Assignee:	Northeast Valley Industrial Parks, LLC, a California limited liability company, as to an undivided 89% ownership, and Pacific West Management, a California general partnership, as to an undivided 11% ownership, both as tenants in common
Recording Date:	August 24, 2005
Recording No:	2005-0624873 of Official Records

Assignment of the Lessor's interest under said lease,

Assignor:	Northeast Valley Industrial Parks, LLC, a California limited liability company, as to an undivided 89% ownership, and Pacific West Management, a California general partnership, as to an undivided 11% ownership, both as tenants in common
Assignee:	Pacific West Management, a California general partnership, as to an undivided 56.5% interest and Robert J. Neal and Bernarda A. Neal, as Trustees of the Robert J. Neal and Bernarda A. Neal Revocable Trust, as to an undivided 22.5% interest and Producer Industrial Partners, LLC, a California limited liability company, as to an undivided 21% interest, all as tenants in common
Recording Date:	December 12, 2013
Recording No:	2013-0533913, of Official Records

12. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Southern California Gas Company, a California corporation
Purpose:	Pipelines
Recording Date:	November 9, 1948
Recording No:	170, Book 2318, Page 390 of Official Records
Affects:	Parcel 9

13. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Southern California Gas Company, a California corporation
Purpose:	Pipelines
Recording Date:	December 7, 1948
Recording No:	210, Book 2331, Page 405 of Official Records
Affects:	Parcel 7

EXCEPTIONS
(Continued)

14. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Merryfield Water Company
Purpose:	Pipelines
Recording Date:	September 8, 1952
Recording No:	331, Book 3017, Page 518 of Official Records
Affects:	Parcels 4 and 8

15. The ownership of said Land does not include rights of access to or from the street, highway, or freeway abutting said Land, such rights having been relinquished by the document,

Recording Date:	June 3, 1957
Recording No:	210, Book 4245, Page 242 of Official Records

A waiver, in favor of the State of California, of any claims for damages to said land by reason of the location of a freeway or highway contiguous thereto as contained in the document shown above.

Affects: Parcel 9

16. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Southern California Edison Company, a corporation
Purpose:	Overhead and underground electrical supply systems and communication systems
Recording Date:	March 11, 1971
Recording No:	446, Book 7625, Page 10 of Official Records
Affects:	Parcel 4

17. An existing flood course, over said land, as shown on said Parcel Map No. 7346 said Map recites in part: "The existing flood course must be kept free of building and obstruction".

Affects: Parcel 8

18. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Southern California Edison Company, a corporation
Purpose:	Underground electrical supply systems and communication systems
Recording Date:	March 4, 1983
Recording No:	83-046607 of Official Records
Affects:	Parcel 4

Limitations on the use, by the owners of said Land, of the easement area as set forth in the easement document shown hereinabove.

Reference is hereby made to said document for full particulars.

19. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	City of Colton
Purpose:	Utilities
Recording Date:	February 20, 1985
Recording No:	85-039530 of Official Records
Affects:	Parcels 8 and 9

EXCEPTIONS
(Continued)

20. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	State of California
Purpose:	Temporary easement for construction and incidents thereto
Recording Date:	September 28, 2012
Recording No:	2012-0401546 of Official Records
Affects:	Parcel 1, Parcel Map No. 10851, as more particularly described in said document
Affects:	Parcel 9

21. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	State of California
Purpose:	Temporary easement for construction and incidents thereto
Recording Date:	September 28, 2012
Recording No:	2012-0401547 of Official Records
Affects:	A portion of said land as more particularly described in said document

22. A deed of trust to secure an indebtedness in the amount shown below,

Amount:	$20,000,000.00
Dated:	December 11, 2013
Trustor/Grantor	Pacific West Management, a California general partnership, as to an undivided 56.5% interest and Robert J. Neal and Bernarda A. Neal, as Trustees of the Robert J. Neal and Bernarda A. Neal Revocable Trust, as to an undivided 22.5% interest and Producer Industrial Partners, LLC, a California limited liability company, as to an undivided 21% interest, all as tenants in common
Trustee:	Fidelity National Title Company
Beneficiary:	John Hancock Life Insurance Company (U.S.A.), a Michigan corporation
Recording Date:	December 12, 2013
Recording No:	2013-0533910 of Official Records

23. An assignment of all the moneys due, or to become due as rental, as additional security for the obligations secured by deed of trust shown as item no. 22

Assigned to:	John Hancock Life Insurance Company (U.S.A.), a Michigan corporation
Recording Date:	December 12, 2013
Recording No:	2013-0533911 of Official Records

24. A financing statement as follows:

Debtor:	Pacific West Management, a California general partnership, as to an undivided 56.5% interest and Robert J. Neal and Bernarda A. Neal, as Trustees of the Robert J. Neal and Bernarda A. Neal Revocable Trust, as to an undivided 22.5% interest and Producer Industrial Partners, LLC, a California limited liability company, as to an undivided 21% interest, all as tenants in common
Secured Party:	John Hancock Life Insurance Company (U.S.A.), a Michigan corporation
Recording Date:	December 12, 2013
Recording No:	2013-0533912 of Official Records

EXCEPTIONS
(Continued)

A change to the above financing statement was filed

Nature of Change:	Continuation
Recording Date:	September 19, 2018
Recording No:	2018-345308, of Official Records

The following matters affect Parcel 9

25. A Right of Way reserved to the Jurupa Land and Water Company, or it successors, to extend Canals as they may see fit through or across said lands.

26. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Purpose:	pipe lines, ditches and canals
Recorded:	in Book 111, Page 258, of Deeds
Affects:	A portion of said land as more particularly described in said document

27. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Purpose:	Water Rights
Recorded:	in Book 678, Page 29, of Deeds
Affects:	A portion of said land as more particularly described in said document

28. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Purpose:	right of way and covered pipe lines
Recording Date:	May 21, 1957
Recording No:	Book 4235, Page 247, of Official Records
Affects:	A portion of said land as more particularly described in said document

29. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Purpose:	pipe lines and domestic irrigation purposes
Recorded:	in Book 72 Page 271, of Deeds
Affects:	A portion of said land as more particularly described in said document

30. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

Purpose:	pipe lines
Recording Date:	September 23, 1903
Recording No:	Book 333 Page 197, of Deeds
Affects:	A portion of said land as more particularly described in said document

31. Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat;

Purpose(s):	public use for street and public utilities purposes
Recorded:	in Book 240, Page(S) 1 Thru 3, of Parcel Maps
Affects:	as shown on the map of said tract

The following matters affect all Parcels

EXCEPTIONS
(Continued)

32. Any easements not disclosed by the public records as to matters affecting title to real property, whether or not said easements are visible and apparent.

33. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other matters which a correct survey would disclose and which are not shown by the public records.

34. Matters which may be disclosed by an inspection and/or by a correct ALTA/NSPS Land Title Survey of said Land that is satisfactory to the Company, and/or by inquiry of the parties in possession thereof.

35. Any rights of the parties in possession of a portion of, or all of, said Land, which rights are not disclosed by the public records.

The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.

The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents.

PLEASE REFER TO THE "INFORMATIONAL NOTES" AND "REQUIREMENTS" SECTIONS WHICH FOLLOW FOR INFORMATION NECESSARY TO COMPLETE THIS TRANSACTION.

END OF EXCEPTIONS

REQUIREMENTS SECTION

1. Unrecorded matters which may be disclosed by an Owner's Affidavit or Declaration. A form of the Owner's Affidavit/Declaration is attached to this Preliminary Report/Commitment. This Affidavit/Declaration is to be completed by the record owner of the land and submitted for review prior to the closing of this transaction. Your prompt attention to this requirement will help avoid delays in the closing of this transaction. Thank you.

   The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit/Declaration.

2. In order to complete this report, the Company requires a Statement of Information to be completed by the following party(s),

   Party(s): all transaction parties

   The Company reserves the right to add additional items or make further requirements after review of the requested Statement of Information.

   NOTE: The Statement of Information is necessary to complete the search and examination of title under this order. Any title search includes matters that are indexed by name only, and having a completed Statement of Information assists the Company in the elimination of certain matters which appear to involve the parties but in fact affect another party with the same or similar name. Be assured that the Statement of Information is essential and will be kept strictly confidential to this file.

3. The Company will require either (a) a complete copy of the trust agreement and any amendments thereto certified by the trustee(s) to be a true and complete copy with respect to the hereinafter named trust, or (b) a Certification, pursuant to California Probate Code Section 18100.5, executed by all of the current trustee(s) of the hereinafter named trust, a form of which is attached.

   Name of Trust: Robert J. Neal and Bernarda A. Neal Revocable Trust

4. If the entity named below does NOT operate under the Uniform Partnership Act, the Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from:

   Name: Pacific West Management, a California general partnership

   a) A complete copy of the partnership agreement and all amendments thereto

   b) If less than all partners are executing documents, furnish evidence of the signing partners' authority, unless the authority is granted in the above-referenced agreements.

   The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

REQUIREMENTS
(Continued)

5. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

   Limited Liability Company: Producer Industrial Partners, LLC, a California limited liability company

   a) A copy of its operating agreement, if any, and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member.

   b) If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendments thereto with the appropriate filing stamps.

   c) If the Limited Liability Company is member-managed, a full and complete current list of members certified by the appropriate manager or member.

   d) A current dated certificate of good standing from the proper governmental authority of the state in which the entity is currently domiciled.

   e) If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

   f) If Limited Liability Company is a Single Member Entity, a Statement of Information for the Single Member will be required.

   g) Each member and manager of the LLC without an Operating Agreement must execute in the presence of a notary public the Certificate of California LLC (Without an Operating Agreement) Status and Authority form.

END OF REQUIREMENTS

INFORMATIONAL NOTES SECTION

1. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	0275-223-23-0-000
Fiscal Year:	2017-2018
1st Installment:	$8,846.77
2nd Installment:	$8,846.74
Exemption:	None
Code Area:	002-009

2. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	0275-223-44-0-000
Fiscal Year:	2017-2018
1st Installment:	$119,119.17
2nd Installment:	$119,119.17
Exemption:	None
Code Area:	002-009

3. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	0275-223-45-0-000
Fiscal Year:	2017-2018
1st Installment:	$8,441.57
2nd Installment:	$8,441.56
Exemption:	None
Code Area:	002-009

4. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	0275-223-46-0-000
Fiscal Year:	2017-2018
1st Installment:	$993.92
2nd Installment:	$993.90
Exemption:	None
Code Area:	002-009

5. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-051-15-0-000
Fiscal Year:	2017-2018
1st Installment:	$2,360.95
2nd Installment:	$2,360.93
Exemption:	None
Code Area:	002-009

INFORMATIONAL NOTES
(Continued)

6. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-051-16-0-000
Fiscal Year:	2017-2018
1st Installment:	$2,149.02
2nd Installment:	$2,149.00
Exemption:	None
Code Area:	002-009

7. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-051-18-0-000
Fiscal Year:	2017-2018
1st Installment:	$4,872.73
2nd Installment:	$4,872.72
Exemption:	None
Code Area:	002-009

8. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-051-19-0-000
Fiscal Year:	2017-2018
1st Installment:	$3,214.33
2nd Installment:	$3,214.31
Exemption:	None
Code Area:	002-009

9. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-051-20-0-000
Fiscal Year:	2017-2018
1st Installment:	$434.08
2nd Installment:	$434.06
Exemption:	None
Code Area:	002-009

10. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-061-06-0-000
Fiscal Year:	2017-2018
1st Installment:	$2,326.65
2nd Installment:	$2,326.64
Exemption:	None
Code Area:	002-009

INFORMATIONAL NOTES
(Continued)

11. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-131-03-0-000
Fiscal Year:	2017-2018
1st Installment:	$21,820.61
2nd Installment:	$21,820.57
Exemption:	None
Code Area:	002-009

12. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-131-04-0-000
Fiscal Year:	2017-2018
1st Installment:	$1,358.31
2nd Installment:	$1,358.28
Exemption:	None
Code Area:	002-009

13. Note: Property taxes, including any personal property taxes and any assessments collected with taxes, are paid. For proration purposes the amounts were:

Tax Identification No.:	1167-151-03-0-000
Fiscal Year:	2017-2018
1st Installment:	$45,336.86
2nd Installment:	$45,336.85
Exemption:	None
Code Area:	002-009

14. None of the items shown in this report will cause the Company to decline to attach ALTA Endorsement Form 9 to an Extended Coverage Loan Policy, when issued.

15. The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land Commercial properties, known as 21700 Barton Rd, 21674 N De Berry ST, located within the city of Colton, California, 92324, to an Extended Coverage Loan Policy.

16. Note: The policy of title insurance will include an arbitration provision. The Company or the insured may demand arbitration. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the insured arising out of or relating to this policy, any service of the Company in connection with its issuance or the breach of a policy provision or other obligation. Please ask your escrow or title officer for a sample copy of the policy to be issued if you wish to review the arbitration provisions and any other provisions pertaining to your Title Insurance coverage.

17. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

18. Pursuant to Government Code Section 27388.1, as amended and effective as of 1-1-2018, a Documentary Transfer Tax (DTT) Affidavit may be required to be completed and submitted with each document when DTT is being paid or when an exemption is being claimed from paying the tax. If a governmental agency is a party to the document, the form will not be required. DTT Affidavits may be available at a Tax Assessor-County Clerk-Recorder.

INFORMATIONAL NOTES
(Continued)

19. Due to the special requirements of SB 50 (California Public Resources Code Section 8560 et seq.), any transaction that includes the conveyance of title by an agency of the United States must be approved in advance by the Company's State Counsel, Regional Counsel, or one of their designees.

20. Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.

END OF INFORMATIONAL NOTES

Jordan Curiel (LA/Comm)/b1c

Wire Fraud Alert

This Notice is not intended to provide legal or professional advice. If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the phone number of relevant parties to the transaction as soon as an escrow account is opened**. DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
http://www.fbi.gov

Internet Crime Complaint Center:
http://www.ic3.gov

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- identity information (*e.g.,* Social Security Number, driver's license, passport, or other government ID number);
- financial account information (*e.g.,* loan or bank account information); and
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- browser version, language, and type;
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- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website

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- To communicate with you about our, our affiliates', and third parties' products and services, jointly or independently.

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We may make disclosures of your Personal Information and Browsing Information in the following circumstances:
- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or

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Please see "**Choices With Your Information**" to learn the disclosures you can restrict.

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We maintain physical, electronic, and procedural safeguards to guard your Personal Information. We limit access to nonpublic personal information about you to employees who need to know that information to do their job. When we provide Personal Information to others as discussed in this Privacy Notice, we expect that they process such information in compliance with our Privacy Notice and in compliance with applicable privacy laws.

Choices With Your Information
If you do not want FNF to share your information with our affiliates to directly market to you, you may send an "opt out" request by email, phone, or physical mail as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you.

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For California Residents: We will not share your Personal Information and Browsing Information with nonaffiliated third parties, except as permitted by California law.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information and Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

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Your Consent To This Privacy Notice; Notice Changes
By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The revised Privacy Notice, showing the new revision date, will be posted on the FNF Website. Each time you provide information to us following any amendment of this Privacy Notice, your provision of information to us will signify your assent to and acceptance of the terms of the revised Privacy Notice for all previously collected information and information

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collected from you in the future. We may use comments, information or feedback that you submit to us in any manner that we may choose without notice or compensation to you.

Accessing and Correcting Information; Contact Us
If you have questions, would like to access or correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, send your requests via email to privacy@fnf.com, by phone to (888) 934-3354, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

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Notice of Available Discounts

Pursuant to Section 2355.3 in Title 10 of the California Code of Regulations Fidelity National Financial, Inc. and its subsidiaries ("FNF") must deliver a notice of each discount available under our current rate filing along with the delivery of escrow instructions, a preliminary report or commitment. Please be aware that the provision of this notice does not constitute a waiver of the consumer's right to be charged the field rate. As such, your transaction may not qualify for the below discounts.

You are encouraged to discuss the applicability of one or more of the below discounts with a Company representative. These discounts are generally described below; consult the rate manual for a full description of the terms, conditions and requirements for each discount. These discounts only apply to transaction involving services rendered by the FNF Family of Companies. This notice only applies to transactions involving property improved with a one-to-four family residential dwelling.

FNF Underwritten Title Company
CTC - Chicago Title Company

FNF Underwriter
CTIC - Chicago Title Insurance Company

Available Discounts

CREDIT FOR PRELIMINARY REPORTS AND/OR COMMITMENTS ON SUBSEQUENT POLICIES (CTIC)
Where no major change in the title has occurred since the issuance of the original report or commitment, the order may be reopened within 12 months and all or a portion of the charge previously paid for the report or commitment may be credited on a subsequent policy charge within the following time period from the date of the report.

DISASTER LOANS (CTIC)
The charge for a lender's Policy (Standard or Extended coverage) covering the financing or refinancing by an owner of record, within 24 months of the date of a declaration of a disaster area by the government of the United States or the State of California on any land located in said area, which was partially or totally destroyed in the disaster, will be 50% of the appropriate title insurance rate.

CHURCHES OR CHARITABLE NON-PROFIT ORGANIZATIONS (CTIC)
On properties used as a church or for charitable purposes within the scope of the normal activities of such entities, provided said charge is normally the church's obligation the charge for an owner's policy shall be 50% to 70% of the appropriate title insurance rate, depending on the type of coverage selected. The charge for a lender's policy shall be 40% to 50% of the appropriate title insurance rate, depending on the type of coverage selected.

EMPLOYEE RATE (CTC and CTIC)
No charge shall be made to employees (including employees on approved retirement) of the Company or its underwritten, subsidiary title companies for policies or escrow services in connection with financing, refinancing, sale or purchase of the employees' bona fide home property. Waiver of such charges is authorized only in connection with those costs which the employee would be obligated to pay, by established custom, as a party to the transaction.

ATTACHMENT ONE

CALIFORNIA LAND TITLE ASSOCIATION
STANDARD COVERAGE POLICY – 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building or zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien, or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
   (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
   (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
   (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
   (c) resulting in no loss or damage to the insured claimant;
   (d) attaching or created subsequent to Date of Policy; or
   (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
6. Any claim, which arises out of the transaction vesting in the insured the estate of interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
   Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

CLTA HOMEOWNER'S POLICY OF TITLE INSURANCE (12-02-13)
ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
   a. building;
   b. zoning;
   c. land use;
   d. improvements on the Land;
   e. land division; and
   f. environmental protection.
   This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
   a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
   b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;

c. that result in no loss to You; or
d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.

5. Failure to pay value for Your Title.
6. Lack of a right:
   a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
   b. in streets, alleys, or waterways that touch the Land.

   This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

- For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1.00% % of Policy Amount Shown in Schedule A or $2,500.00 (whichever is less)	$ 10,000.00
Covered Risk 18:	1.00% % of Policy Amount Shown in Schedule A or $5,000.00 (whichever is less)	$ 25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or $5,000.00 (whichever is less)	$ 25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or $2,500.00 (whichever is less)	$ 5,000.00

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13 or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

(Except as provided in Schedule B - Part II,(t(or T)his policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:

(PART I

(The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.

PART II

In addition to the matters set forth in Part I of this Schedule, the Title is subject to the following matters, and the Company insures against loss or damage sustained in the event that they are not subordinate to the lien of the Insured Mortgage:)

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:
(The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown in the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and that are not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.
7. (Variable exceptions such as taxes, easements, CC&R's, etc. shown here.)

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (12-02-13)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury, or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.
10. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
11. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

Insert Map here

OWNER'S DECLARATION

Escrow No.: 00097568-994-LT2-JC
Property Address: 21700 Barton Rd, 21674 N De Berry ST
Colton, CA 92324

The undersigned hereby declares as follows:

1. (Fill in the applicable paragraph and strike the other)
   a. Declarant ("Owner") is the owner or lessee, as the case may be, of certain premises located at 21700 Barton Rd, 21674 N De Berry ST, Colton, CA 92324, further described as follows: See Preliminary Report/Commitment No. for full legal description (the "Land").
   b. Declarant is the _____ of _____ ("Owner"), which is the owner or lessee, as the case may be, of certain premises located at 21700 Barton Rd, 21674 N De Berry ST, Colton, CA 92324, further described as follows: See Preliminary Report/Commitment No. for full legal description (the "Land").
2. (Fill in the applicable paragraph and strike the other)
   a. During the period of six months immediately preceding the date of this declaration no work has been done, no surveys or architectural or engineering plans have been prepared, and no materials have been furnished in connection with the erection, equipment, repair, protection or removal of any building or other structure on the Land or in connection with the improvement of the Land in any manner whatsoever.
   b. During the period of six months immediately preceding the date of this declaration certain work has been done and materials furnished in connection with _____ upon the Land in the approximate total sum of $_____, but no work whatever remains to be done and no materials remain to be furnished to complete the construction in full compliance with the plans and specifications, nor are there any unpaid bills incurred for labor and materials used in making such improvements or repairs upon the Land, or for the services of architects, surveyors or engineers, except as follows: _____. Owner, by the undersigned Declarant, agrees to and does hereby indemnify and hold harmless Chicago Title Company against any and all claims arising therefrom.
3. Owner has not previously conveyed the Land; is not a debtor in bankruptcy (and if a partnership, the general partner thereof is not a debtor in bankruptcy); and has not received notice of any pending court action affecting the title to the Land.
4. Except as shown in the above-referenced Preliminary Report/Commitment, there are no unpaid or unsatisfied mortgages, deeds of trust, Uniform Commercial Code financing statements, regular assessments, special assessments, periodic assessments or any assessment from any source, claims of lien, special assessments, or taxes that constitute a lien against the Land or that affect the Land but have not been recorded in the public records. There are no violations of the covenants, conditions and restrictions as shown in the above-referenced Preliminary Report/Commitment.
5. The Land is currently in use as _____; _____ occupy/occupies the Land; and the following are all of the leases or other occupancy rights affecting the Land:

   _____
6. There are no other persons or entities that assert an ownership interest in the Land, nor are there unrecorded easements, claims of easement, or boundary disputes that affect the Land.
7. There are no outstanding options to purchase or rights of first refusal affecting the Land.
8. Between the most recent Effective Date of the above-referenced Preliminary Report/Commitment and the date of recording of the Insured Instrument(s), Owner has not taken or allowed, and will not take or allow, any action or inaction to encumber or otherwise affect title to the Land.

This declaration is made with the intention that Chicago Title Company (the "Company") and its policy issuing agents will rely upon it in issuing their title insurance policies and endorsements. Owner, by the undersigned Declarant, agrees to indemnify the Company against loss or damage (including attorneys fees, expenses, and costs) incurred by the Company as a result of any untrue statement made herein.

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed on _____ at _____.

Signature: _____

RECORDING REQUESTED BY
Chicago Title Company
WHEN RECORDED MAIL TO:
=addressee=

ORDER NO.: **00097568-994-LT2-JC**

SPACE ABOVE THIS LINE FOR RECORDER'S USE

CERTIFICATION OF TRUST
California Probate Code Section 18100.5

The undersigned declare(s) under penalty of perjury under the laws of the State of California that the following is true and correct:

1. The Trust known as _____, executed on _____, is a valid and existing trust.

2. The name(s) of the settlor(s) of the Trust is (are): _____
_____

3. The name(s) of the currently acting trustee(s) is (are): _____
_____

4. The trustee(s) of the Trust have the following powers (initial applicable line(s)):
_____Power to acquire additional property.
_____Power to sell and execute deeds.
_____Power to encumber, and execute deeds of trust.
_____Other: _____

5. The Trust is (check one): _____ Revocable _____ Irrevocable

   The name of the person who may revoke the Trust is: _____

6. The number of trustees who must sign documents in order to exercise the powers of the Trust is (are): _____, whose name(s) is (are): _____

7. Title to Trust assets is to be taken as follows: _____

8. The Trust has not been revoked, modified or amended in any manner which would cause the representations contained herein to be incorrect.

9. I (we) am (are) all of the currently acting trustees.

10. I (we) understand that I (we) may be required to provide copies of excerpts from the original Trust documents which designate the trustees and confer the power to act in the pending transaction.

Dated: _____ _____

_____

(Acknowledgement must be attached)

CERTIFICATE OF ACKNOWLEDGEMENT OF NOTARY PUBLIC

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF } SS:

On _____ before me,
_____,
Notary Public, personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s)whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies) and that by his/her/their signature(s)on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

CERTIFICATE OF ACKNOWLEDGEMENT OF NOTARY PUBLIC

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF } SS:

On _____ before me,
_____,
Notary Public, personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s)whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies) and that by his/her/their signature(s)on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

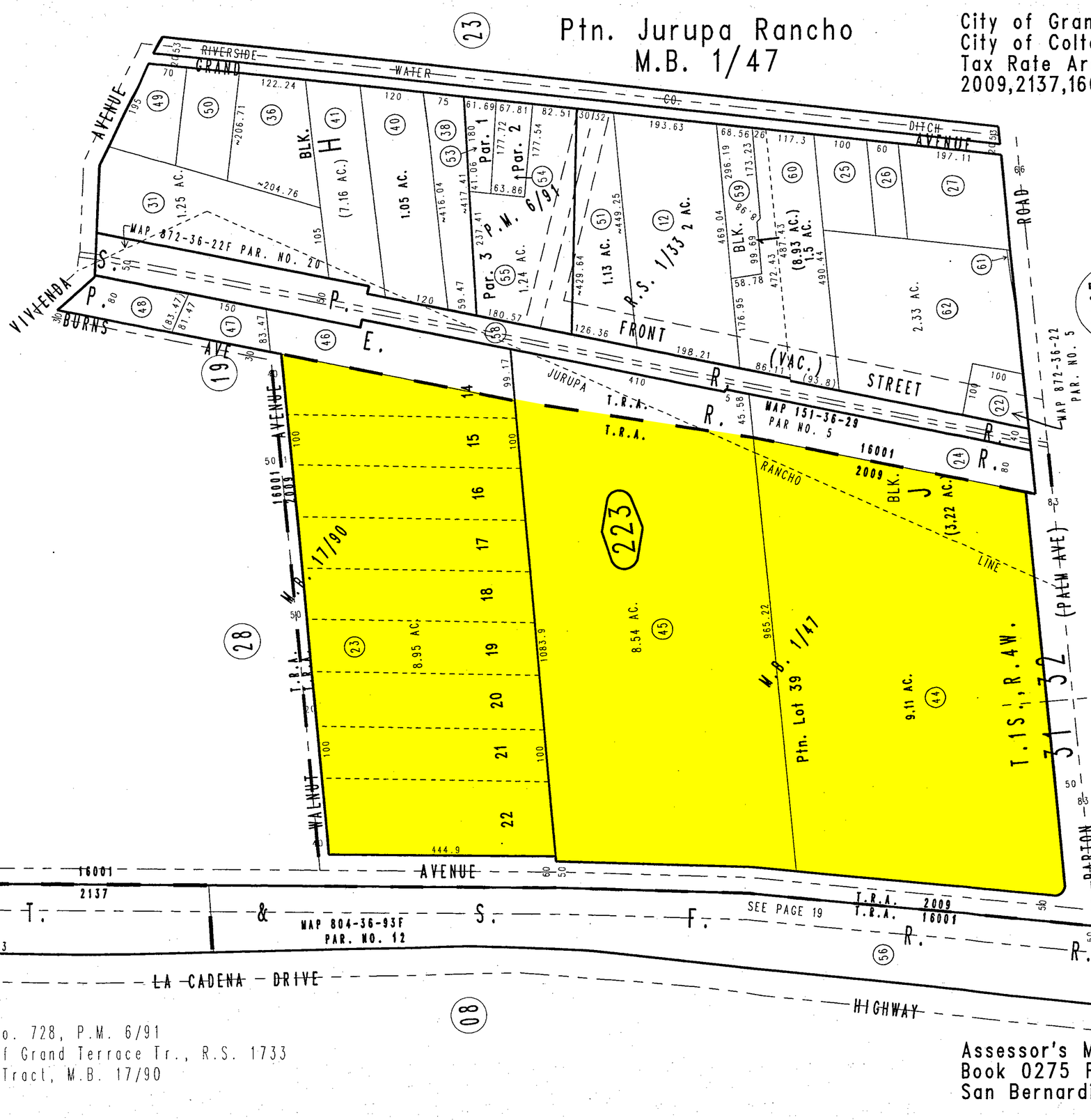
Signature _____

THIS MAP IS FOR THE PURPOSE OF AD VALOREM TAXATION ONLY.

Ptn. Jurupa Rancho M.B. 1/47

City of Grand Terrace 0275- 22
City of Colton
Tax Rate Area
2009,2137,16001

1" = 200'



Parcel Map No. 728, P.M. 6/91
Ptn. Resub of Grand Terrace Tr., R.S. 1733
Terra Bella Tract, M.B. 17/90

December 2003

Assessor's Map
Book 0275 Page 22
San Bernardino County

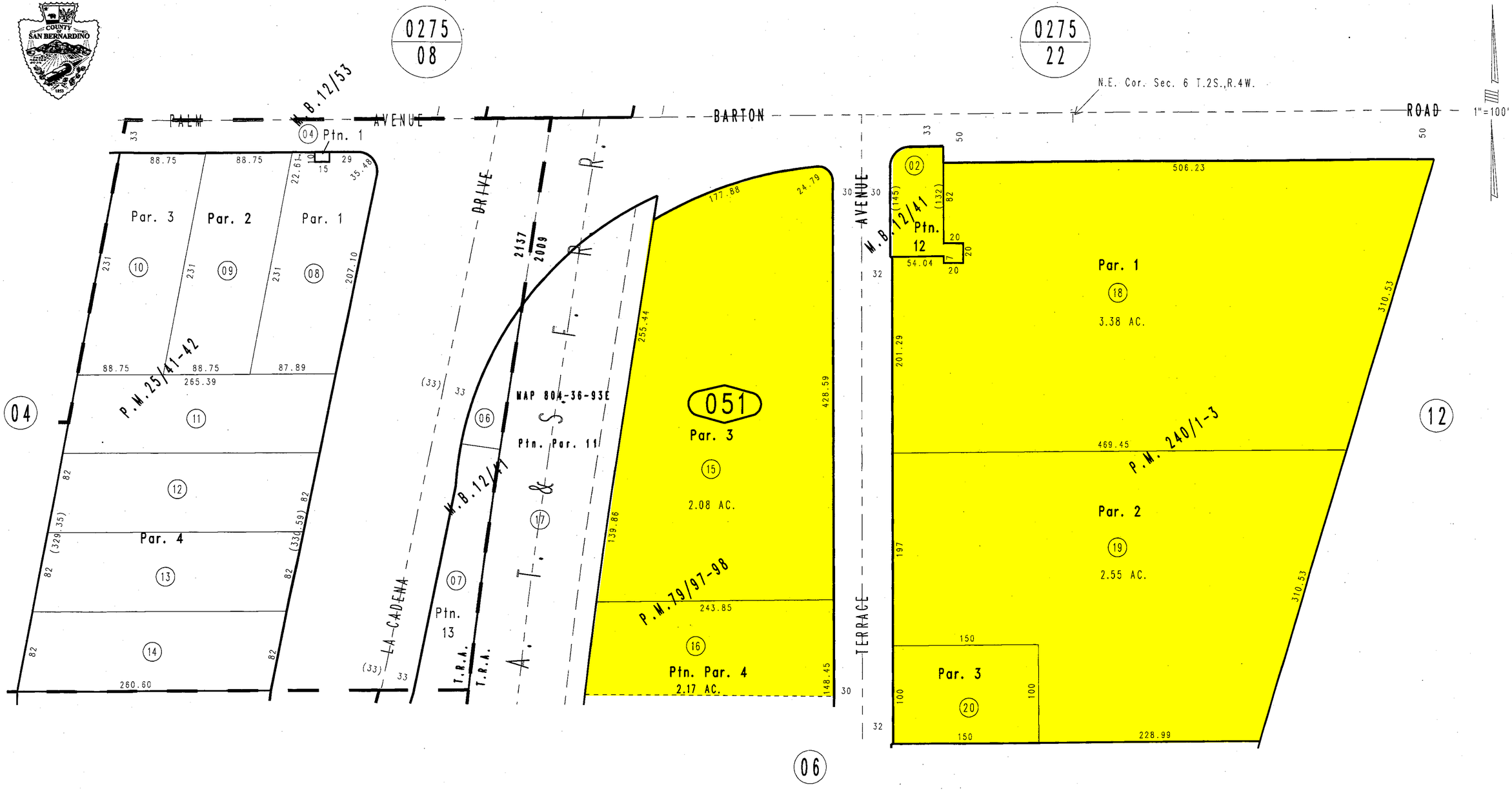
REVISED
08/09/17 KC

THIS MAP IS FOR THE PURPOSE OF AD VALOREM TAXATION ONLY.

Ptn. N.E.1/4 Sec.6, T.2S.,R.4W. S.B.M.
Ptn. N.W.1/4 Sec.5, T.2S.,R.4W. S.B.M.

City of Colton
Tax Rate Area
2009,2137

1167 - 05



MAY 1998

Ptn. Merryfield's Subdivision, M.B. 12/53
Ptn. Rosedale Tract, M.B. 12/41

Parcel Map No. 19106, P.M. 240/1-3
Ptn. Parcel Map No. 7346, P.M. 79/97-98
Ptn. Parcel Map No. 2833, P.M. 25/41-42

Assessor's Map
Book 1167 Page 05
San Bernardino County

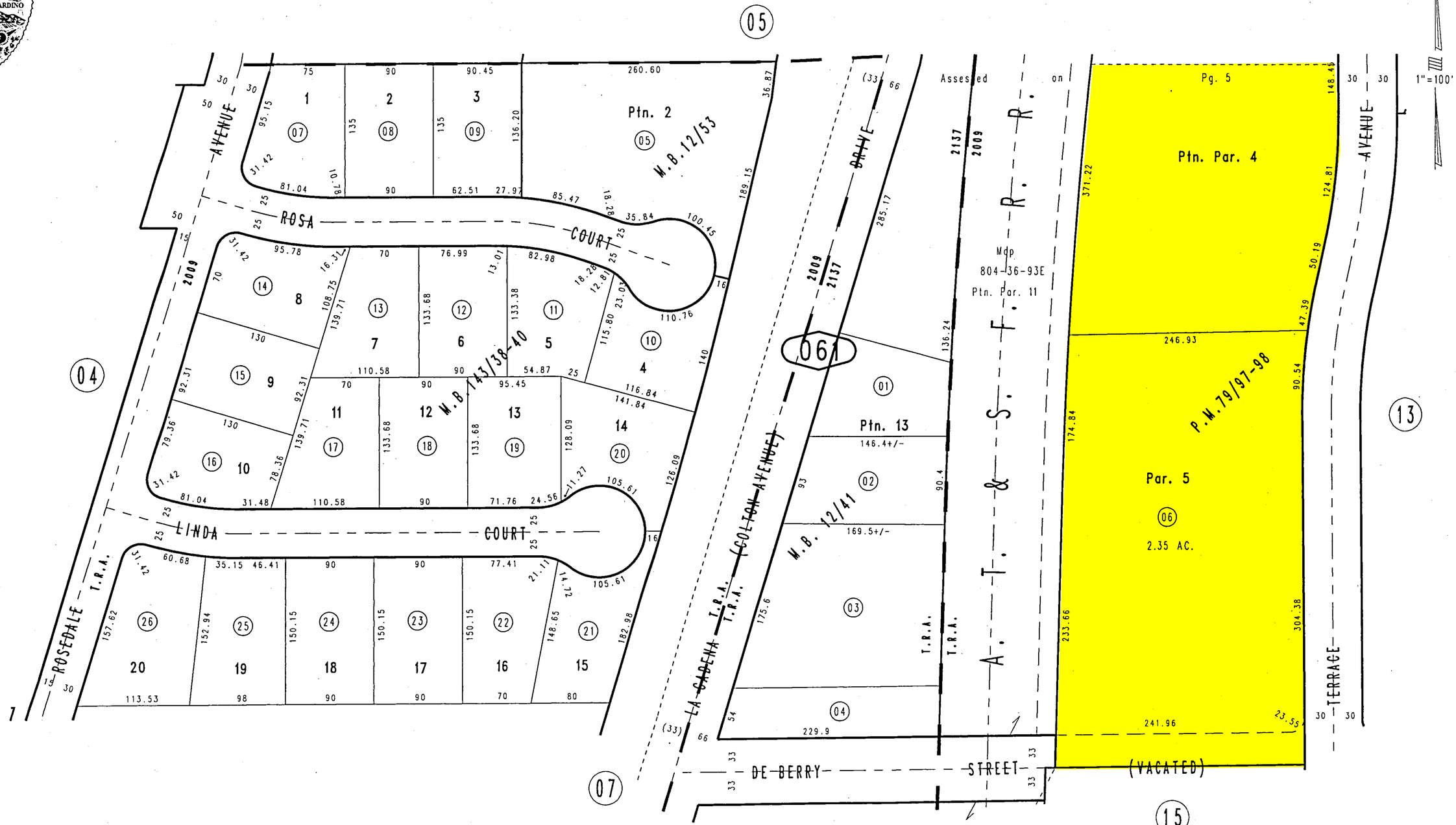
REVISED
02/11/10 KC
02/24/10 LH
07/01/11 BK-MC
06/11/12 RU

THIS MAP IS FOR THE PURPOSE OF AD VALOREM TAXATION ONLY.

Ptn. Rosedale Tract, M.B. 12/41

City of Colton
Tax Rate Area
2009 2137

1167 - 06



Ptn. Parcel Map No. 7346, P.M. 79/97-98
Ptn. Tract No. 10025, M.B. 143/38-40
Ptn. Merryfield's Subdivision, M.B. 12/53

Ptn. N.E.1/4, Sec. 6
T.2S., R.4W.

Assessor's Map
Book 1167 Page 06
San Bernardino County

MAY 1998

REVISED
02/11/10 KC

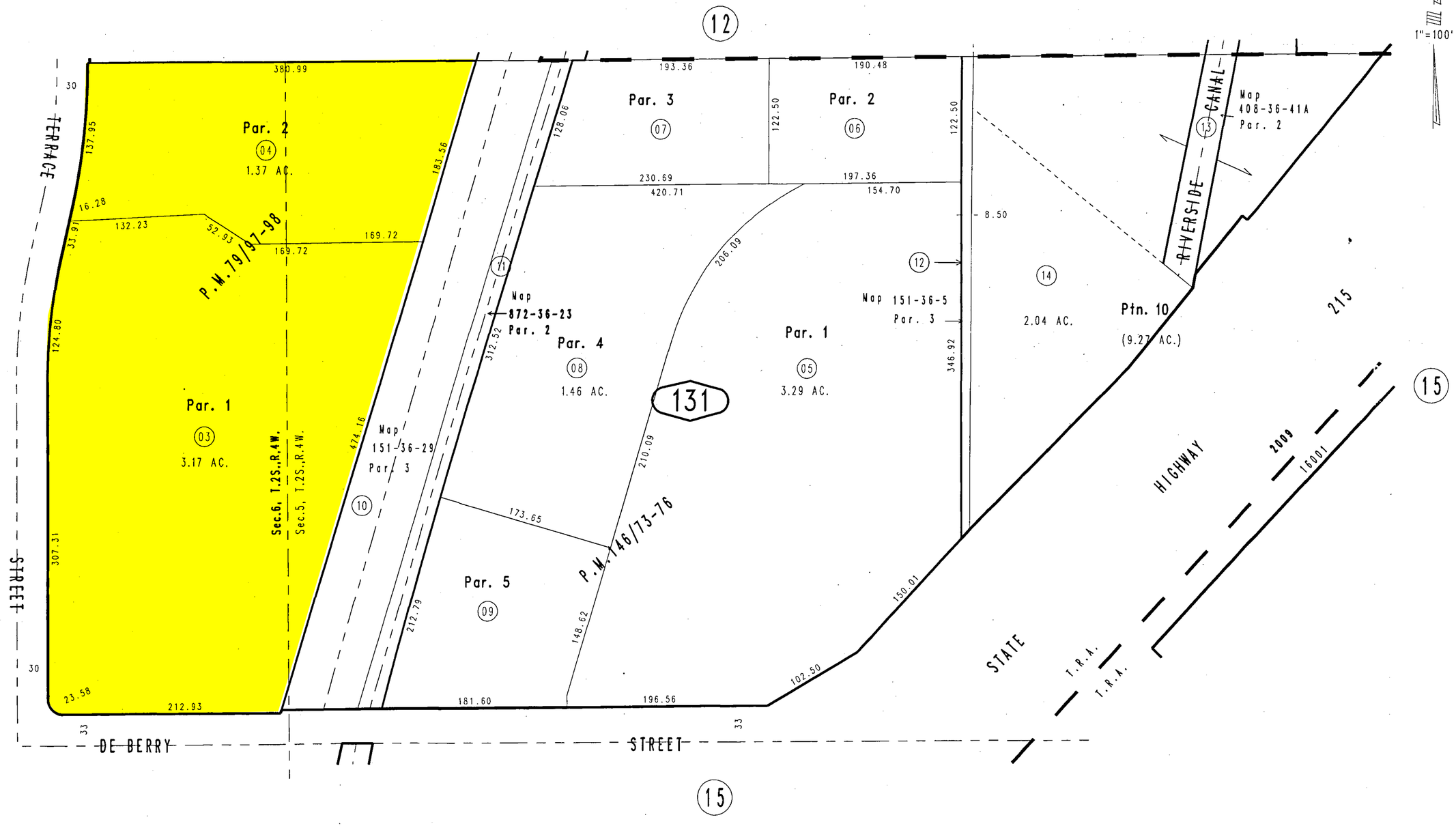
THIS MAP IS FOR THE PURPOSE OF AD VALOREM TAXATION ONLY.

Ptn. East Riverside Land Company, M.B. 6/44

City of Colton
Tax Rate Area
2009 16001

1167 - 13

1"=100'



Parcel Map No. 12037, P.M. 146/73-76
Ptn. Parcel Map No. 7346, P.M. 79/97-98

Ptn. Sec.6, Sec. 5
T.2S., R.4W.

Assessor's Map
Book 1167 Page 13
San Bernardino County

JUNE 1998

REVISED
01/30/14 RM

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:0275 223 23 0000	Sequence	of	Land	:$1,377,201
Owner	:Northeast Valley Indl Pks LLC			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:21700 Barton Rd Colton 92324			Total	:$1,377,201
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:08/24/2005	Doc #	:624872 Multi-Parcel		:
Price	:Non-Disc	Deed	:Grant Deed	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:45
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$17,693.51
Lender	:			TractNum	:
LandUse	:0003 Misc,Impr Assd Assoc Apn			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:TERRA BELLA TR LOTS 14 TO 21 AND E				
Census	:Tract:71.07 Block:2				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:
TotalRm	:	BsmntSqFt	:	Acres	:8.95	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:389,862	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:0275 223 44 0000	Sequence 1 of 1		Land	:$1,401,813
Owner	:Pacific West Management			Structure	:$16,946,559
CoOwner	:Pacific West Managem			Other	:
Site	:21700 Barton Rd Colton 92324			Total	:$18,348,372
Mail	:4100 Newport Place Dr #820 Newport Beach Ca 92660			Exempt	:
Xfered	:	Doc #	:	Type	:
Price	:	Deed	:	% Imprv	:92
LoanAmt	:	Loan	:	% Owned	:100
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$238,238.34
Lender	:			TractNum	:
LandUse	:0101 Ind,Warehouse,Distribution			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PTN LOT 39 JURUPA RANCHO AND PTN				
Census	:Tract:71.07 Block:2				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:569,984	StreetAccess	:Pub-Pvd
TotalRm	:	BsmntSqFt	:	Acres	:9.11	View Quality	:
Heating	:	YearBuilt	:1961	LotSqFt	:396,831	View Type	:
Cooling	:	BldgType	:Masonry	LotSize	:	Nuisance	:

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:0275 223 45 0000	Sequence of		Land	:$1,314,088
Owner	:Pacific West Management			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:21700 Barton Rd Colton 92324			Total	:$1,314,088
Mail	:4100 Newport Place Dr #820 Newport Beach Ca 92660			Exempt	:
Xfered	:	Doc #	:	Type	:
Price	:	Deed	:	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:100
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$16,883.13
Lender	:			TractNum	:
LandUse	:0003 Misc,Impr Assd Assoc Apn			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PTN JURUPA RANCHO AND PTN BLK J				
Census	:Tract:71.07 Block:2				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:
TotalRm	:	BsmntSqFt	:	Acres	:8.54	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:372,002	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:0275 223 46 0000	Sequence	of	Land	:$154,016
Owner	:Pacific West Management			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:21700 Barton Rd Colton 92324			Total	:$154,016
Mail	:4100 Newport Place Dr #820 Newport Beach Ca 92660			Exempt	:
Xfered	:	Doc #	:	Type	:
Price	:	Deed	:	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:100
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$1,987.82
Lender	:			TractNum	:BELLA
LandUse	:0003 Misc,Impr Assd Assoc Apn			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:TERRA BELLA TRACT PTN LOT 14 COM AT				
Census	:Tract:71.07 Block:2				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:
TotalRm	:	BsmntSqFt	:	Acres	:1.00	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:43,600	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 051 15 0000	Sequence	of	Land	:$320,043
Owner	:Northeast Valley Indl Pks LLC			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:Terrace Ave Colton 92324			Total	:$320,043
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:08/24/2005	Doc #	:624872 Multi-Parcel		:
Price	:Non-Disc	Deed	:Grant Deed	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:45
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$4,721.88
Lender	:			TractNum	:
LandUse	:0350 Com,Parking Lot			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 7346 PARCEL 3				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:Pub-Pvd
TotalRm	:	BsmntSqFt	:	Acres	:2.08	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:90,605	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 051 16 0000	Sequence	of	Land	:$333,939
Owner	:Northeast Valley Indl Pks LLC			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:Terrace Ave Colton 92324			Total	:$333,939
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:08/24/2005	Doc #	:624872 Multi-Parcel		:
Price	:Non-Disc	Deed	:Grant Deed	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:45
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$4,298.02
Lender	:			TractNum	:
LandUse	:0003 Misc,Impr Assd Assoc Apn			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 7346 PARCEL 4				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:
TotalRm	:	BsmntSqFt	:	Acres	:2.17	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:94,525	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 051 18 0000	Sequence	of	Land	:$758,573
Owner	:Neal Robert J & Bernarda Rev Tr Et Al			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:E Barton Rd Colton 92324			Total	:$758,573
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:	Doc #	:	Type	:
Price	:	Deed	:	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$9,745.45
Lender	:			TractNum	:
LandUse	:0000 Vac,Vacant			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 19106 PARCEL 1 BOOK 240				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:Pub-Pvd
TotalRm	:	BsmntSqFt	:	Acres	:3.38	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:147,233	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 051 19 0000	Sequence	of	Land	:$500,333
Owner	:Neal Robert J & Bernarda Rev Tr Et Al			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:Terrace Ave Colton 92324			Total	:$500,333
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:	Doc #	:	Type	:
Price	:	Deed	:	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$6,428.64
Lender	:			TractNum	:
LandUse	:0000 Vac,Vacant			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 19106 PARCEL 2 BOOK 240				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:Pub-Pvd
TotalRm	:	BsmntSqFt	:	Acres	:2.55	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:111,078	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 051 20 0000	Sequence	of	Land	:$67,512
Owner	:Neal Robert J & Bernarda Rev Tr Et Al			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:Terrace Ave Colton 92324			Total	:$67,512
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:	Doc #	:	Type	:
Price	:	Deed	:	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$868.14
Lender	:			TractNum	:
LandUse	:0000 Vac,Vacant			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 19106 PARCEL 3 BOOK 240				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:Pub-Pvd
TotalRm	:	BsmntSqFt	:	Acres	:.34	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:15,000	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 061 06 0000	Sequence	of	Land	:$361,608
Owner	:Northeast Valley Indl Pks LLC			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:Terrace Ave Colton 92324			Total	:$361,608
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:08/24/2005	Doc #	:624872 Multi-Parcel		:
Price	:Non-Disc	Deed	:Grant Deed	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:45
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$4,653.29
Lender	:			TractNum	:
LandUse	:0003 Misc,Impr Assd Assoc Apn			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 7346 PAR 5 AND N 1/2 ST				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:
TotalRm	:	BsmntSqFt	:	Acres	:2.35	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:102,366	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 131 03 0000	Sequence 1 of 1		Land	:$487,837
Owner	:Pacific West Management Et Al			Structure	:$2,838,948
CoOwner	:Pacific West Managem			Other	:
Site	:21674 N De Berry St Colton 92324			Total	:$3,326,785
Mail	:4100 Newport Place Dr #820 Newport Beach Ca 92660			Exempt	:
Xfered	:10/06/2005	Doc #	:751544	Type	:
Price	:	Deed	:	% Imprv	:85
LoanAmt	:	Loan	:	% Owned	:45
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$43,641.18
Lender	:			TractNum	:
LandUse	:0101 Ind,Warehouse,Distribution			Zoning	:
PropType	:COMMERCIAL			OwnerPh	:
Legal	:PARCEL MAP 7346 PARCEL 1				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:74,998	StreetAccess	:Pub-Pvd
TotalRm	:	BsmntSqFt	:	Acres	:3.17	View Quality	:
Heating	:	YearBuilt	:1956	LotSqFt	:138,085	View Type	:
Cooling	:	BldgType	:Masonry	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

*----------: ***MetroScan / San Bernardino*** :----------*

Parcel	:1167 131 04 0000	Sequence	of	Land	:$210,774
Owner	:Pacific West Management Et Al			Structure	:
CoOwner	:Pacific West Managem			Other	:
Site	:Terrace Ave Colton 92324			Total	:$210,774
Mail	:16027 Ventura Blvd #550 Encino Ca 91436			Exempt	:
Xfered	:10/06/2005	Doc #	:751544	Type	:
Price	:	Deed	:	% Imprv	:
LoanAmt	:	Loan	:	% Owned	:45
MapGrid	:	IntTy	:	TaxArea	:2009
VestTyp	:			17-18 Tx	:$2,716.59
Lender	:			TractNum	:
LandUse	:0003 Misc,Impr Assd Assoc Apn			Zoning	:
PropType	:INDUSTRIAL			OwnerPh	:
Legal	:PARCEL MAP 7346 PARCEL 2				
Census	:Tract:125.00 Block:				

Bedrms	:	Fireplace	:	GarSqFt	:	Construction	:
Bathrms	:	Pool	:	Gar Spc	:	Roof Type	:
Family	:	Pat/Porch	:	Bldg SF	:	StreetAccess	:
TotalRm	:	BsmntSqFt	:	Acres	:1.37	View Quality	:
Heating	:	YearBuilt	:	LotSqFt	:59,677	View Type	:
Cooling	:	BldgType	:	LotSize	:	Nuisance	:

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

NOTES

The Southern California Motor Road Co. was acquired by the Pacific Improvement Co. by Deed and Bill of Sale Aud. No. 31000, dated Sept. 16, 1895 and was conveyed to the S.P.R.R.Co. by various deeds.
Southern Pacific Railroad Co. merged with Southern Pacific Co. effective Sept. 30, 1955 filed with Doc. Aud. No. 96580, I.C.C. Fin. Docket # 18733.
Pacific Electric Railway Co. merged with Southern Pacific Co. effective August 13, 1965, filed with Doc. Aud. No. 123 483, I.C.C. Finance Docket No. 23011.
Southern Pacific Company merged with Southern Pacific Transportation Company November 26, 1969, authorized by I.C.C. Finance Docket No. 25723, filed with Document Audit No. 1317561.

SCHEDULE OF PROPERTY

No.	Grantor	Grantee	Instru.	Date	Records	Custd. No.	Area Sq. Ft.	Area Acres	Remarks
1	Pacific Improvement Co.	Southern Pacific R.R. Co.	Q.C. Deed	Mar. 5, 1898	B. H. 1921 - 17 Nov. 28, 1898	4378		2.863	13.006 acs. acqd., 1.371 acs. incl. in Par. 2, 3.665 acs. on map 5, 1.041 acs. on map 1, 1.832 acs. on map 7, 0.256 acs. on map 8.
2	E.F. Howell & Co. ux	Southern Light & Water Co.	B & C	May 28, 1895	61 - 342 Sept. 9, 1895	19108		1.121	
3	E.F. Howell & Co. ux	Southern Light & Water Co.	B & C	May 27, 1898	Q. C. Bk. 39, p. 460	3893			This deed is replaced by deed 3908
4	John S. Amos et ux	Southern Pacific Co.	B & S	Dec. 15, 1903	420 - 201 Dec. 23, 1903	17680	17327		Transferred to S.P.R.R. Co by deed 16344
5							3859		No record at hand. Bridge over Santa Ana River includes portion on map 5
un. 2	S.P.Co., S.P.R.R.Co. et al	County of San Bernard.	Easement	July 24, 1916		Doc. 8567			9046 sq.ft. for Hwy. X-ing at E.S. 299+85.6, 523 sq.ft. by Par. 2, 523 sq.ft. by Par. I and 2 Map 7.
un. 3	S.P.Co.	S.P.R.R.Co.	B & S Deed	Oct. 27, 1926	DB 766 P 266 II/29/26	36346			Transfers Par. 3, Par. 3 Map 4, Par. 25 Map 1, Par. 2 Map 5, and on Val. Sec. 34 Par. 9 Map 5.
un. 2	S.P.Co., S.P.R.R.Co.	County of San Bernardino	Easement	Dec. 6, 1941		42079			418 sq.ft. for highway (letter "A")
un. 2	County of San Bernardino	S.P.R.R.Co. & S.P.Co.	Agreement	May 5, 1941		Doc. 53910			Grants right to widen highway, highway bridge at E.S. 299+85.6
15	George C. Castle et ux	P.E. Ry. Co.	Grant	Apr. 29, 1912	DB 511 P 291 9/10/12	P.E. 4700		0.067	Easement for R.R. purposes. 1.079 acs. acq'd, disposition as follows: 1.012 acs. by deed P.E. 12252 (let "C")
un. 4	S.P. Co.	City of Colton	Easement	Feb. 17, 1964		29875			Grants right for sewer line (36") at E.S. 262+41
un. 3	S.P. Co.	P.T. & T. Co.	Lic. Agrmt	Oct. 1, 1965		L-148 430			Grants right for underground wires beneath opp. E.S. 299+47
un. 1	S.P. Co.	Southern Cal. Edison Co.	Lic. Agrmt	Feb. 3, 1967		L-134 61			Grants right for power conductor wires x-ing at E.S. 268+20.
6	Fred Hilzer et ux	P.E. Ry. Co.	Grant	Apr. 8, 1912	DB 511 P 294 9/10/12	P.E. 4704		0.005	Easement for R.R. purposes. 0.895 acs. acq'd, disposals as follows: 0.890 acs. by deed P.E. 12252 (let "B"),
7	not used								
	Riverside Highl. Water Co.	P.E. Ry. Co.	Agreement	Jan. 20, 1913		P.E. 4711a			Grants right to build tracks over water line. Not delineated.
8	O. L. Emery et ux	P.E. Ry. Co.	Grant	June 10, 1912	DB 514 P 239 10/26/12	P.E. 4707			Easement for R.R. purposes. 0.424 acs. acq'd, all disposed of by deed P.E. 12252.
9	Linda Vista Water Co.	P.E. Ry. Co.	Grant	June 10, 1912	DB 514 P 240 10/26/12	P.E. 4709			Easement for R.R. purposes. 0.364 acs. acq'd, all disp'd of by deed P.E. 12252.
10	C. M. Harvey et ux	P.E. Ry. Co.	Grant	July 9, 1912	DB 511 P 284 9/10/12	P.E. 4705			Easement for R.R. purposes. 0.945 acs. acq'd, all disp'd of by deed P.E. 12252.
11	Peter C. Peters et ux	P.E. Ry. Co.	Grant	July 9, 1912	DB 511 P 286 9/10/12	P.E. 4710		1.040	Easement for R.R. purposes. 1.364 acs. acq'd, disp. as follows: 0.324 acs. by deed P.E. 12252 (let "D")
12	A.R. Sayles et ux	P.E. Ry. Co.	Grant	July 23, 1912	DB 511 P 331 9/23/12	P.E. 4706			Easement for R.R. purposes. 0.313 acs. acq'd, all disp'd of by deed P.E. 12252.
un. 8, 12	San Bernardino County	Owners of record	Vacation	Oct. 21, 1912	DB 2 P. 95 II/ 1/12	P.E. 4708			Vacates Burns Ave., area incl. in Par. 8 and 10.
13	D. Johnston et ux	P.E. Ry. Co.	Grant	Oct. 24, 1912	DB 514 P 351 II/23/12	P.E. 4712		0.95	1.52 acs. acq'd, 0.57 acs. shown on map 5.
14								1.10	No Record at hand.
un. 6 to 12	P.E. Ry. Co.	Calif. Electric Power Co.	Q.C. Deed	Aug. 13, 1953		P.E. 12252			7.510 acs. disp'd of, shown hatched, as follows: 0.324 acs. (let "D") by Par. 11, 0.364 acs. (all) by Par. 9, 0.424 acs. (all) by Par. 8, 0.313 acs. (all) by Par. 12, 0.945 acs. (all) by Par. 10, 0.890 acs. (letter "B") by Par. 6, 1.012 acs. (let "C") by Par. 5 and on map 7 3.238 acs. Reserves the right to cross property cultivated with tracks to serve adjoining lands.
un. 5, 6	P.E. Ry. Co.	S.P.R.R. Co.	Q.C. Deed	May 3, 1954	OR 3401 P 449 6/14/54	46301			Transfers 9370 sq.ft. (let. "E"), also shown on map 7. (also assigned deed PE. 12.344)
un. 1, 4	S. P. Tptn. Co.	City of Colton	Easement	June 30, 1972		54418			Grants right for 24" sewer pipe & at E.S. 262+41.

SCHEDULE CONTINUED BELOW

SCHEDULE OF PROPERTY

NO.	LTR.	GRANTOR	GRANTEE	INST.	DATE	RECORD	CUST. NO.	AREA SQ. FT.	AREA ACRES	A.F.E.	REMARKS
un. 1		S.P. Tptn. Co.	County of San Bernardino	Easement	April 7, 1975		56746				Grants the right for a 8" V.C.P. Sewer Pipe, & at E.S. 272+65.
un. 1	F	S.P. Tptn. Co.	City of Grand Terrace	Easement	March 4, 1986		64340				Grants use of 0.129 acs. for highway purposes.
un. 13	G	S.P. Tptn. Co.	Santa Ana Watershed Proj. Auth.	Easement	July 12, 1994		70154				Grants use of 0.478 acs. for waste water pipeline purposes (also shown on map 5).

60858
6

SOUTHERN PACIFIC
TRANSPORTATION COMPANY

RIGHT OF WAY AND TRACK MAP

RIVERSIDE BRANCH

FROM STATION 249+00 TO STATION 299+85.6

SAN BERNARDINO COUNTY, CALIFORNIA

LOS ANGELES DIVISION
SCALE: 1 INCH = 100 FEET
VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA

SPRR V-S 6

V-35 6

C.E. 34593 02-01-17-15

scale 100 0 100 200 feet

City of Colton
General Plan – Land Use Plan

Land Use Designations

- Very Low Density Residential (0.1 - 2.0 DU/AC)
- Low Density Residential (2.1-8.0 DU/AC)
- Medium Density Residential (8.1-16.0 DU/AC)
- High Density Residential (14.1-22.0 DU/AC)
- Neighborhood Commercial
- General Commercial
- Industrial Park
- Light Industrial
- Heavy Industrial
- Mixed Use - Downtown (2.0-30.0 DU/AC; 2.0 FAR)
- Mixed Use - Neighborhood (2.0-8.0 DU/AC; 1.0 FAR)
- Open Space - Recreation
- Open Space - Resource
- Public/Institution
- Railroad/Utility Corridor

Specific Plans

- Reche Canyon Specific Plan
- West Valley Specific Plan

Overlay District

- Residential Overlay (Up to 30.0 DU/AC)

Community Gateways

- Major Gateway
- Minor Gateway

Public Facilities/Institutions

- Elementary School
- Middle School
- High School
- Cemetery
- Community Center
- City Hall
- Hospital (Private)
- Library
- Landfill
- City Maintenance Yard
- Parks
- Power Plant
- Wastewater Facility

Base Map

- City Boundary
- Sphere of influence
- Railroad
- Watercourse

Planning Division

Download Map

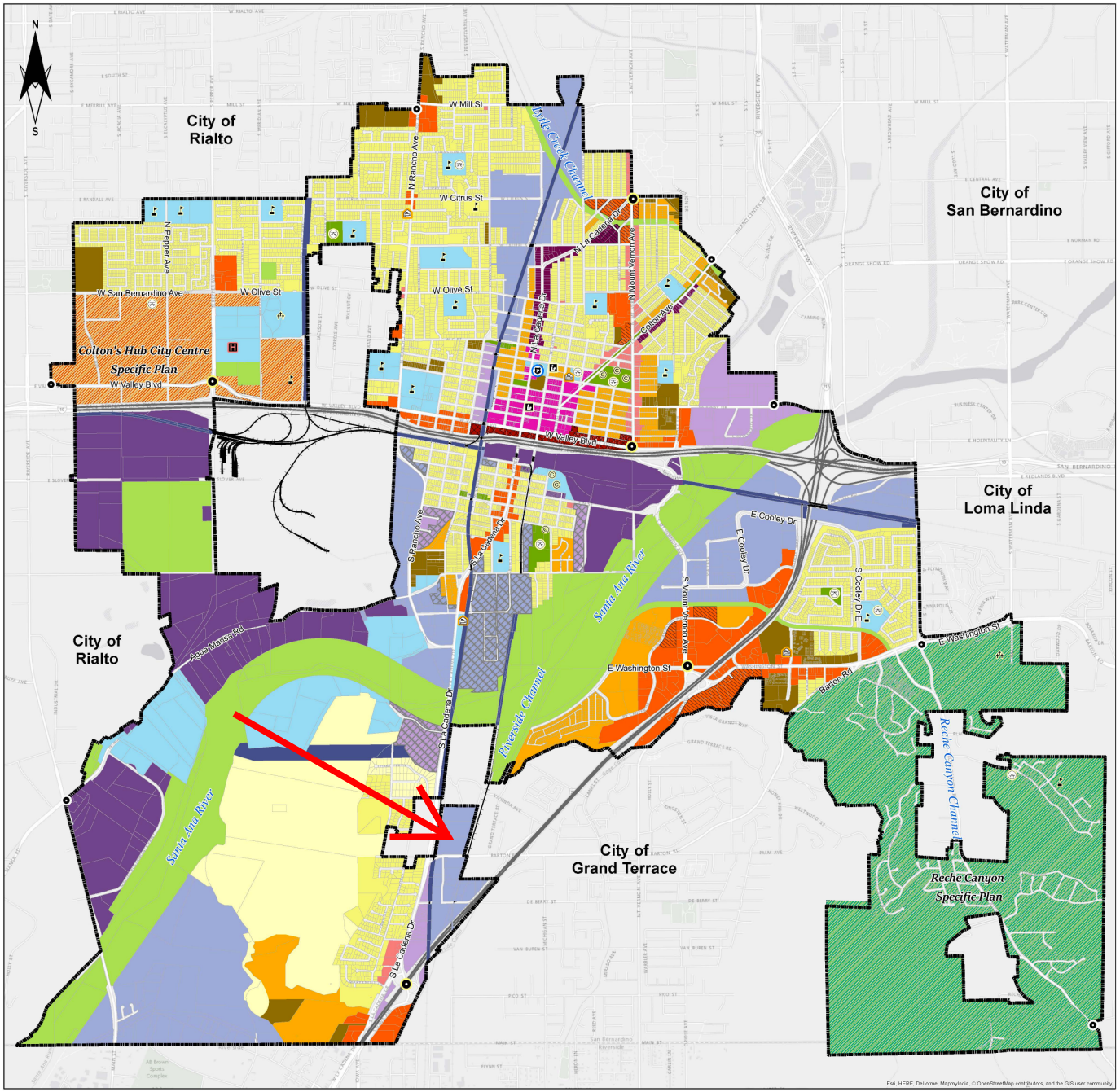
Printed Date: 2/12/2014 - Revision Date: 2/11/2014

0 2,000 4,000 6,000 8,000 Feet

General Plan Land Use Plan Amendments

Date	Resoultion No.	Action
8/20/13	R-61-13	Map Adopted

GeneralPlanLandUse24x36.mxd



City of Colton

Official Zoning Map

Updated: 01/23/17

Zoning Designations

- VLDR - Very Low Density Residential (0.1 - 2.0 DU/AC)
- R-1 - Low Density Residential (2.1 - 8.0 DU/AC)
- R-2 - Medium Density Residential (8.1 - 16 DU/AC)
- R-3/R-4 - Multiple Family Residential (14.1 - 22.0 DU/AC)
- C-1 - Neighborhood Commercial
- C-2 - General Commercial
- C-2/D - General Commercial/Downtown
- M-U/D - Mixed-Used Downtown (2.0 - 30.0 DU/AC; 2.0 FAR)
- M-U/N - Mixed-Used Neighborhood (2.0 - 8.0 DU/AC; 1.0 FAR)
- I-P - Industrial Park
- M-1 - Light Industrial
- M-2 - Heavy Industrial
- P-I - Public/Institutional Zone
- R-U - Railroad/Utility/ROW Zone
- OS-R - Open Space Recreation
- OS-Res - Open Space Resources

Specific Plans

- Colton's Hub City Centre Specific Plan
- Reche Canyon Specific Plan

Others

- City Boundary
- Parcels
- Railroad
- Highway

Community Gateways

- Major
- Minor

Public Facilities

- Police
- Fire
- Hospital
- Civic
- School
- Library
- Park
- Cemetary

Overlays

- C-2/D - General Commercial Downtown
- R-O - Residential Overlay (Up to 30.0 DU/AC)
- SDA - Sensitive Development Area

Zoning Ammendments:

O-05-13 (Zoning Description Change)
O-10-14 (Specific Plan Change)
O-12-16 (Downtown Overlay & Zoning Change)
O-15-16 (SDA-O & 2 zone changes)

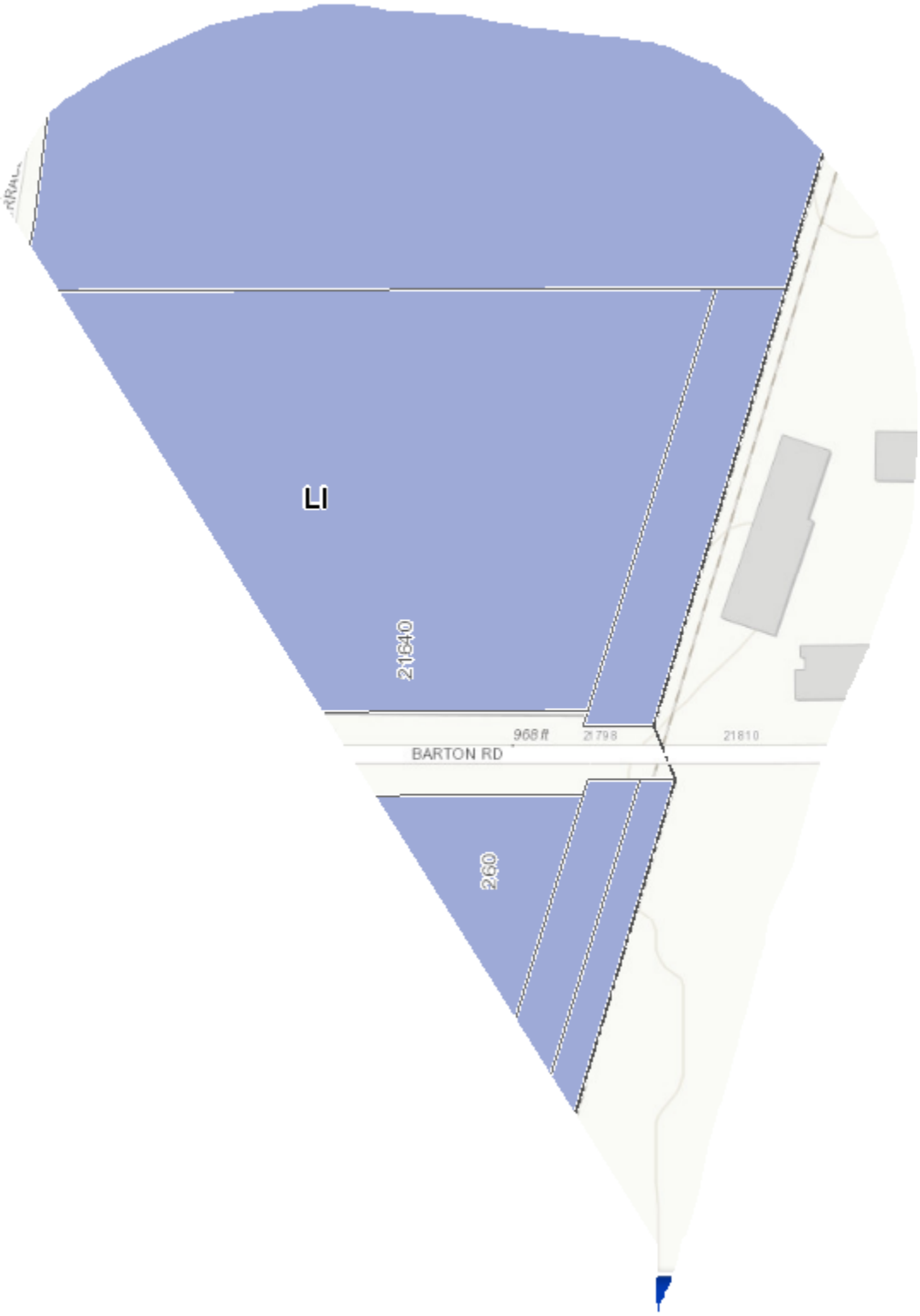
0 1,250 2,500 5,000 Feet

Scale: 1:16,000

James Wickenhaueser

From: Steve Weiss <sweiss@coltonca.gov>
Sent: Monday, December 17, 2018 5:02 PM
To: James Wickenhaueser
Cc: Victor Ortiz
Subject: RE: TEI 3711 Right of Way Verification

You lucking out! Light Industrial General Plan with no overlays.



From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Monday, December 17, 2018 4:10 PM
To: Steve Weiss <sweiss@coltonca.gov>
Cc: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Is the general plan correct too? Light Industrial? Also are there any overlays?

From: Steve Weiss [mailto:sweiss@coltonca.gov]
Sent: Thursday, December 13, 2018 2:04 PM
To: James Wickenhaueser <Jamesw@thieneseng.com>
Cc: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Hello James,

The entire property is zoned M-1, Light Industrial

Sincerely,



Steve Weiss, AICP
Planning Manager

City of Colton, Development Services Department
Planning | Building | Business License
659 N. La Cadena Drive, Colton, CA 92324
Office Hours: Mon-Thursday from 7:00 a.m. to 6:00 p.m.
(909) 370-5523 direct
(909) 370-5079 general / (909) 783-0875 fax
Email: sweiss@coltonca.gov

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Thursday, December 13, 2018 9:51 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Cc: Steve Weiss <sweiss@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Great thanks Victor. Steve can you confirm the zoning below? I have attached site maps. Thanks!

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Wednesday, December 12, 2018 3:23 PM
To: James Wickenhaueser <Jamesw@thieneseng.com>
Cc: Steve Weiss <sweiss@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Please contact Steve Weiss at 909.3705523. He is ccd on the email.

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Wednesday, December 12, 2018 11:26 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Do you have a contact? I keep getting a recording at the front desk when I call the number from the website (909) 370-5079. Thanks.

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Tuesday, December 11, 2018 5:56 PM
To: James Wickenhaueser <Jamesw@thieneseng.com>
Subject: RE: TEI 3711 Right of Way Verification

James,

You need to contact Development Services.

Thanks,
Victor

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Monday, December 10, 2018 10:14 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Good morning, Victor. Can you confirm the zoning for me?

General Plan: Light Industrial
Zoning Plan: “M1” Light Industrial

Thank you!

James Wickenhaeuser
Project Manager

THIENES ENGINEERING, INC.
14349 Firestone Blvd. | La Mirada, CA | 90638
Telephone: (714) 521-4811 | Fax: (714) 521-4173

From: James Wickenhaeuser
Sent: Wednesday, December 5, 2018 8:54 AM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Right on. Thanks again.

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Wednesday, December 5, 2018 8:51 AM
To: James Wickenhaeuser <Jamesw@thieneseng.com>
Subject: RE: TEI 3711 Right of Way Verification

It is a Local Street, ultimate R/W is 60 feet.

From: James Wickenhaeuser <Jamesw@thieneseng.com>
Sent: Friday, November 30, 2018 9:46 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Good morning Victor. I have one more street to check on. Walnut Ave is on the north of our site and I need an ultimate right of way on that too. Thanks!

From: James Wickenhaeuser
Sent: Thursday, November 15, 2018 12:53 PM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Awesome. Thanks Victor.

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Thursday, November 15, 2018 11:57 AM
To: James Wickenhaeuser <Jamesw@thieneseng.com>
Subject: RE: TEI 3711 Right of Way Verification

Hi James,

Barton is Major Arterial, Terrace and De Berry are both Local. Please see attached street section.

Thanks,
Victor

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Thursday, November 15, 2018 9:54 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: TEI 3711 Right of Way Verification

Good morning, Victor. Following up with the request below. We want to be sure we dedicate the correct amount to the city as right of way and have a correct site plan to submit to you for planning approval. Please fill out the information when you can. Thank you!

From: James Wickenhaueser
Sent: Friday, November 9, 2018 2:04 PM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Hi Victor. Can you help me interpret the Street Classification Plan? I can't determine what the ultimate right of way will be for any of the streets along our frontage. If you could fill out the below that would be excellent. Thanks again.

Barton Road (From La Cadena Drive to Grand Terrace Road)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

S. Terrace Avenue (From Walnut Avenue to De Berry Street)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

De Berry Street (From S. Terrace Avenue to the 215 freeway)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

From: James Wickenhaueser
Sent: Tuesday, October 2, 2018 6:53 PM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Thanks Victor. So does that mean that Barton, S. Terrace, and De Berry are all 60' ultimate right of way? There are a couple of options for the major arterial. Are we 114' or 96' type A or type B? Thanks again.

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Tuesday, October 2, 2018 5:41 PM
To: James Wickenhaueser <James2@thieneseng.com>
Subject: FW: TEI 3711 Right of Way Verification

Hi James,

Attached is Colton Mobility Elements that shows road classification and street's section. Barton is confusing because that segment shows local on the Mobility Elements but Minor Arterial on the Federal Highway Functional Classification.

Thanks,

Victor Ortiz, P.E.
City Engineer
Public Works Department
City of Colton
160 South 10th Street
Colton, CA 92324
e-mail: vortiz@coltonca.gov
Tel. (909) 370-5065
(909) 514-4210 – direct
Fax (909) 370-5072

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From: James Wickenhaueser [mailto:James2@thieneseng.com]
Sent: Monday, October 1, 2018 10:30 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: FW: TEI 3711 Right of Way Verification

Hi, Victor. Here is the request. Thanks!

From: James Wickenhaueser
Sent: Monday, October 1, 2018 10:14 AM
To: 'joramirez@coltonca.gov' <joramirez@coltonca.gov>
Cc: 'rtorres@coltonca.gov' <rtorres@coltonca.gov>
Subject: TEI 3711 Right of Way Verification

Good morning, Jorge. Can you please fill out the information for the following streets? Thank you!

Barton Road (From La Cadena Drive to Grand Terrace Road)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

S. Terrace Avenue (From Walnut Avenue to De Berry Street)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

De Berry Street (From S. Terrace Avenue to the 215 freeway)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

James Wickenhaeuser
Design Draftsman

THIENES ENGINEERING, INC.
14349 Firestone Blvd. | La Mirada, CA | 90638
Telephone: (714) 521-4811 | Fax: (714) 521-4173

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Chapter 18.26 - M-1 LIGHT INDUSTRIAL ZONE

18.26.010 - Intent and Purpose.

The M-1 Light Industrial Zone is intended to provide a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The Light Industrial designation is intended for uses that are compatible with those in nearby commercial and residential districts, and do not produce substantial environmental nuisances (noise, odor, dust/smoke, glare, etc.). Uses may include low-intensity packing, assembly, storage, and similar uses that do not adversely affect surrounding residential, office, educational or commercial land uses. Light Industrial developments should be visually attractive, reflect high-quality development standards, provide adequate buffering from less-intensive land uses, and have adequate access to major transportation routes.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

(Ord. No. O-05-13, § 2(Exh. A(16)), 10-10-2013)

18.26.020 - Uses Generally.

In the M-1 Zone, no building, structure or land shall be used and no building or structure shall be hereafter erected, structurally altered or enlarged, except for the purpose set out in Section of this chapter.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

(Ord. No. O-05-13, § 2(Exh. A(16)), 10-10-2013)

18.26.030 - Permitted Uses.

Refer to Table G in Section 18.06.060 G.

(Ord. 0-11-08 § 19, 2008: Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

(Ord. No. O-07-09, § 9, 1-19-2010; Ord. No. O-05-13, § 2(Exh. A(16)), 10-10-2013)

18.26.040 - Reserved.

Editor's note— Ord. No. O-05-13, § 2(Exh. A(16)), adopted October 10, 2013, repealed § 18.26.040, which pertained to Conditional Uses and derived from Ord. 0-11-08 § 20, 2008: Ord. 0-14-92 § 1 (Exh. A) (part), 1992; Ord. No. O-07-09, § 10, 1-19-2010; Ord. No. O-08-09, § 9, 1-19-2010; Ord. No. O-01-13, § 12, 5-7-2013.

18.26.050 - Property Development standards.

The Following Property Development standards, set out in Sections 18.26.060 through 18.26.110, Shall apply to all land and Buildings in the M-1 Zone.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

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18.26.060 - Lot area.

Each Lot Shall have a minimum area of fifteen thousand square feet.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

18.26.070 - Lot Dimensions.

A. Each Lot Shall have a minimum width of one hundred feet.

B. Each Lot Shall have a minimum depth of one hundred feet.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

18.26.080 - Maximum Intensity.

Maximum Floor Area Ratio is .0.5.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

(Ord. No. O-05-13, § 2(Exh. A(16)), 10-10-2013)

18.26.090 - Building Height.

The maximum Building Height Shall be three stories or forty feet.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

18.26.100 - Front Setback.

Each Lot Shall have a front Setback of not less than twenty feet extending across the full width of the Lot, with the exceptions of cornices, Eaves, Sills and similar Architectural Features which May Project up to five feet into the required Setback.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

18.26.110 - Side and Rear Setbacks.

A. Each Lot Shall have a side Setback of fifteen feet from a Street. There Shall be no side Setback required for Interior Lots adjacent to other commercial or industrial Lots. In the case where the side of a Lot abuts a Residential Zone, the minimum side Setback Shall be fifteen feet, with a masonry Wall separation between the two Uses. In the case where the side of a Lot abuts an existing residential Use, a masonry Wall separation Shall be required between the two Uses.

B. Each Lot Shall have a rear Setback of ten feet from a Street. There Shall be no rear Setback required for Lots adjacent to other commercial or industrial Lots. In the case where the rear of a Lot abuts a Residential Zone, the minimum rear Setback Shall be fifteen feet, with a masonry Wall separation between the two Uses. In the case where the rear of a Lot abuts an existing residential Use, a masonry Wall separation Shall be required between the two Uses.

C. Where a Building is provided with a Vehicle Access door facing the side or rear of a Lot, the Building Shall be set back twenty-five feet from the opposite side of the Alley.

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(Ord. 0-15-07 § 12, 2007: Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

18.26.120 - Parking Requirements.

A. Specific Requirements.

1. For office Uses and retail stores, one space Shall be provided for every two hundred fifty square feet of gross Floor Area. For retail stores handling only durable or bulky merchandise, one space Shall be provided for every six hundred square feet.
2. For automobile Sales and Rentals and repair shops, one space Shall be provided for every six hundred square feet of gross Floor Area.
3. For manufacturing and industrial Buildings, one space Shall be provided for every five hundred square feet of gross Floor Area.
4. For warehouse and storage Buildings, one space per one thousand square feet of gross floor area up to ten thousand square feet; one space per two thousand square feet of gross floor area over ten thousand square feet. New developments will require the appropriate size of each space be reviewed during architectural and site plan review process. In addition, office space within the warehouse and storage building Shall be calculated separately.
5. For Miniwarehouses, one space Shall be provided for every three thousand five hundred square feet of gross Floor Area.
6. For storage Yards, contractor and lumber Yards and public Utility services, one space Shall be provided for every five hundred square feet of gross Floor Area, and one space Shall be provided for every two thousand square feet of open land on the Premises.
7. For medical offices, one space Shall be provided for every two hundred square feet of gross Floor Area.
8. For eating and drinking Establishments, including fast food and drive-through Establishments, one space Shall be provided for every one hundred square feet of gross Floor Area, with a minimum of five spaces provided for each Establishment.

B. General Requirements. The general requirements for Off-Street parking in the M-1 Zone Shall be as outlined in Section 18.24.120(B) of this Code.

(Ord. 0-15-07 § 5, 2007: Ord. 0-24-04 § 2 (part), 2004; Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

(Ord. No. O-03-15, § 12, 3-3-2015)

18.26.130 - Landscaping.

Landscaping Shall be provided for the Development of any Lot with a minimum Landscaping coverage of fifteen percent of the Lot Area. The Landscaping Shall provide a mixture of shrubs, trees, groundcover, flowers and lawns throughout the entire Front Yard area, Side Yard areas, Parkways and throughout Open Spaces not occupied by accessways, parking areas and Sidewalks. One tree per three Parking Spaces Shall be provided and planted throughout the landscaped areas. Twenty-five percent of the trees Shall be of twenty-four inch box size, another twenty-five percent of thirty-six inch box size, and the remainder May be a minimum of fifteen-gallon size. Landscape and irrigation plans Shall be prepared by a licensed Landscape Architect or Engineer, and submitted to the Community Development Director along with the general Building plans for review and Approval.

(Ord. 0-13-01 § 1 (part), 2001; Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

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18.26.140 - Trash Areas.

The requirements for trash areas Shall be as outlined in Section 18.24.140 of this Code.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

18.26.150 - Mechanical Equipment.

The requirements for Screening of mechanical equipment Shall be as outlined in Section 18.24.150 of this Code.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

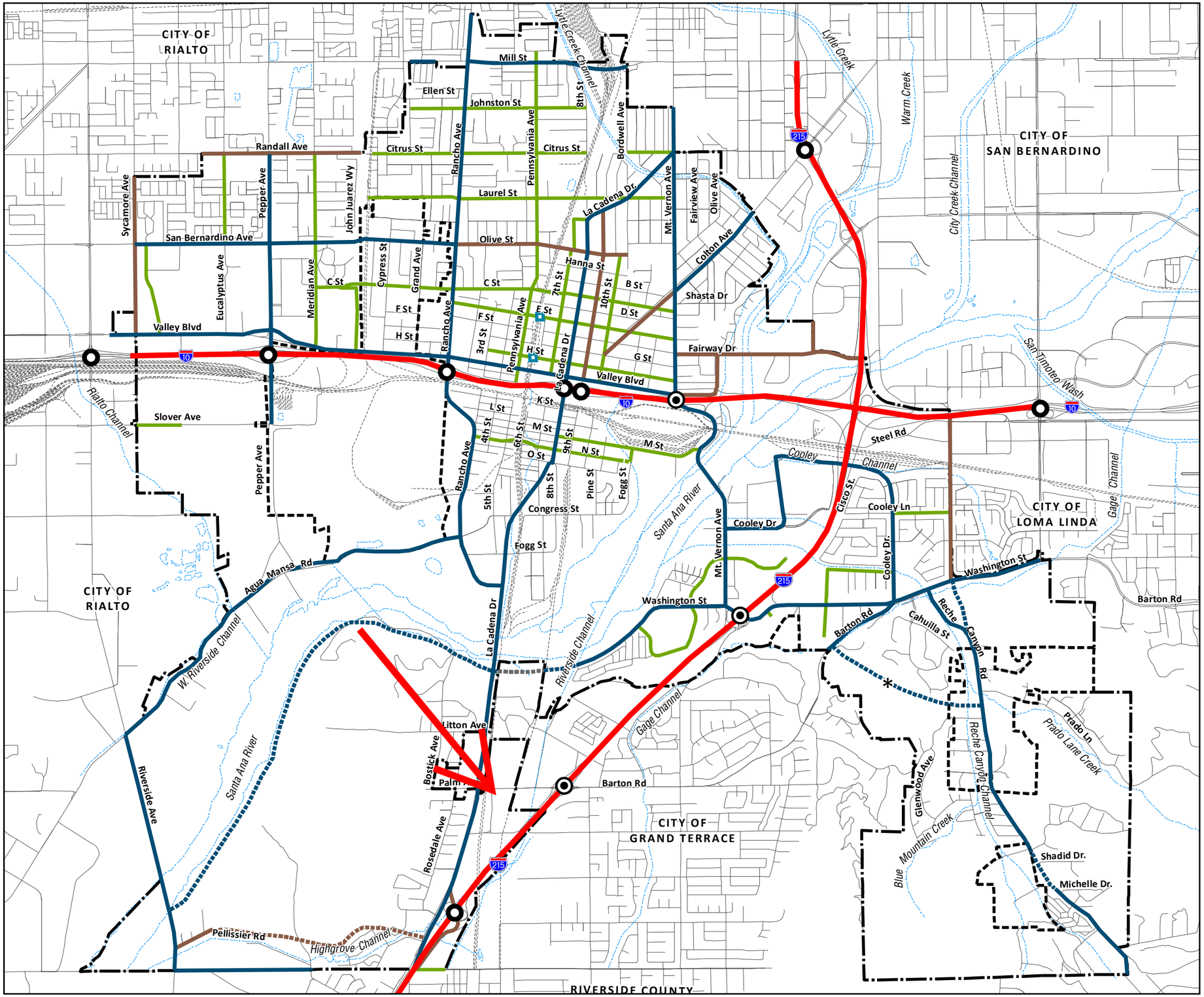
18.26.160 - Design Review.

Site Plans and Elevations Shall be submitted for review and Approval whenever a Structure or number of Structures are proposed for the Development of a site.

(Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

Figure M-2:

Street Classification Plan



Circulation Plan

- Freeway
- Major Arterial
- Planned Arterial
- Secondary Arterial
- Planned Secondary
- Collector Street
- Planned Collector
- Planned Roadway Located in Another City

* Conceptual roadway location. Final roadway location to be determined on proposed subdivision design.

Freeway Interchanges

- Interchanges
- Interchanges with Planned Improvements

Street Closure

- Street Closure (BSNF Quiet Zone Project)

Boundaries

- City Boundary
- Sphere of Influence
- Railroad Tracks
- Watercourse

Date: January 5, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

0 2,000 4,000 6,000 8,000 Feet

James Wickenhaueser

From: Victor Ortiz <VOrtiz@coltonca.gov>
Sent: Wednesday, December 5, 2018 8:51 AM
To: James Wickenhaueser
Subject: RE: TEI 3711 Right of Way Verification

It is a Local Street, ultimate R/W is 60 feet.

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Friday, November 30, 2018 9:46 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Good morning Victor. I have one more street to check on. Walnut Ave is on the north of our site and I need an ultimate right of way on that too. Thanks!

From: James Wickenhaueser
Sent: Thursday, November 15, 2018 12:53 PM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Awesome. Thanks Victor.

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Thursday, November 15, 2018 11:57 AM
To: James Wickenhaueser <Jamesw@thieneseng.com>
Subject: RE: TEI 3711 Right of Way Verification

Hi James,

Barton is Major Arterial, Terrace and De Berry are both Local. Please see attached street section.

Thanks,
Victor

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Thursday, November 15, 2018 9:54 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: TEI 3711 Right of Way Verification

Good morning, Victor. Following up with the request below. We want to be sure we dedicate the correct amount to the city as right of way and have a correct site plan to submit to you for planning approval. Please fill out the information when you can. Thank you!

From: James Wickenhaueser
Sent: Friday, November 9, 2018 2:04 PM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Hi Victor. Can you help me interpret the Street Classification Plan? I can't determine what the ultimate right of way will be for any of the streets along our frontage. If you could fill out the below that would be excellent. Thanks again.

Barton Road (From La Cadena Drive to Grand Terrace Road)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

S. Terrace Avenue (From Walnut Avenue to De Berry Street)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

De Berry Street (From S. Terrace Avenue to the 215 freeway)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

From: James Wickenhaueser
Sent: Tuesday, October 2, 2018 6:53 PM
To: 'Victor Ortiz' <VOrtiz@coltonca.gov>
Subject: RE: TEI 3711 Right of Way Verification

Thanks Victor. So does that mean that Barton, S. Terrace, and De Berry are all 60' ultimate right of way? There are a couple of options for the major arterial. Are we 114' or 96' type A or type B? Thanks again.

From: Victor Ortiz [mailto:VOrtiz@coltonca.gov]
Sent: Tuesday, October 2, 2018 5:41 PM
To: James Wickenhaueser <James2@thieneseng.com>
Subject: FW: TEI 3711 Right of Way Verification

Hi James,

Attached is Colton Mobility Elements that shows road classification and street's section. Barton is confusing because that segment shows local on the Mobility Elements but Minor Arterial on the Federal Highway Functional Classification.

Thanks,

Victor Ortiz, P.E.
City Engineer
Public Works Department
City of Colton
160 South 10th Street
Colton, CA 92324
e-mail: vortiz@coltonca.gov
Tel. (909) 370-5065
(909) 514-4210 – direct

Fax (909) 370-5072

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From: James Wickenhaueser [mailto:James2@thieneseng.com]
Sent: Monday, October 1, 2018 10:30 AM
To: Victor Ortiz <VOrtiz@coltonca.gov>
Subject: FW: TEI 3711 Right of Way Verification

Hi, Victor. Here is the request. Thanks!

From: James Wickenhaueser
Sent: Monday, October 1, 2018 10:14 AM
To: 'joramirez@coltonca.gov' <joramirez@coltonca.gov>
Cc: 'rtorres@coltonca.gov' <rtorres@coltonca.gov>
Subject: TEI 3711 Right of Way Verification

Good morning, Jorge. Can you please fill out the information for the following streets? Thank you!

Barton Road (From La Cadena Drive to Grand Terrace Road)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

S. Terrace Avenue (From Walnut Avenue to De Berry Street)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

De Berry Street (From S. Terrace Avenue to the 215 freeway)

Street Classification:
Ultimate Right of way:
Curb to Centerline:

James Wickenhaeuser
Design Draftsman

THIENES ENGINEERING, INC.
14349 Firestone Blvd. | La Mirada, CA | 90638
Telephone: (714) 521-4811 | Fax: (714) 521-4173


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Freeways

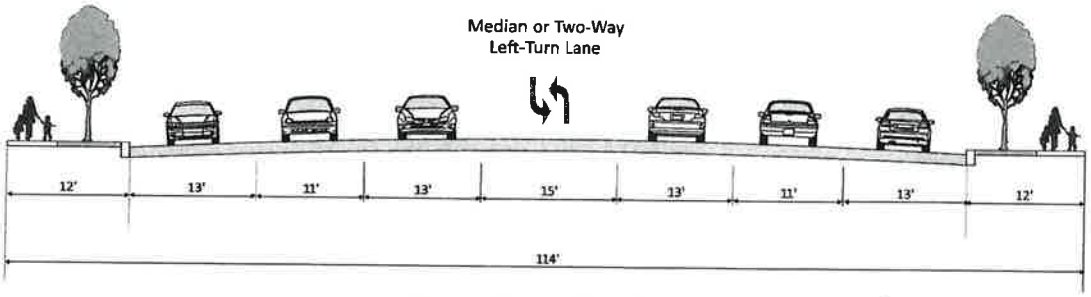
Freeways are multi-lane, limited access, high-volume, high-speed roadways constructed for regional and interregional vehicular travel. Access to these facilities is restricted to interchange ramps at selected roadways. Freeways are under the jurisdiction of the California Department of Transportation. Two freeways traverse Colton: Interstate 10 and Interstate 215.

Major Arterials

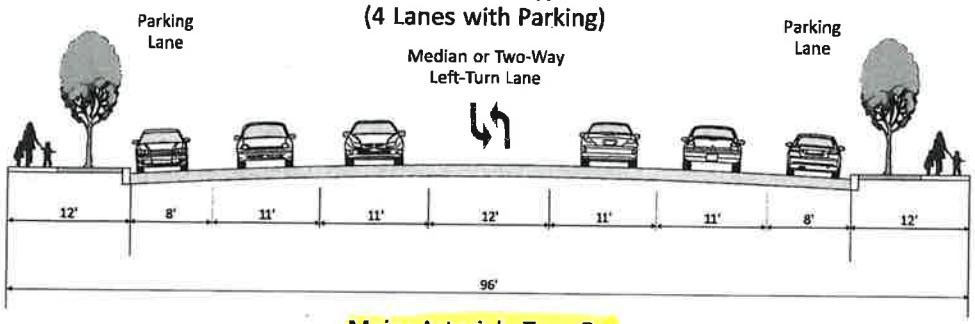
Major Arterials are roadways designed to move large volumes of traffic, linking freeways with local streets and providing access between cities and subregions. They carry high traffic volumes and are designed for high speeds, and provide routes for regional transit. Major Arterials may also serve as primary truck routes. On-street parking may be prohibited during peak periods or continuously to allow the street to perform as planned.

Major Arterials: Pepper Avenue, San Bernardino Avenue, Rancho Avenue, La Cadena Drive, Mill Street, Mount Vernon Avenue, Colton Avenue (east of Mount Vernon Avenue), Valley Blvd, Washington Street, Barton Road, and Reche Canyon Road

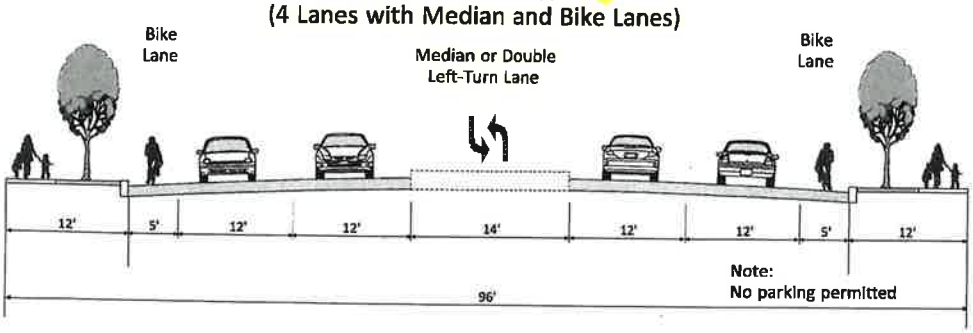
Major Arterial - Six-Lane



MajorArterial - Type A
(4 Lanes with Parking)



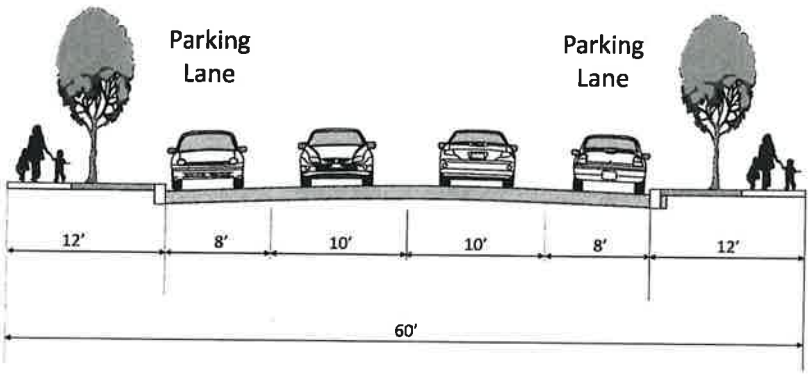
Major Arterial - Type B
(4 Lanes with Median and Bike Lanes)



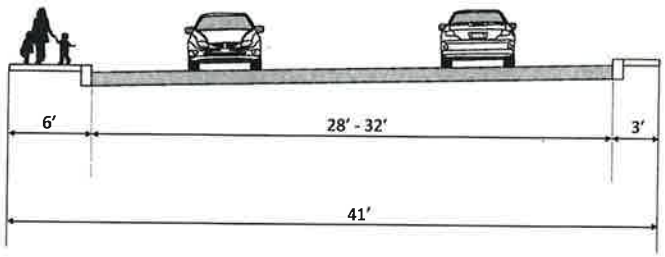
Local Streets

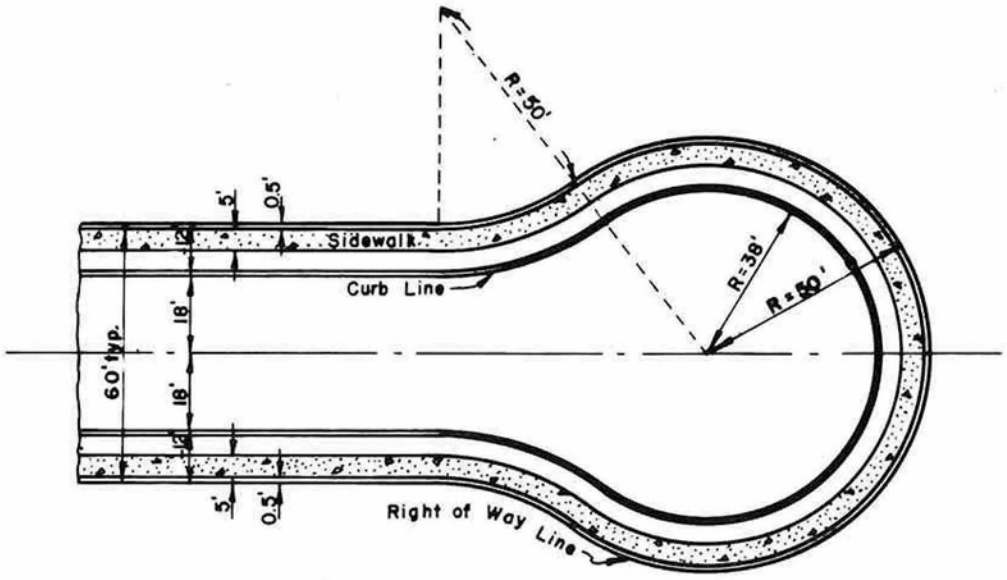
Local streets are neighborhood roadways designed to provide vehicular, pedestrian, and bicycle access throughout the City. They are intended to carry low volumes of traffic at low speeds and allow on-street parking. Traffic-calming measures can be implemented to discourage or prevent through traffic. All unclassified roads on the Circulation Plan are designated as a Local Street. In hillside areas, the City has adopted a separate standard for Local Streets.

Local Street
(2 Lanes with Parking)

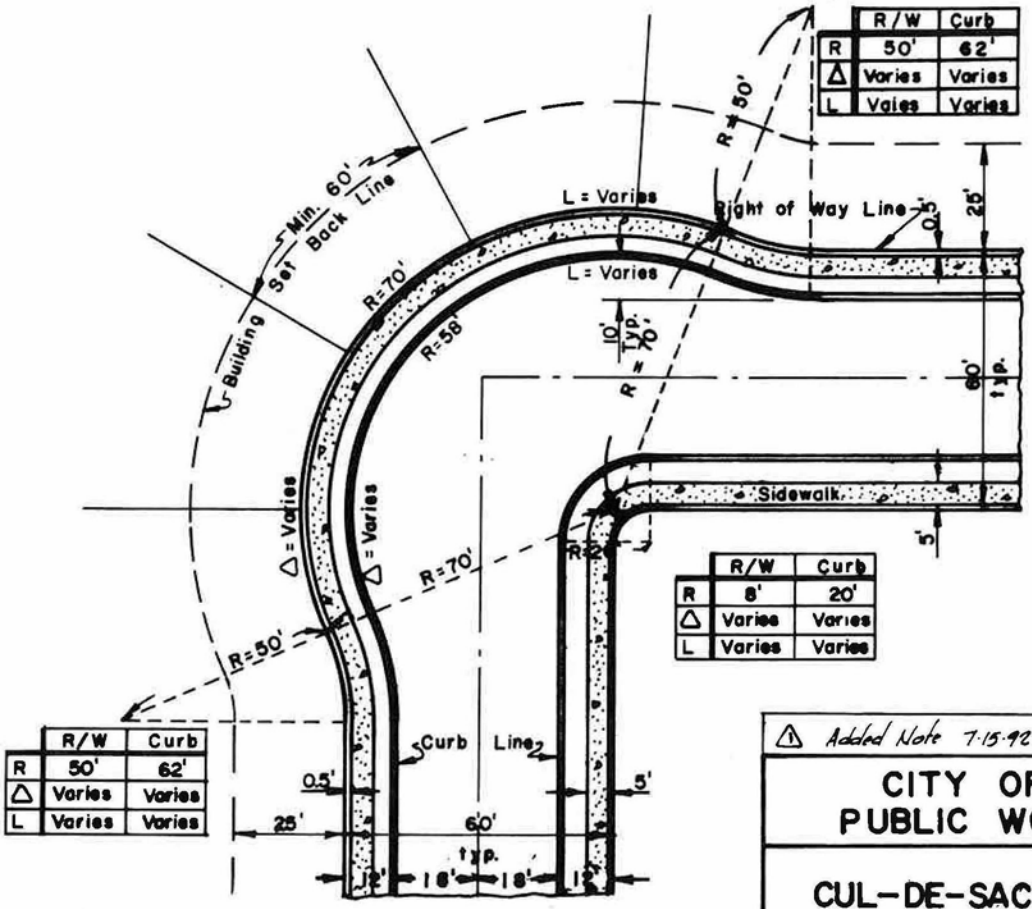


Hillside Local Street
(2 Lanes)





CUL – DE – SAC



KNUCKLE

⚠ NOTE:
COMPACTION SHALL BE 90% MINIMUM

⚠ Added Note 7-15-92 APP'D

CITY OF COLTON
PUBLIC WORKS DEPT.

CUL-DE-SAC & KNUCKLE

DRAWN BY G.W.A.	SCALE 1"= 40'	DRAWING NO.
CHK'D DHB	DATE OCTOBER 1963	
APP'D L. Glenn Wilson		103



City of Colton General Plan

Mobility Element

Adopted by City Council on August 20, 2013
Resolution No. 61-13

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Table of Contents

Framework for Mobility Planning M-1
Our Vision for Mobility M-2

Mobility Priorities M-3

Mobility Context M-4
Mobility Issues to Address M-4
Transportation Projects as the City Moves forward from 2012 ..... M-5
Regulations and Agencies Affecting Transportation Decisions M-8

Circulation Plan: Streets M-11
Complete Streets M-11

Transit, Biking, and Walking M-35
Transit Mobility M-35
Bicycle Mobility M-40
Walking in Colton M-42

Goods Movement M-46
Freight Rail Lines M-46
Truck Routes M-47

Goals and Policies M-52
Complete Streets M-52
Transit, Bicycles, and Pedestrians M-53
Efficient and Attractive Street System M-54
Goods Movement M-56
Parking M-57
Regional Coordination M-58

List of Tables

Table M-1: Level of Service Descriptors M-10
Table M-2: Roadway Typology and Travel Mode Priorities M-15

List of Figures

Figure M-1: Roadway Typology M-13
Figure M-2: Circulation Plan M-17
Figure M-3: Long-Term Roadway Improvements M-29
Figure M-4: Traffic-Calming Approaches M-31
Figure M-5: Transit Plan M-37
Figure M-6: Bikeway Classifications M-41
Figure M-7: Bicycle Plan M-43
Figure M-8: Goods Movement M-49

Framework for Mobility Planning

Mobility refers to all travel modes (cars, buses, shuttles, trucks, trains, bicycles, and walking) and the physical infrastructure (freeways, streets, rail lines, bicycle paths, trails, and sidewalks) used to move people and goods within and beyond the City of Colton. Moving people and goods efficiently and effectively contributes to an economically and physically healthy community.

This Mobility Element establishes long-term goals and policies designed to improve the local transportation system and create options for residents to move about the City. The Element balances the need for efficient traffic operations with the desire to maintain Colton as a safe and attractive community, one with walkable neighborhoods, successful business districts, and distinctive streets. Key transportation corridors—such as Mount Vernon Avenue and Valley Boulevard—must be able to accommodate new development and complement regional transportation while meeting local mobility needs. Policies in the Mobility and Land Use Elements together shape the overall physical structure and form of Colton.

Colton traces its beginnings to its founding as a railroad town. The original town of Colton, with its classic grid street network that is still evident today, was laid out when the Southern Pacific Railway (now Union Pacific) was constructed through the San Bernardino Valley on its way eastward from Los Angeles in 1875. The area around Colton was selected for a train stop instead of the City of San Bernardino due to the direct location of the town on the planned route. In fact, Colton was named for David Douty Colton, then Vice President of the Southern Pacific Railroad Company.

While the railroad defined the shape of early Colton, construction of Interstate 10 in 1957 bisected the City. Interstate 10 and later Interstate 215, opened in 1963, linked Colton by roadway to the region and the nation, but the freeways created divides that made it difficult for residents and employees of local businesses to move across town. With this Mobility Element, the City looks to re-establish connections to bind the community together again, even as large-scale improvements to rail lines and freeways proceed.

Our Vision for Mobility

Although rail lines and freeways historically have shaped urban form—and cars on the local street network have provided the primary means of local mobility—in the early 2000s the City turned its focus to developing future transportation systems that move beyond trains, trucks, and cars. Accommodations for bicyclists have been made via the bike path paralleling a former railroad line along Colton Avenue, with additional bike routes planned. The multi-use Santa Ana River Trail extends along the entire length of the Santa River within Colton. Sidewalks will be provided where they have long been missing. A bus rapid transit (BRT) line through Colton will link neighborhoods and employment centers to destinations in surrounding cities. Expansion of the successful Metrolink commuter rail line is to include a station in Colton.

How do we envision Colton as we look toward 2030 and beyond? How do we plan for efficient and safe street system and transportation alternatives for seniors and school children? What policies and programs do we put in place to attain a comprehensive circulation system that meets the needs of the Colton's diverse population? The Mobility Element provides the policy guidance to ensure that all anticipated circulation needs will be addressed and accommodated consistent with growth allowed by the Land Use Element.

Colton will accommodate circulation and mobility options beyond the automobile. In all infrastructure and development planning decisions, we will:

- *Provide for the integration of automobiles, transit, bicycles, and pedestrians within our established street network using the Complete Street system,*
- *Provide greater connectivity and reduce congestion on our street network,*
- *Promote efficient and high-quality transit use, including bus rapid transit routes and Metrolink stations in Colton, and*
- *Accommodate freight train operations that serve businesses in the City while striving to protect residential neighborhoods from the impacts of rail operations.*

Mobility Priorities

The Mobility Element establishes the vision and priorities for transportation improvements in Colton. The basis for the goals and policies reflect the following priorities expressed by Colton residents and businesses during General Plan workshops and discussions.

- **A Complete Street System.** Colton streets will be designed and built to accommodate safe and convenient access and travel for all users and modes of mobility, including motorists, bicyclists, pedestrians, transit riders, children, older adults, the mobility impaired, and transporters of commercial goods. The key to a system of Complete Streets is that the overall street system provides an integrated network that connects all parts of the City by all transportation modes, and that allows all users to move safely and conveniently.

- **Provide an efficient transportation network by increasing roadway connectivity and reducing congestion.** Rail lines, the Santa Ana River, freeways, and local topography can limit and impede connectivity. New roadway connections, selected widening of bridges and roadways, and fewer at-grade railroad/street crossings will create a more convenient and efficient street network for Colton residents and businesses.

- **Increase multi-modal transportation choices for transit, bicycling, and walking.** The Mobility Element plans for convenient access to transit and accommodation of the latest bus technologies, provides for a complete bicycle network, and enhances routes for pedestrians. These multiple transportation modes will connect many types of destinations: neighborhoods, schools, parks, employment centers, community and civic facilities, and retail and commercial centers. All neighborhoods will be within easy reach of transit service and the bicycle network. Priority includes requiring sidewalks within new developments, safe routes to schools, and improved crosswalks and an overall enhanced street environment for pedestrians.

- **Colton will build on bicycle improvements to make bicycling easier and safer within the City.** Bicycle facilities will be integrated with new development to include lockers and bike racks. Additional bike paths, lanes, and routes will be added and improved, creating a comprehensive bicycle network that connects all areas of Colton, including established trails along the Santa Ana River.

- **Create a healthy community by reducing the impacts from rail operations.** Although railroads have long been an integral economic and transportation component of Colton, the presence of rail lines and rail yards adjacent to and through residential neighborhoods has created concerns regarding noise, air pollution, and personal safety. This Element provides long-term policy guidance so that Colton residents and businesses are not impacted negatively by train operations.

Mobility Context

To understand the underlying issues and general transportation infrastructure context in Colton, this section identifies key mobility issues, as well as specific transportation-related regulations and agencies that influence mobility decisions the City makes.

Mobility Issues to Address

Primary mobility issues to be addressed through 2030 are:

- **Impacts of railroad operations on residential neighborhoods.** Rail lines run east-west and north-south through Colton. Trains waiting for other trains to cross can block intersections and create traffic congestion. Idling trains and automobiles increase air pollution. The sounds of train engines and trains horns can create significant noise impacts to residential neighborhoods in close proximity to railroad tracks.

- **Traffic delays associated with at-grade railroad crossings.** The two major rail lines that cross the City—as well as the many still-active spurs—were built at grade before the City's road network was well established and heavily used. Over the years, significant traffic delays have increased at the at-grade crossings. The City addressed the most problematic locations by reconstructing C and N Streets to dip under the railroad. With completion of the Colton Crossing and Rail Quiet Zone projects described below, additional conflicts will be avoided. However, continued increased use of the rails due to increases in regional port activity means that additional separations may be needed over time to ensure optimal operation of the road network.

- **Industrial truck traffic around residential neighborhoods.** In Colton, particularly along historical rail lines that support industrial uses, many residential properties abut industrial uses, either sharing property lines or facing on opposite street frontages. Many industrial uses involve substantial truck traffic which can adversely impact the adjoining residential properties.

- **Transportation connectivity.** Freeways, railroad lines, the Santa Ana River, and hilly topography pose connectivity barriers to the transportation network, particularly for pedestrian and bicyclists.

- **Traffic bottlenecks due to constrained capacities.** Narrow, outdated bridge designs (for example, Mount Vernon Avenue over the Santa Ana River and the Fogg Street undercrossing of the Burlington Northern-Santa Fe rail line) constrict traffic movement.

- **Pedestrian circulation.** Some commercial areas and neighborhoods lack sidewalks or have sidewalks in poor condition. These circumstances limit the ability of people—particularly folks who have personal mobility challenges—to walk in comfort and security.

- **Low-density residential neighborhoods cannot support transit.** Some of Colton's low-density residential neighborhoods do not have the population density necessary to support regular and frequent transit service.

- **Reducing vehicle trips.** Reducing vehicle trips results in positive impacts on local air quality, traffic congestion, noise, and energy consumption. Methods to reduce vehicle trips involve the arrangement and density of land uses, the appropriate location of park-and-ride facilities adjacent to freeways, and offering other convenient modes of travel.

- **Limited bicycle network.** Although Colton has several bicycle paths and routes that connect a portion of the City, overall Colton lacks a comprehensive bicycle system. Bicycle connections along major roadways and corridors are still needed. Major employment areas and commercial centers also lack basic bicycle facilities such as bicycle racks.

Transportation Projects as the City Moves forward from 2012

The City's plan for mobility works in concert with the Land Use Element. Roadway capacities will support the levels of vehicular traffic anticipated from long-term growth and community enhancement. Transit routes will serve the more densely populated areas and business districts. Bikeways and pedestrian facilities will provide improved neighborhood connections. The movement of goods by rail and road will be optimized to avoid conflicts with residential areas.

In 2012, the planning and implementation of several long-envisioned transportation-related projects got underway, and their ultimate completion are critical to achieving the mobility objectives of this Element and supporting complementary goals in the Land Use Element.

Colton Crossing

Colton Crossing is a major project to eliminate the freight bottleneck at the Union Pacific Railroad (UPRR) and Burlington Northern-Santa Fe Railway (BNSF) lines that intersect each other at grade. As trains idly wait for other trains to clear the crossing, streets along the rail lines are regularly blocked by waiting trains, thus backing up road traffic and resulting in temporary inaccessibility into residential neighborhoods. With the Colton Crossing project, the UPRR east-west tracks are to be elevated for their length through Colton, allowing BNSF trains to run underneath. Specific project objectives include:

- Improve regional rail mobility and efficiency by eliminating the conflicting train movements at the Colton Crossing.
- Relieve congestion by removing idling trains that block local streets around Colton Crossing.
- Discourage a shift in goods movement from rail to truck because of conflicting train movements that cause delays and inefficiencies in rail traffic through the Colton Crossing.
- Support regional passenger rail service by minimizing delays at the Crossing, thus improving the operation and efficiency of passenger rail.

The elevated UPRR mainline will extend from Rancho Avenue to Mount Vernon Avenue and support two UPRR mainline tracks and a maintenance road. The long-existing southerly mainline track will remain operational at grade to provide local access between the West Colton Yard and East Colton Yards, and for local connecting trains between BNSF and UPRR.



Colton Crossing railroad intersection before construction of the elevated UPRR line (2011)

Quiet Zone

To alleviate the impacts of train horn noise on residents in neighborhoods near rail lines, the City, in concert with the State Public Utilities Commission and the affected railroad companies, has implemented a quiet zone strategy for north-south bound trains on the BNSF line. Quiet zones are sections of the railroad corridor where train crews are not required to sound the horn at railroad crossings. The City will eliminate road crossings at D, E, and H Streets. These street crossing closures will divert through vehicular traffic to C Street, where a grade crossing provides access to areas west of Downtown, and Laurel Street.

As part of the quiet zone project and to compensate for the road closures, the San Bernardino Associated Governments (SANBAG) plans for the construction of a bridge at

Laurel Street to separate vehicles and pedestrians from rail traffic along the BNSF railroad tracks.

Railway/Roadway Interface

Mount Vernon Avenue Bridge Widening

The widening of the Mount Vernon Avenue bridge over the UPRR lines will ease congestion associated with freeway access to south Colton. The widening project involves the stretch of Mount Vernon Avenue between the 1-10 freeway ramp and M Street, with the bridge width to increase from two lanes to four. This project will significantly improve traffic congestion in this area to due to the limited roadway connectivity over the I-10 freeway, Santa Ana River, and UPRR lines.

Hunts Lane Grade Separation Project

The construction of a grade separation over the UPRR tracks is planned at Hunts Lane in the cities of Colton and San Bernardino. The project will provide a bridge over the railroad tracks that cross Hunts Lane to eliminate the need for motorists to wait for trains. The new bridge will accommodate two traffic lanes and a sidewalk in each direction, and will raise the height of Hunts Lane from just south of Riverwood to north of Oliver Holmes Road.

Freeway Improvements

Freeway Widening and Related Improvements

Planned improvements by the California Department of Transportation (Caltrans), Southern Californian Association of Governments (SCAG), and SANBAG to the I-10 and I-215 freeways include the following:

- **Interstate 10.** Addition of High Occupancy Vehicle (HOV) lanes on each direction of I-10 freeway, improvements to the interchange at Rancho Avenue, La Cadena/9th Street, Pepper Street, and widening of the Mount Vernon bridge crossing of the Santa Ana River

- **Interstate 215.** Addition of HOV lanes and additional mixed flow lanes on each direction of the I-215 freeway between the Riverside County line and Orange Show Road

Mount Vernon/Washington Street Bridge Widening

The Washington Street/Mount Vernon Avenue interchange with the I-215 freeway has long been inadequate in terms of design and capacity. A proposed new interchange will relieve traffic delays in this heavily traveled area, which includes a large concentration of retail centers, restaurants, and recreational vehicle dealerships. The interchange provides access to Colton, Grand Terrace, and Loma Linda. Because of the regional importance of this interchange, SANBAG has advanced this project to coincide with the I-215 Bi-County High Occupancy Vehicle (Carpool Lane) Gap Closure Project. The project will replace the Washington/Mount Vernon interchange to allow for future widening of the freeway. This

work will involve realigning the on-ramps, off-ramps, and local streets, plus improve traffic flow by allowing higher traffic volumes on the new bridge and ramps.

Regulations and Agencies Affecting Transportation Decisions

Regional Transportation Plan

The Regional Transportation Plan (RTP) is a 25-year plan prepared by SCAG. The RTP provides a vision for transportation investment in Southern California. Updated every four years to address changing conditions in the southland, the RTP is developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. All of the following RTP goals are relevant to Colton:[1]

1. Maximize mobility and accessibility for all people and goods in the region.
2. Ensure travel safety and reliability for all people and goods in the region.
3. Preserve and ensure a sustainable regional transportation system.
4. Maximize the productivity of our transportation system.
5. Protect the environment, improve air quality and promote energy efficiency.
6. Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.
7. Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

SANBAG

The San Bernardino Associated Governments, or SANBAG, is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. As the County Transportation Commission, SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. SANBAG prepares and implements the Congestion Management Plan, described below, and administers Measure I, the half-cent transportation sales tax approved by County voters in 1989.

SANBAG's mission is to enhance the quality of life for all residents in San Bernardino County by:

- Improving cooperative regional planning
- Developing an accessible, efficient, multi-modal transportation system

[1] Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan. May 2008.

- Strengthening economic development efforts
- Exerting leadership in creative problem solving

San Bernardino County Congestion Management Plan (CMP)

Urbanized areas such as San Bernardino County are required by State law to adopt a Congestion Management Plan (CMP). The goals of the CMP are to reduce traffic congestion and provide a mechanism for coordinating land use development and transportation improvement decisions. Local agencies are required to establish minimum level of service (LOS) thresholds in their general plans, and to conduct traffic impact assessments on individual development projects. Deficiency plans must be prepared when a development project would cause LOS F on non-exempt CMP roadway segments. The deficiency plans outline specific mitigation measures and a schedule for mitigating the deficiency. [2]

To help fund regional transportation system improvements identified in the CMP, SANBAG has established a Development Mitigation Program. Developers are required to pay impact fees to fund their "fair share" of improvements per formulas adopted by SANBAG.

Measure I Strategic Plan

Measure I, which is administered by SANBAG, is San Bernardino County's half-cent transportation sales tax. In 2004, over 80 percent of voters approved the extension of Measure I to allow for funding through 2040. Measure I funds provide monies for ongoing street maintenance, bike lane improvements, road widening, paving, landscaping, and bridge replacement. Specific improvement projects in Colton funded through Measure I include:

- I-10 widening (adding high-occupancy vehicle lanes) on I-10 through Colton
- I-215 widening (adding general purpose lanes) through Colton
- Improvements to I-10 interchanges at Pepper Avenue and Mount Vernon Avenue
- Road improvements on Riverside Avenue, Valley Boulevard, La Cadena Drive, Mount Vernon, Fairway Drive, San Bernardino Avenue, C Street, Mill Street, Washington Street, Barton Road, and Reche Canyon Road
- Rail and street grade separation projects at Hunts Lane, Olive Street, Mount Vernon, and Valley Boulevard
- Metrolink line improvements through Colton
- Potential bus rapid transit (BRT) route through Colton
- Discount bus fare for seniors and persons with disabilities
- Programs such as traffic signal synchronization, ride-share for commuters, and Freeway Service Patrols [3]

[2] San Bernardino Associated Governments (SANBAG) 2007 Congestion Management Project for San Bernardino County. December 2007.
[3] San Bernardino Associated Governments (SANBAG) Measure I Strategic Plan. April 2009.

Level of Service Criteria for Measuring Performance

To describe how a roadway or intersection functions in terms of moving traffic, traffic conditions are typically rated using the concept of Level of Service, or LOS. The LOS expresses the relationship between the capacity of a given street and the amount of traffic that the street carries (volume-to-capacity Ratio). Levels of service describe a range of roadway or intersection operating conditions from LOS A (excellent conditions) to LOS F (very poor conditions). Table M-1 indicates the conditions associated with each service level.

Table M-1:
Level of Service Descriptors

Level of Service (LOS)	Level of Service Description	Volume to Capacity Ratio
A	**Excellent Operation.** All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	**Very Good Operation.** Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized, and traffic queues start to form.	0.601 - 0.700
C	**Good Operation.** Occasionally drivers may have to wait more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	**Fair Operation.** Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	**Poor Operation.** Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	**Forced Flow.** Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.001

These performance standards may require, but are not intended to mandate, the widening of roadways and/or intersections. They represent goals used to monitor traffic conditions and to assess traffic impacts of development projects. Because LOS standards apply only to vehicular mobility and do not account for enhanced pedestrian movement or other modes, the City will not use them as the sole criteria for judging transportation system performance. Pedestrian convenience, neighborhood and district character, transit access and operations, urban aesthetics, and other factors will be considered.

Circulation Plan: Streets

Complete Streets

The Complete Streets initiative was made into law in California in 2008. Modeled on federal policies aimed at reinventing the function and form of city streets to accommodate multiple mobility modes, State regulations require jurisdictions to change the approach to designing and using roadways. Streets are no longer considered the sole domain of the car. Streets can be designated, designed, and re-purposed to have primary functions as a car corridor, a transit corridor, and bike corridor, or some symbiotic combination. Successful long-term implementation of Complete Streets is intended to result in:

- More options for people to go from one place to another
- Less traffic congestion and reduced greenhouse gas emissions
- More walkable communities (with healthier, more active people)
- Fewer barriers for older adults, children, and people with disabilities

The City of Colton's Complete Streets plan provides direction for the design and operations of the entire street system to enable access for all users regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network more accommodating for drivers, transit users, pedestrians, and bicyclists.

Circulation Plan

Colton's Circulation Plan consists of two key components: the Street Typology exhibit (Figure M-1) and the Street Classification exhibit (Figure M-2). The Street Typology exhibit identifies the primary function of select streets as they relate to the adjacent land uses and modes (e.g., walking, biking, transit, and automobile) that each will primarily accommodate. The Street Classification System exhibit identifies the planned physical design of all streets.

Street Typology

To ensure a balanced, multi-modal transportation network, the Mobility Element organizes streets and other transportation facilities according to typologies that consider the context and prioritize different travel modes for each street. Together, the typologies provide a network of Complete Streets to accommodate all types of local transportation modes. These typologies will guide the development of standards to ensure transportation plans and improvements consider relationships to surrounding land uses, appropriate travel speeds, and the need to accommodate multiple travel modes and

various users. The following typology definitions apply to the streets and other facilities shown in Figure M-1. The specific configuration for each individual street may be slightly different due to the unique needs and surrounding land uses on each street, and the standards established by the Street Classification Plan.

- Transit Street
- Bicycle Street
- Pedestrian Street
- Multi-Modal Connector Street
- Local Street
- Regional Access Roadways

Transit Street

Transit Streets are primary routes intended for local bus routes and a future bus rapid transit (BRT) system. Signal preemption for BRT (where red lights are shortened and switched to green as a bus approaches), dedicated bus lanes, and BRT stations are provided. Other travel modes—including automobiles, trucks, and bicycles—are accommodated on a Transit Street, but if there are conflicts, transit has priority. These streets accommodate moderate to high volumes of through traffic within and beyond the City. As most transit trips also involve some walking, pedestrians are accommodated with ample sidewalks on both sides of the street, and pedestrian amenities are enhanced around transit stops.

Bicycle Street

Bicycle Streets are through routes for bicycles, providing continuous access and connections to the local and regional bicycle route network. Local automobile, truck, and transit traffic are accommodated in the roadway, but in the event of conflict, bicycles have priority. Neighborhood traffic management strategies can be implemented to slow and calm automobile and truck traffic. Pedestrians are also accommodated.

Pedestrian Street

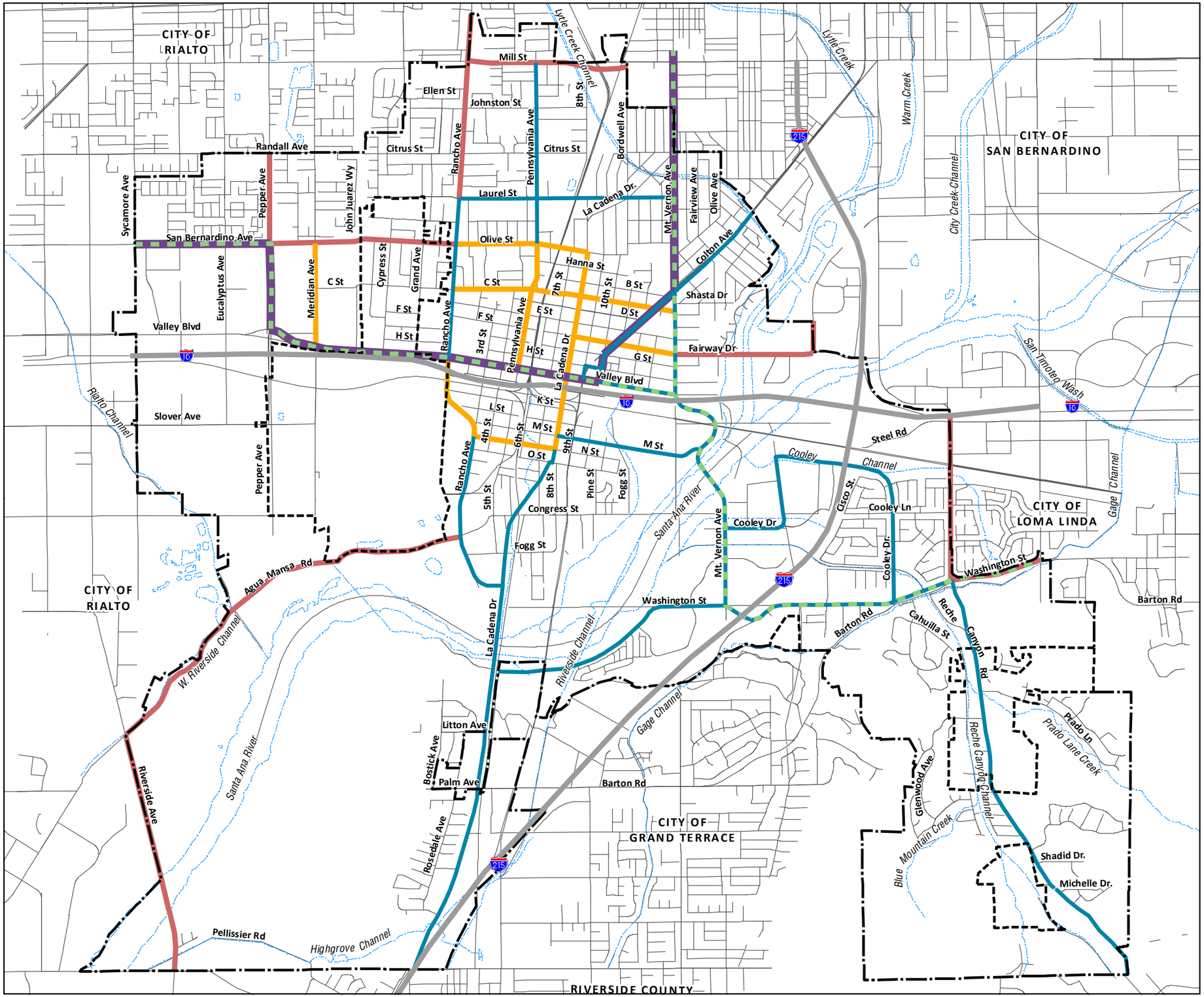
Pedestrian Streets are streets on which exceptionally high volumes of pedestrian traffic are encouraged. Pedestrian streets are located primarily in Downtown Colton. Sidewalks may be wider with ample pedestrian amenities. Building frontages provide a high level of pedestrian interest, and pedestrian crossings have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate. These streets also discourage high-volume and high-speed vehicular traffic, adding to pedestrian comfort and convenience. In the event of conflicts, pedestrians have priority.

Multi-Modal Connector Street

Automobiles, transit, bicycles, and pedestrians are accommodated equally on a Multi-Modal Connecter Street. Some transit options may also be provided. These streets accommodate moderate to high volumes of through traffic within and through the City. Pedestrians are accommodated with sidewalks. Bicycle lanes are provided where feasible.

Figure M-1:

Roadway Typology



Date: October 20, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

Back side of Figure M-1: Roadway Typology

Local Street

Automobiles, bicycles, and pedestrians are accommodated equally on a Local Street. Transit use, if any, is incidental. These streets accommodate low volumes of local traffic and primarily provide access to abutting properties. Through-traffic is discouraged, and truck traffic is prohibited. Neighborhood traffic management strategies can be implemented to slow and discourage through automobile and truck traffic, as appropriate. Pedestrians are accommodated with sidewalks.

Regional Access Roadways

These are roadways that have priority treatment to accommodate higher-speed regional motor vehicle traffic and commerce such as delivery trucks and long-haul trucks. Bicycle and pedestrian travel are typically de-emphasized, but safe pedestrian access should continue to be provided on sidewalks. These roadways provide connections to nearby destinations and the region.

Table M-2:
Roadway Typology and Travel Mode Priorities

General Roadway Typology	Transit	Pedestrians	Bicyclists	Vehicles	Trucks
Transit Street	●	○	○	○	○
Bicycle Street	◘	○	●	○	◘
Pedestrian Street	○	●	○	○	◘
Multi-Modal Connector Street	○	○	○	○	◘
Local Street	◘	○	○	○	◘
Regional Access Roadways	○	○	◘	●	●

●=Dominant, ○=Accommodated, ◘=Incidental

Street Classification System

The Street Classification System Plan, illustrated in Figure M-2, identifies the various roadway classifications based on traditional functional roadways classifications:

- Freeways
- Major Arterials
- Secondary Arterials
- Collector Streets
- Local Streets

These traditional classifications can correlate to the different roadway typologies and have been expanded to incorporate the multi-functional nature of a Complete Streets network.

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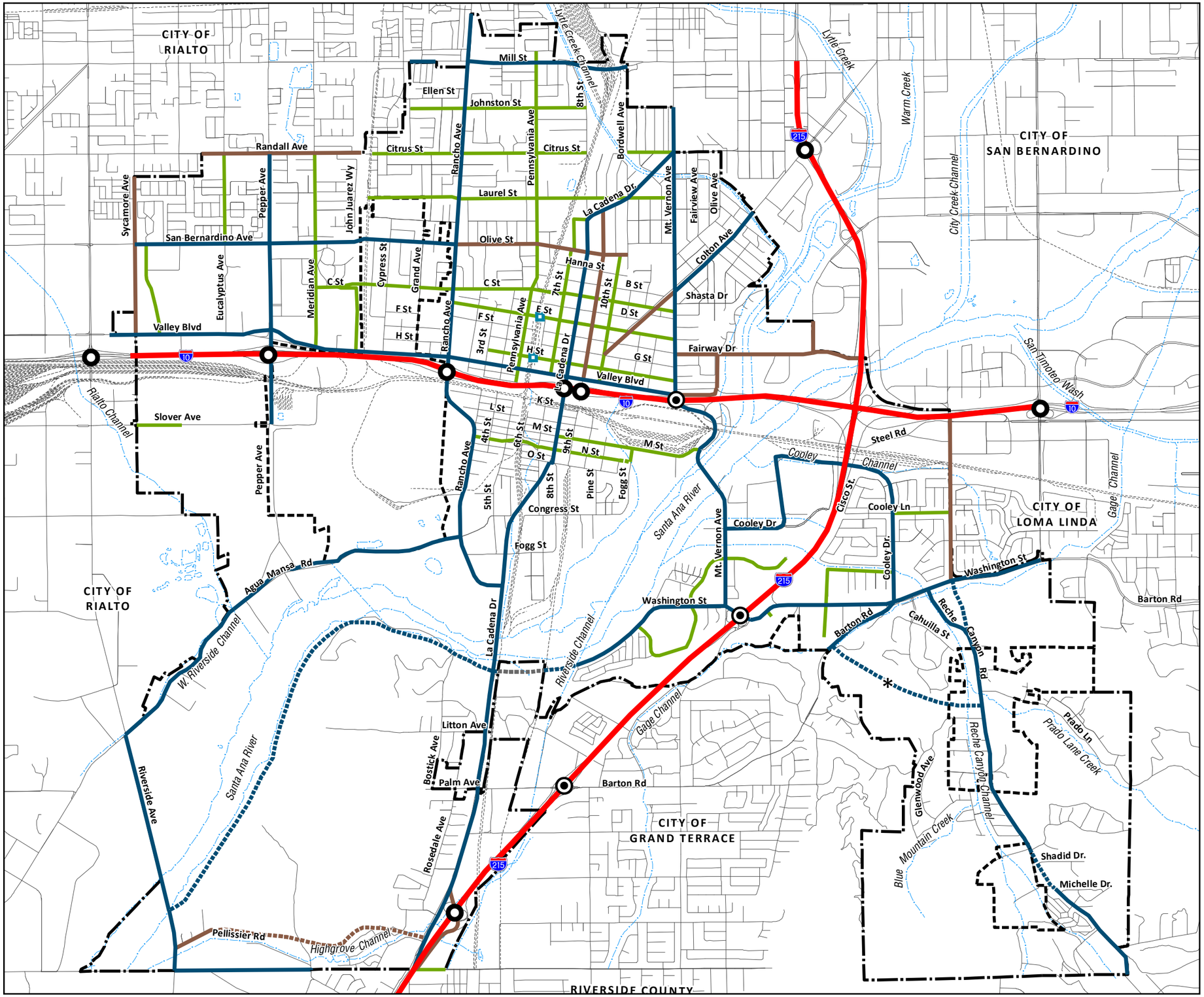
Figure M-2:

Street Classification Plan



Circulation Plan

- Freeway
- Major Arterial
- Planned Arterial
- Secondary Arterial
- Planned Secondary
- Collector Street
- Planned Collector
- Planned Roadway Located in Another City

* Conceptual roadway location. Final roadway location to be determined on proposed subdivision design.

Freeway Interchanges

- Interchanges
- Interchanges with Planned Improvements

Street Closure

- Street Closure (BSNF Quiet Zone Project)

Boundaries

- City Boundary
- Sphere of Influence
- Railroad Tracks
- Watercourse

Date: January 5, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

0 2,000 4,000 6,000 8,000 Feet

Backside of Figure M-2: Circulation Plan

Freeways

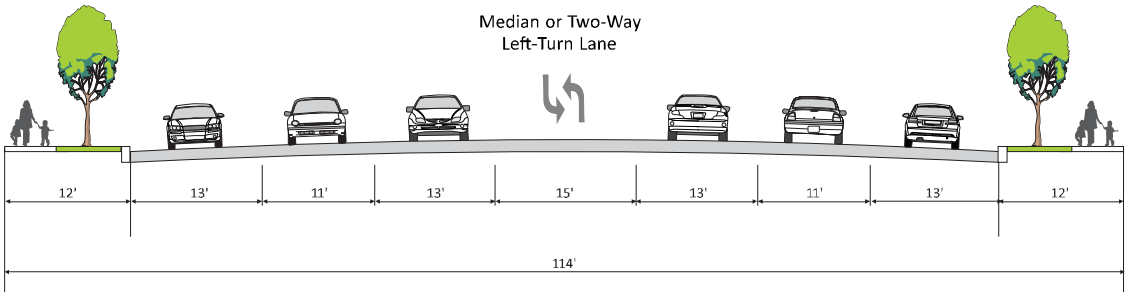
Freeways are multi-lane, limited access, high-volume, high-speed roadways constructed for regional and interregional vehicular travel. Access to these facilities is restricted to interchange ramps at selected roadways. Freeways are under the jurisdiction of the California Department of Transportation. Two freeways traverse Colton: Interstate 10 and Interstate 215.

Major Arterials

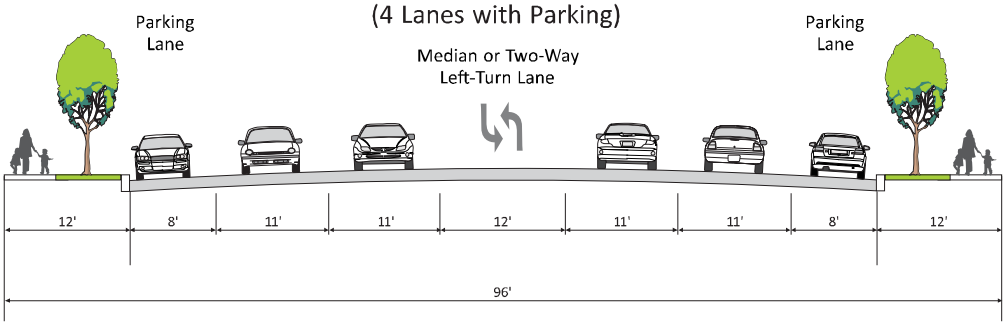
Major Arterials are roadways designed to move large volumes of traffic, linking freeways with local streets and providing access between cities and subregions. They carry high traffic volumes and are designed for high speeds, and provide routes for regional transit. Major Arterials may also serve as primary truck routes. On-street parking may be prohibited during peak periods or continuously to allow the street to perform as planned.

Major Arterials: Pepper Avenue, San Bernardino Avenue, Rancho Avenue, La Cadena Drive, Mill Street, Mount Vernon Avenue, Colton Avenue (east of Mount Vernon Avenue), Valley Blvd, Washington Street, Barton Road, and Reche Canyon Road

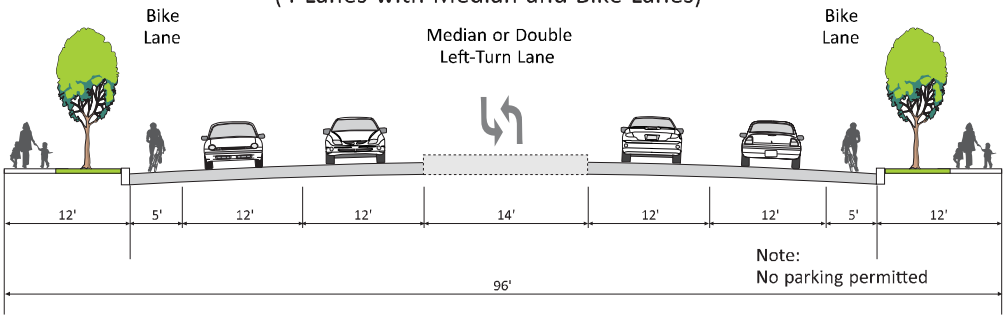
Major Arterial - Six-Lane



MajorArterial - Type A
(4 Lanes with Parking)



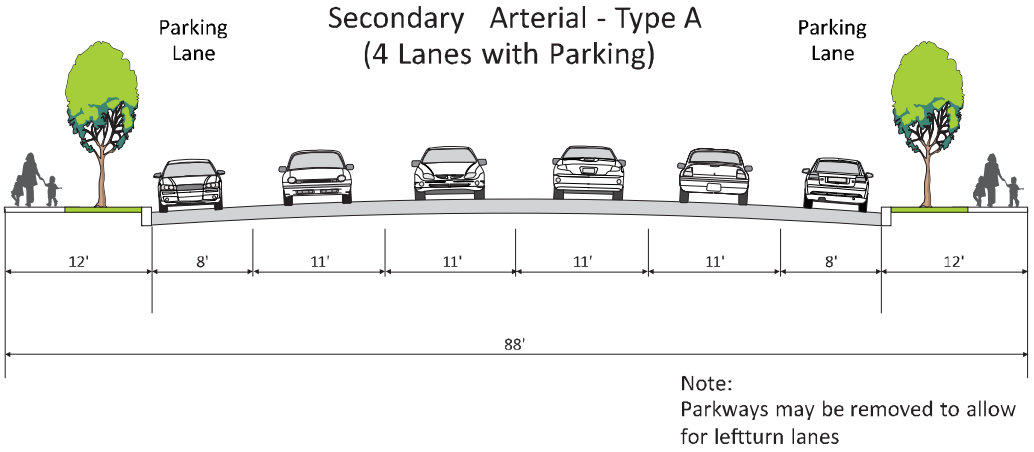
Major Arterial - Type B
(4 Lanes with Median and Bike Lanes)

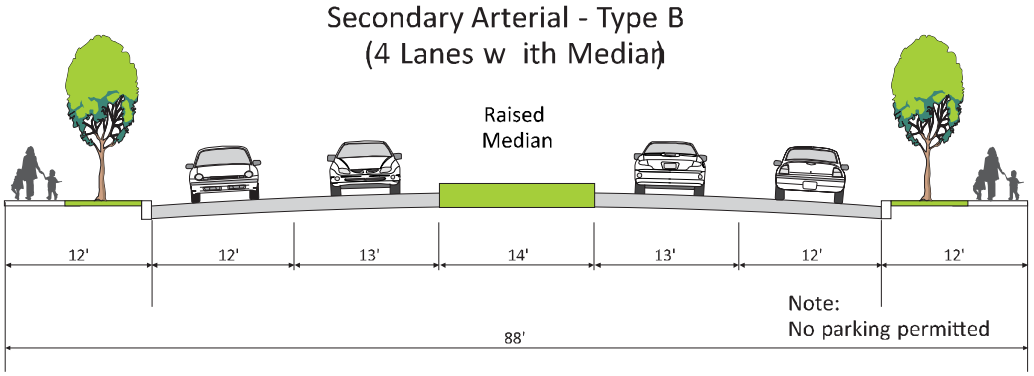


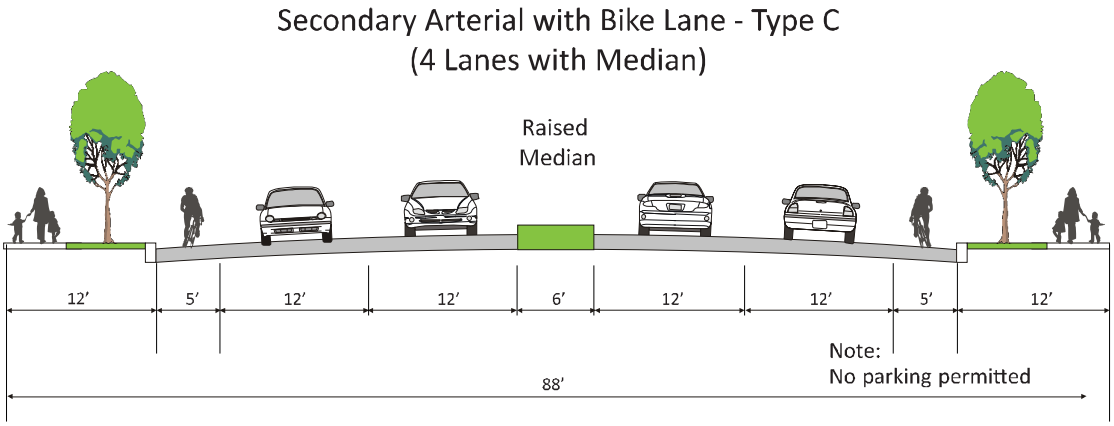
Secondary Arterials

Secondary Arterials provide access within the City, connecting traffic to districts and neighborhoods in Colton. Designed for intermediate speeds, Secondary Arterials accommodate on-street parking during most of the day.

Secondary Arterials: Olive Street, 9th Street, Colton Avenue (west of Mount Vernon Avenue), Randall Avenue, Fairway Street, Meridian Avenue, Sycamore Avenue, and Hunts Lane





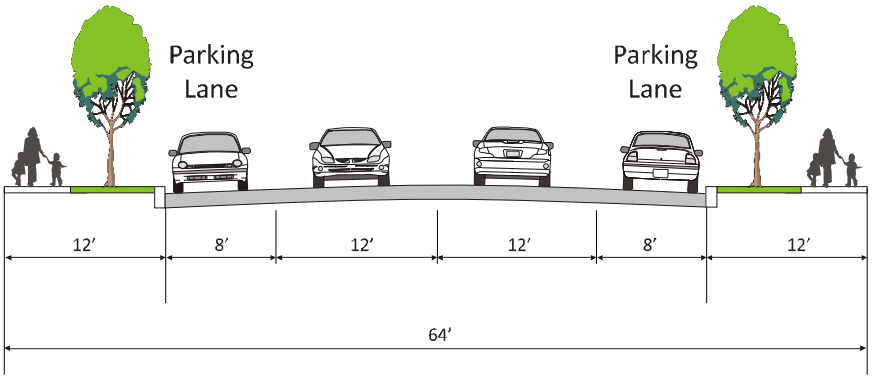


Collector Streets

Collector Streets provide a transition between local streets and higher-speed arterial roadways. These roadways are often designed for low speeds and generally provide on-street parking.

Collector Streets Examples: Citrus Street, Laurel Street, C Street, E Street, H Street, M Street, N Street, Pennsylvania Avenue, 7th Street , N Street, M Street, and 10th Street

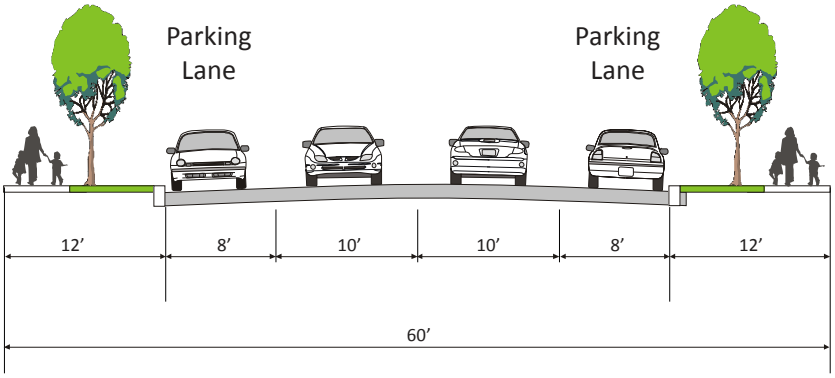
Collector Street
(2 Lanes with Parking)



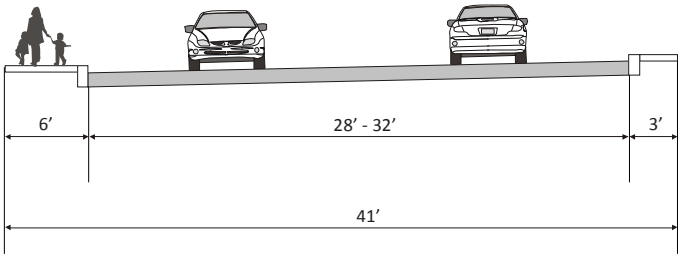
Local Streets

Local streets are neighborhood roadways designed to provide vehicular, pedestrian, and bicycle access throughout the City. They are intended to carry low volumes of traffic at low speeds and allow on-street parking. Traffic-calming measures can be implemented to discourage or prevent through traffic. All unclassified roads on the Circulation Plan are designated as a Local Street. In hillside areas, the City has adopted a separate standard for Local Streets.

Local Street
(2 Lanes with Parking)



Hillside Local Street
(2 Lanes)



Special Roadway Considerations

Colton has an extensive street network connecting neighborhoods and districts. The typologies and roadway classifications presented above are meant to establish consistent standards for the design, construction, and maintenance of the City roadways. There are several streets that serve special functions with unique design characteristics that must be enhanced or protected. Each has a unique history and role in the formation of Colton and will continue to provide connectivity throughout the City. The following provides a description of the long-term priorities for the special roadways.

Valley Boulevard

Valley Boulevard is a major east-west roadway paralleling I-10 and connecting Colton westerly to Rialto, Fontana, and Ontario. Valley Boulevard is classified as a Major Arterial. Along particular segments, Valley Boulevard serves as a Transit Street, recognizing its cross-city connector function and potential to accommodate BRT lanes. On the west side of Colton between the western City limits and Rancho Avenue, Valley Boulevard will primarily carry transit and cars. Between Pennsylvania Avenue and 10th Street, Valley Boulevard will transition into a pedestrian-friendly roadway as it traverses Downtown Colton. The key objective for Valley Boulevard is to accommodate multiple modes of transit.



Valley Boulevard at Pepper Avenue, near the I-10 freeway interchange

Mount Vernon Avenue

Mount Vernon Avenue is a north-south roadway that moves traffic from I-10 and Valley Boulevard north through Colton into the City of San Bernardino. South of Valley Boulevard, Mount Vernon crosses the Santa Ana River and connects to I-215. With planned improvements to the bridge and the interchange, Mount Vernon will be able to provide improved north-south mobility. Thus, it is identified as a Transit Street between Colton Avenue and the northern City limits, as it could accommodate future BRT. The entire roadway is designated a Major Arterial.

North of I-10, the City has invested in street landscaping, classic-style street lamps, and other enhancements to create a more attractive streetscape. Mount Vernon Avenue along this stretch is envisioned as a Transit and Pedestrian corridor that serves pedestrian-scale land uses and higher-density residential uses near La Cadena Drive. With the presence of the community college at the north end (just outside of the City limits) and opportunities along the street for neighborhood-serving commercial uses, Mount Vernon can be transformed to a much more walkable and enjoyable corridor for the neighborhoods the street directly serves.



Mount Vernon Avenue north of I-10

La Cadena Drive

La Cadena Drive is the historic spine of Colton, connecting Downtown Colton to south Colton and to the southern residential neighborhoods bordering the La Loma Hills.

North La Cadena Drive, between Valley Boulevard and C Street, is envisioned as a pedestrian-oriented street serving Downtown Colton. The long-term goal for this street section is to return the street to its “Main Street” function in Downtown Colton, with wider sidewalks and pedestrian amenities, including street furniture and enhanced street crossings. The street design will reinforce the Mixed Use-Downtown land use designation, which emphasizes pedestrian comfort and convenience. Vehicular and transit vehicles will also be accommodated, but at a lower priority than pedestrians. Design components will be established in the Downtown Colton Specific Plan.

South La Cadena Drive, from Valley Boulevard to the southern City limit, will have the primary purpose of moving vehicles efficiently and safety. Pedestrian improvements will be provided as needed to serve the abutting commercial properties and to allow safe pedestrian crossing of this busy street.

To meet the goal of improving the pedestrian environment of La Cadena Drive and also accommodating vehicles along this street, traffic improvements include adding additional traffic signals at intersections where signals are warranted, between Valley Boulevard and C Street.



North La Cadena Drive just north of Valley Boulevard

Colton Avenue

Colton Avenue traverses diagonally across the east edge of Downtown and links Colton to retail shopping centers in San Bernardino. A portion of the Colton Avenue right-of-way previously included a Southern Pacific rail line. The former rail line now accommodates the Colton Avenue Bike Path, a Class I bicycle route. (See the Bicycle Plan section of this Element for descriptions for the various bike route classifications.) The street is identified in Figure M-1 as a Bicycle Street. Between 10th Street and Mount Vernon, Colton Avenue will accommodate BRT. This roadway and bicycle path can provide bicycle, vehicle, and potential transit mobility from the northeast residential neighborhoods into Downtown Colton. To make bicycle and pedestrian mobility more desireable and reduce vehicle speeds on Colton Avenue, the City will investigate appropriate and effective traffic-calming approaches consistent with adopted traffic-calming policies.



Bike path located along the Colton Avenue right-of-way

San Bernardino Avenue/Olive Street

Through western San Bernardino County cities, San Bernardino Avenue serves as a cross-town arterial route. As it passes into Colton, it becomes Olive Street and functions more as a local street, serving residential neighborhoods north of Downtown. Between the western City limits and Pepper Avenue, San Bernardino Avenue may become part of a countywide BRT system. In Colton, this will provide an important commuter tie to the Arrowhead Regional Medical Center and mixed-use developments within the West Valley Specific Plan area. The key objective for the San Bernardino Avenue corridor is to accommodate transit, vehicles, and pedestrians as development occurs within the West Valley Specific Plan.

Pepper Avenue

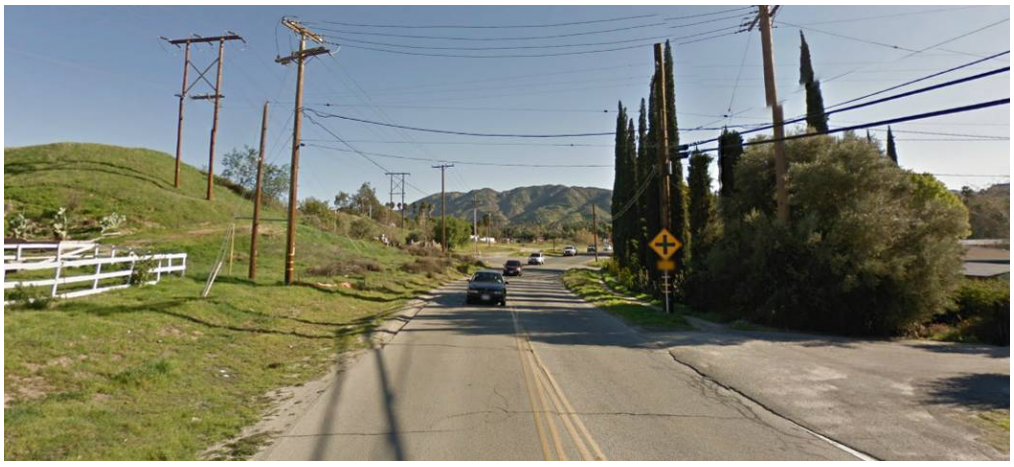
Pepper Avenue Pepper Avenue is a Major Arterial that provides north-south access in west Colton to the I-10 freeway, between Randall Avenue and Slover Avenue. The portion of Pepper Avenue between San Bernardino Avenue and Valley Boulevard will be part of the BRT system. Objectives for Pepper Avenue are to accommodate vehicles, transit, and pedestrians north of the I-10 freeway. Over the very long term, the City will investigate whether a more southerly extension of Pepper Avenue is warranted based on traffic flows.

Rancho Avenue

Rancho Avenue is a major north-south roadway primarily intended to move traffic between I-10 and South La Cadena Drive, where it serves industrial uses along this corridor. Because of the economic importance of the industrial district to Colton, the City is interested in ensuring that the Rancho Avenue/I-10 interchange works efficiently to move trucks and other vehicles to and from industrial uses in south Colton and the Agua Mansa Road industrial district. The key objective for Rancho Avenue south of I-10 is to continue to move vehicular traffic through western Colton safely and efficiently, while serving industrial uses within this area.

Reche Canyon Road

Reche Canyon Road is a specialized regional roadway that connects Colton to Moreno Valley in Riverside County. Segments of this roadway, as the road winds through the canyon, have an almost rural character. Although Reche Canyon Road has long been a two-lane road, the City's long-term objective is to provide four travel lanes in a manner sensitive to the neighbor character. The design should not allow Reche Canyon Road to become a high-speed bypass, but the road should better accommodate demand for inter-county connections. The priority is to move vehicles safely and efficiently. Low priority will be given to pedestrian and transit accommodations. Bike routes may be provided where feasible. Where Reche Canyon Road terminates at Barton Road, a new wishbone configuration road design will provide more efficient traffic movements. Also, a second connection to Barton Road to the west will be explored in conjunction with land division applications.



Reche Canyon Road near Peppertree Lane

Washington Street/Barton Road

Washington Street and Barton Road are Major Arterials that serve southeast Colton. Two critical improvements are planned for Washington Street: 1) extending Washington Street west to La Cadena Drive and 2) reconfiguration improvements to the Washington Street and Mount Vernon/I-215 freeway interchange. This interchange provides connectivity to areas east of I-215 within Colton and to Barton Road. Barton Road provides connectivity between Grand Terrace and Loma Linda via Colton. Extension of Washington Street is critical to improve east-west connectivity.

Long-Term Roadway Improvements

Over time, as properties develop that align with the Land Use Element, roadway improvement projects will be necessary to alleviate traffic congestion and improve the overall mobility of the community. The City will pursue two primary courses of action to improve mobility: 1) implement physical improvements (street widening, realignment, or adding new connections) to improve intersections and street segments, and 2) implement technological solutions (intelligent transportation systems) to improve mobility.

Planned road widening and extension projects, shown on Figure M-3, designed to minimize traffic impacts from new development and address long-existing congestion/mobility issues include:

- Agua Mansa Road widening from the Rialto Channel to Rancho Road
- Mill Street widening from Bordwell Avenue to Rancho Avenue
- Widening of Fogg Street under the UPRR bridge
- Washington Street western connection to La Cadena Drive and to Riverside Avenue
- N Street connection to Fogg Street
- Key Street/Pellisier Road extension to La Candena Drive
- Reche Canyon Road realignment at Washington Street and Hunts Lane
- Reche Canyon Road realignment near Shadid Drive
- Reche Canyon Road connection to Barton Road

Where widening of streets is not appropriate—such as La Cadena Drive, Colton Avenue, or segments of Washington Street—the City may implement intelligent transportation systems (ITS) technologies. ITS applies advanced technologies of electronics, communications, computers, and sensors within the transportation system in order to improve safety, efficiency, and service through transmitting real-time traffic information. For example, to move vehicles through a major roadway in Colton, the City can synchronize street signals so that vehicles can pass through mostly green lights when driving at the appropriate speeds. ITS improvements such as enhanced signal coordination can provide nominal improvements to traffic flow.

Gateway Treatments

Aesthetic improvements to street parkways and medians will include gateway treatments identified in the Land Use Element. Also, with the planned reinvention of Downtown Colton, providing easily identifiable routes to Downtown from the I-10 freeway ramps will be critical. Plans for the widening of I-10 do not provide for changes to the 9th Street and La Cadena Drive ramps. However, the City will pursue with Caltrans and SANBAG configuration, signage, and landscaping enhancements that facilitate traffic flow into and out of Downtown, and that provide quality aesthetic treatments of the underpasses.

Level of Service Objectives

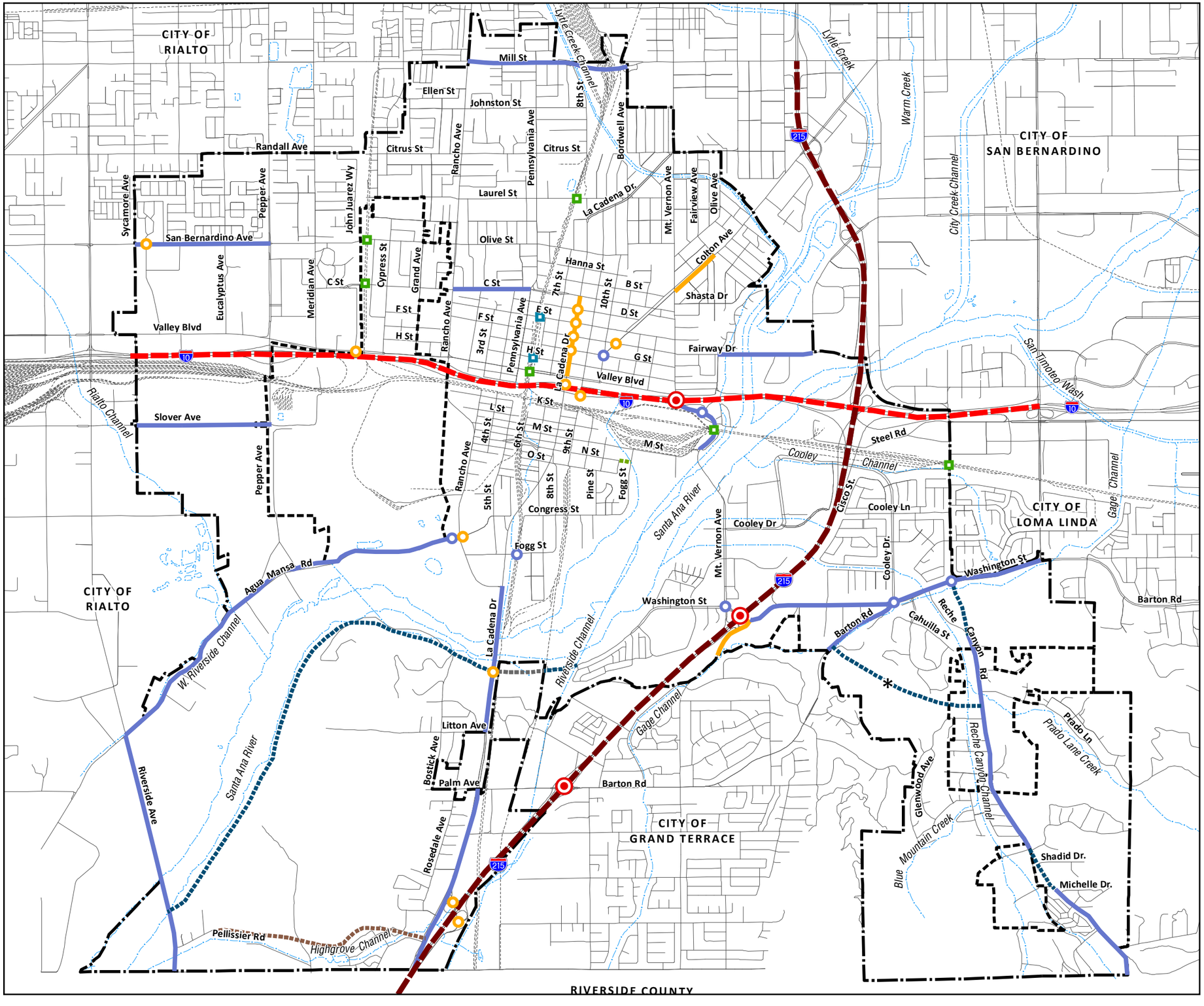
Colton's goal is to ensure mobility within and through the City by maintaining LOS D or better along most roadways and at signalized intersections. LOS D has been used in project-level review by the City of Colton. Establishment of the LOS D standard recognizes that some congestion will occur during peak hours, but that roadways will function at much better levels of service during the balance of the day.

At certain locations, such near freeway interchanges, LOS D may not always be practical because street widening would take too much land from the urban fabric of the adjacent commercial areas, negatively impact the pedestrian environment in mixed-use districts, and be cost prohibitive. Where feasible, the City will strive to maintain intersection traffic flows at Level of Service of D during peak hours for all roadways in Colton (see Policy M-3.5).

Where it is not feasible to achieve roadway cross sections that meet these LOS objectives, the City will consider other methods of improving roadway operations, such as implementing parking restrictions, driveway consolidation, and other operational measures.

Figure M-3:

Long-Term Roadway Improvements



Freeway Improvements

- New HOV or Express Toll Lanes in Each Direction
- New HOV and General Purpose Lanes in Each Direction
- Freeway Interchanges with Planned Improvements

New Roadway Extension or Realignment

- Planned Arterial
- Planned Secondary
- Planned Collector
- Planned Roadway Located in Another City

* Conceptual roadway location. Final roadway location to be determined on proposed subdivision design.

Planned/Proposed Street Segment Improvements

- Widen
- Advance Corridor Signal Synchronization

Planned/Proposed Intersection Improvements

- Turn Lane/Widen Intersection
- Add Traffic Signal

Street Closures and Grade Seperations

- Street Closure (BSNF Quiet Zone Project)
- Grade Seperation at Railroad

Boundaries

- City Boundary
- Sphere of Influence
- Railroad Tracks
- Watercourse

Date: October 16, 2012
Prepared by: Hogle-Ireland, Inc.
Source: KOA Corporation, 2012; SANBAG Development Mitigation Nexus Study, Nexus Study Attachment 1 (Arterial Project List).

0 2,000 4,000 6,000 8,000 Feet

Backside of Figure M-3: Long-Term Roadway Improvements

Neighborhood Traffic Safety and Congestion

As traffic in Colton and the region increases and through traffic tends to seek alternative routes, these alternative routes may indirectly or directly impact local neighborhoods. This occurs when drivers divert from congested arterial roadways to local and collector roads. The City is committed to the preservation of its residential neighborhoods, and has established policies that will contribute to lessening traffic impacts.

Certain residential neighborhoods in Colton experience significant traffic impacts, including speeding, excessive volumes, truck traffic, and cut-through traffic during peak hours of the day. In addition, local streets directly adjacent to schools experience traffic impacts as well, such as cut-through traffic (vehicles and buses) and speeding, and pick-up and drop-off trips during morning and mid-afternoon hours. Parents shuttling children to school significantly increase traffic on local streets that surround the schools. Student parking for Colton High School can encroach into surrounding residential neighborhoods, creating traffic and parking impacts. In south Colton, errant truck traffic on M Street impacts residential neighborhoods.

A key way to control the movement of traffic through an area is through the use of traffic-calming techniques. The Public Works Department has prepared a traffic-calming policy document to guide decisions and approaches to addressing speeding, traffic volumes on local streets, and high incidents of vehicle collisions. Figure M-4 illustrates common traffic-calming measures and the driver behavior they aim to address.

Figure M-4:
Traffic-Calming Approaches

Speed Humps



Description:
A speed hump is a rounded traffic calming device used to reduce vehicle speed and volume on residential streets. Humps are placed across the road to slow traffic. They are typically located generally mid-block between intersections.

Addresses:
Speeding and vehicle volume

Bulb-Outs



Description:
Curb extensions to physically reduce the road's width at intersections. Used to provide both physical and visual narrowing of the roadway to force drivers to slow down and to shorten the crossing distance for pedestrians.

Addresses:
Speeding and pedestrian safety

Chicanes



Description:
A series of bulb-outs or curb extensions that narrow the street and inserts curvature in an otherwise straight stretch of roadway.

Addresses:
Speeding and cut-through traffic

Medians and Median Islands



Description:
Medians and median islands located near the center portion of the street can be used to:

- Narrow lanes
- Introduce horizontal deflection as part of a chicane configuration in conjunction with bulb-outs
- Provide a visual line-in sight interruption on a straight street by placing landscaping and trees in what was the middle of the street
- Provide a pedestrian refuge

Addresses:
Speeding and pedestrian safety

Radar Speed Signs



Description:
Driver feedback signs that use radar to provide motorists with an instant message, displayed on a reader board, telling them how fast they are driving and to encourage drivers to slow down and drive the posted speed.

Addresses:
Speeding

Turn Restriction Signs



Description:
Signs may be installed which prohibit certain movements at an intersection, e.g., "No Left Turn". This measure is applicable on streets where cut-through traffic exists. This method can be tailored to be applicable during the most problematic times by defining a time-period for the restriction.

Addresses:
Cut-through traffic

Roundabouts



Description:
A roundabout is a circular, raised island with deflector islands that form a hub for the traffic that flows around it and the streets that shoot off it. Traffic circulates within roundabouts in a counter-clockwise direction and exits the roundabout by turning right onto the desired street. The drivers select gaps in the traffic to enter the roundabout from each approaching street without having to stop but having to yield to vehicles already engaged in the roundabout.

Addresses:
Speeding and accidents

Regional Circulation

Transportation planning cannot be considered separately from the regional context. It is important that local transportation decisions are made in the context of regional transportation planning plans and projects.

Colton is strategically located in the Inland Empire, with excellent access to regional transportation facilities in San Bernardino and Riverside counties, including freeway, arterial roadways, and freight and passenger rail connections. The City is served by two regional freeways: Interstates 10 and 215. I-10 traverses east to west through the Colton, and I-215 runs north to south along the City's eastern edge.

In addition to the freeways, major roadways connect Colton regionally, including Reche Canyon to Moreno Valley; Barton Road to Loma Linda and Redlands; Valley Boulevard to the cities of Rialto, Fontana, and Ontario; Agua Mansa Road to Riverside; and Mount Vernon Avenue to San Bernardino.

Transportation plans prepared by SANBAG, San Bernardino County, and the San Bernardino County Transportation Commission focus on the regional transportation system. Other plans have also been prepared to locate future routes for mass transit, including rail and express bus service. The best way to maximize transportation choice in Colton's future is to integrate local transportation planning with regional efforts, and for the City to participate actively in regional mobility planning initiatives.

Transit, Biking, and Walking

Transit, biking, and walking are grouped together because a successful trip may include these modes to finish or start a trip. Getting to or departing a bus or train may require walking. Many buses and certain train cars include bike racks, allowing a transit rider to a bike several miles then easily board a bus or train for the remainder of the trip. These modes are also combined because they are alternatives to the automobile, and using these modes reduces vehicle trip and greenhouse gases.

To achieve efficient and effective travel within Colton, policies should not just focus on strategies to improve traffic flow, but also on ways to encourage the use of alternative mobility options. A balanced transportation system includes transportation strategies and programs aimed at reducing congestion, in turn allowing for the safe and efficient movement of people, goods, and services throughout the City.

Transit Mobility

To achieve a balanced and integrated transportation system that responds to complete streets, policies in this Mobility Element focus on ways to encourage transit use. Transit options are important because they provide alternatives to the automobile, particularly for Colton populations (children, seniors, and the physically disabled) who do not have access to a vehicle.

Public transit takes many forms, including heavy rail, bus, shuttle, and paratransit. San Bernardino County has a limited transit network managed by various agencies. With Colton focusing on alternative modes of transportation, creating easier access to all types of transit is a key goal. While public transit is provided and maintained by other agencies, the City can greatly influence ridership through land use and zoning decisions, connectivity to other modes (including biking and walking), and improving traffic operations within key corridors to facilitate bus headways. The City can also dedicate rights-of-way for new BRT systems where appropriate and continue extensive consultation with various agencies to expand heavy rail (Metrolink) service and accessibility. Figure M-5 indicates the location of existing and planned transit routes and facilities.

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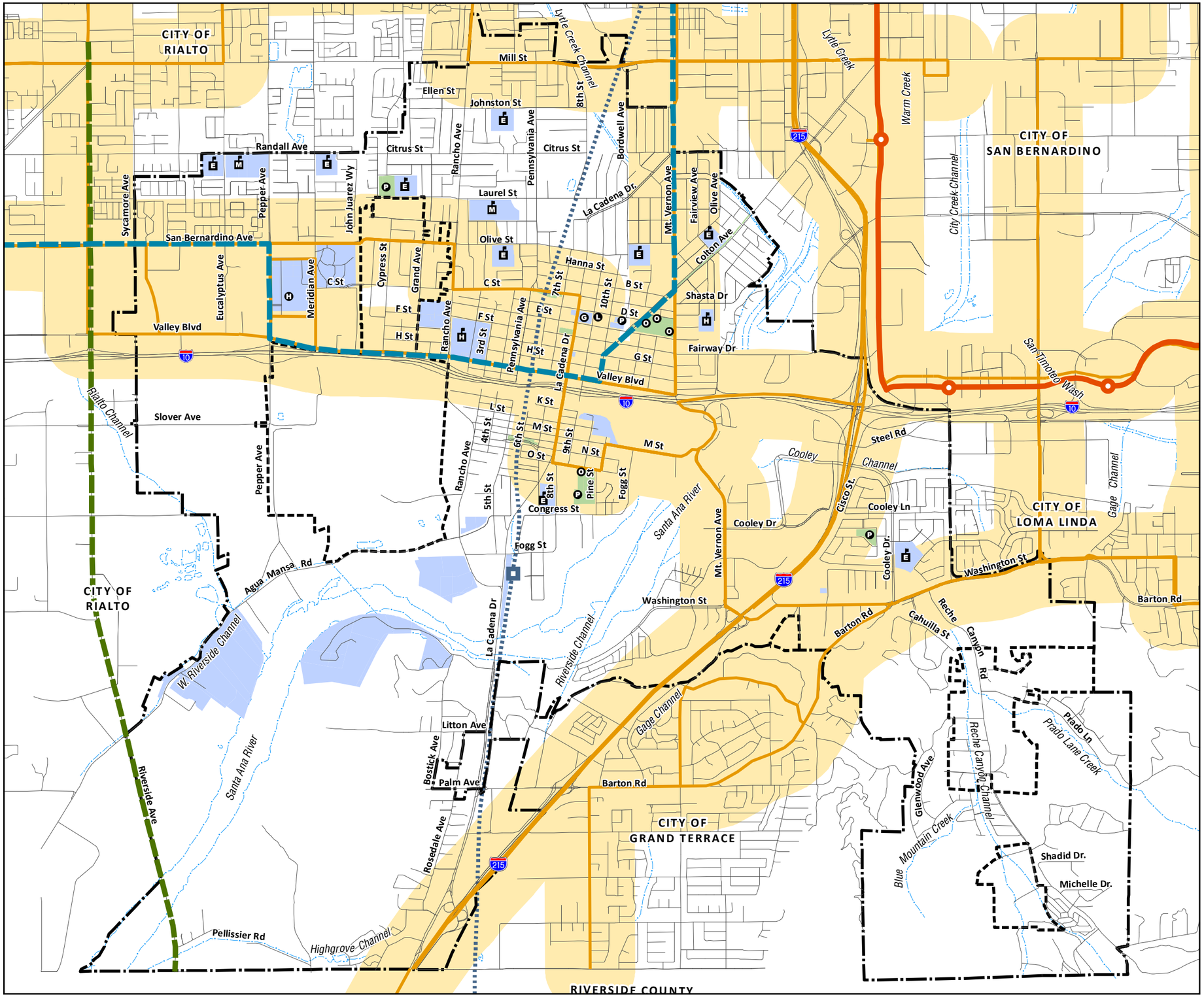
Figure M-5:

Transit Plan



Transit Lines and Facilities

OmniTrans

- OmniTrans Bus Routes (Routes Subject to Change)
- Quarter Mile Walking Distance to Bus Route

Bus Rapid Transit (BRT)

- sbX - "E" Street Line
- Holt Line (Planned)
- Riverside (Planned)
- BRT Stations

Metrolink

- Metrolink
- Potential Station Location

Parks and Schools

Land Use

- Open Space - Recreation
- Public/Institution

Base Map

- City Boundary
- Sphere of Influence
- Watercourse

Public Facilities/Institutions

- Elementary School
- Middle School
- High School
- Community Center
- City Hall
- Hospital (Private)
- Library
- Parks

Date: January 5, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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Backside of Figure M-5: Transit Plan (11x17)

Bus

Omnitrans is the primary public bus transit provider in Colton and the San Bernardino region. Omnitrans operates two services: a fixed-route bus service with several routes and a demand-responsive bus pickup service called Omnilink. These two services generally provide residents and businesses with access to bus transit. Given the suburban environment and low densities in Colton neighborhoods, bus transit is not as frequent as compared to an urbanized area, such as downtown Los Angeles. Therefore, City planners and decision makers must work with Omnitrans staff to identify areas in Colton where transit is more responsive to the populations needs. Schools, higher density residential uses, Downtown Colton, the emerging West Valley mixed-use district, major corridors, and commercial activity areas are locations where transit options become essential.

In addition, where the Land Use Element projects housing and employment growth, such as the West Valley Specific Plan and Downtown Colton areas, efforts must be made to incorporate these areas into the long-term transit plans for the future.

ParaTransit

Omnitrans also provides seniors and persons with physical or cognitive disabilities specialized transit service through its Dial-A-Ride program. This is a service designed to meet the requirements of the Americans with Disabilities Act (ADA), and is demand/response service.

Bus Rapid Transit

Bus rapid transit, or BRT, is a transportation system that uses buses to provide faster, more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles, and/or scheduling. The goal of these systems is to approach the service quality of rail transit while still enjoying the cost savings and flexibility of bus transit.

The BRT system is similar to a bus route, but with improved infrastructure to move the bus faster along its route. These improvements include bus stations rather than stops and designated bus-only lanes. BRT gets traffic priority signalization, and GPS tracking informs riders then the next bus is approaching. Buses stop at stations that allow people to board the bus quickly, including those on wheelchairs. Some buses may include interior bike racks.

According to SANBAG long-range plans and the Measure I Strategic Plan, one BRT line is planned for Colton to connect to other BRT lines in Rialto and San Bernardino. The San Bernardino Avenue BRT line is planned for San Bernardino Avenue, Pepper Avenue, Valley Boulevard, 10th Street, Colton Avenue, and Mount Vernon Avenue. This continuous line will include three stations in Colton. The line is anticipated to end at a transit center on the E Street BRT line. The BRT system will be owned and operated by Omnitrans.

Passenger Rail

Both Amtrak and Metrolink passenger rail services utilize existing rail lines in Colton to get to and from stations in the cities of Riverside and San Bernardino. The Metrolink trains and Amtrak's Southwest Chief also use the Burlington Northern Santa Fe track through Colton Crossing, while Amtrak's Sunset Limited uses the Union Pacific Railroad tracks.

The San Bernardino Metrolink and Amtrak stations are located at the Santa Fe Depot near the intersection of Mount Vernon Avenue and 3rd Street in the City of San Bernardino, approximately three miles from Downtown Colton. The Riverside Station (Amtrak) and Riverside-Downtown Station (Metrolink) are located in Downtown Riverside off of Vine Street, approximately eight miles from Downtown Colton.

As Metrolink service demand increases, a planned station in south Colton will provide additional boarding capacity. Given the location along La Cadena Drive in an economically healthy industrial district, the City does not anticipate providing for transit-oriented development (TOD) approaches at this location in the near term. The station will largely serve a commuter function. However, the City will continue to explore opportunities to create a second or alternative Metrolink station in or closer to Downtown Colton, where a true TOD might be achieved.

Bicycle Mobility

To support physical activity and alternative modes of transportation, Colton residents should be able to easily cycle to work, school, parks, libraries, and other local destinations using convenient routes. Continuing to allow bicycles on buses and providing secure bicycle parking facilities will further encourage bicycling. The opening of the 2.2-mile bike path that runs along Colton Avenue north to G Street in the City of San Bernardino illustrates the bicycle opportunities in the City.

Bicycle facilities, illustrated in Figure M-6, are classified as follows:

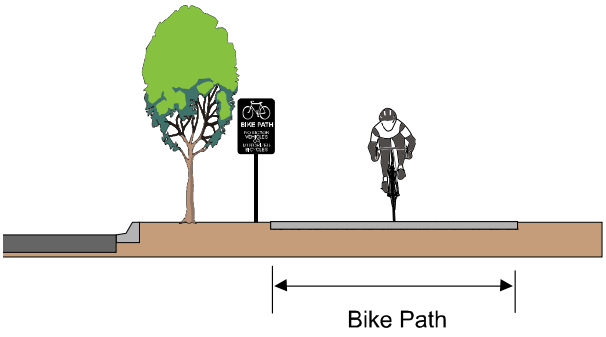
- Class I (Bicycle Path) – Intended for the exclusive use of bicycles. While it may parallel a roadway, a Class I bike facility is physically separated by distance or a vertical barrier.

- Class II (Bicycle Lane) – Shares the right-of-way with a roadway or walkway. Class II facilities are indicated by a bikeway pictograph on the pavement and a continuous stripe on the pavement, or are separated by a continuous or intermittent curb or other low barrier.

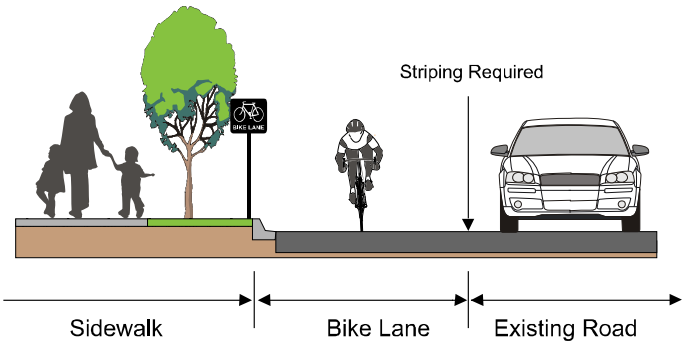
- Class III (Bike Route) – Shares the right-of-way with a roadway or walkway. Not indicated by a continuous stripe on the pavement or separated by any type of barrier, a Class III facility is instead identified as a bikeway with signage.

Figure M-6:
Bikeway Classifications

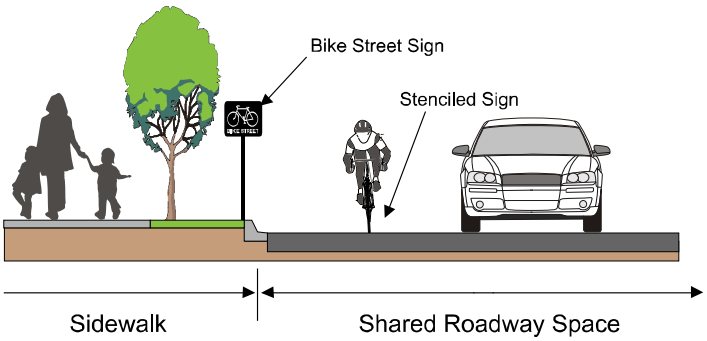
Class I (Bike Path)



Class II (Bike Lane)



Class III (Bike Route)



The Bicycle Plan illustrated on Figure M-7 promotes a safe and efficient network of bikeways for recreational and commuter use within the City. The planned bike network is not a contiguous network, and efforts should be made to expand the network to provide continuity within the City, and to the networks of adjacent jurisdictions and existing bicycle amenities.

Santa Ana River Trail

The Santa Ana River Trail spans the City of Colton for over six miles between the Riverside County line on the west and the City of San Bernardino on the east, paralleling the Santa Ana River. The trail provides the Colton community a welcome recreational amenity. The City supports enhanced access to this trail at locations within Colton.

Walking in Colton

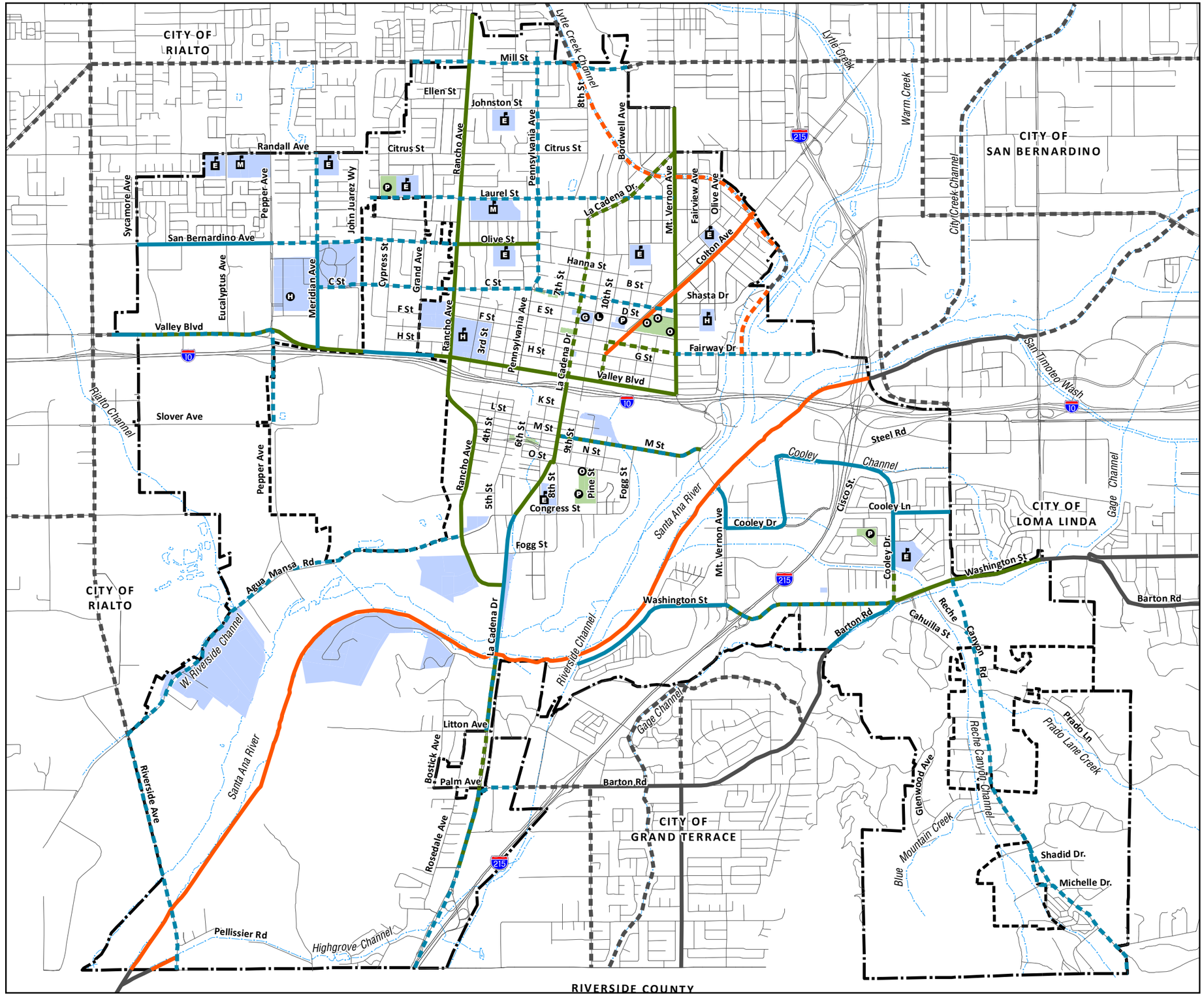
Most trips begin and/or end with a person walking to/from a destination, at least for a short distance. Thus, the walking environment is one of the most basic elements of public space. The pedestrian network in Colton consists primarily of sidewalks provided along most roadways in commercial districts and residential neighborhoods. Sidewalks vary in width and physical conditions, making some more attractive to walking than others. Sidewalks also provide a primary transportation mode for mobility-impaired population groups such as youth, seniors, and disabled persons. In addition, Class I bicycle paths are designed as multi-use trails that pedestrians can also use.

A safe pedestrian system that links commercial, residential, and open spaces areas offers several economic and environmental benefits: improved health for those who walk, reduced vehicle emissions and congestion, and decreases in greenhouse gases. To improve pedestrian safety and encourage walking, specific improvements can be made based on site-specific issues:

- Widening of sidewalks
- Use of special paving or markings at pedestrian/vehicle interfaces
- Improve signal phasing and pedestrian flow patterns at intersections
- Provide sidewalk curb cuts for the physically challenged
- Use auditory cross walk signals for the hearing impaired
- Increase the number of street trees with large canopies along sidewalks to provide shade
- Provide for safe, well lighted rest areas such as shaded benches or planter boxes

Figure M-7:

Bicycle Plan



Bicycle Classifications

- Class I
- Planned Class I
- Class II
- Planned Class II
- Class III
- Planned Class III
- Outside City of Colton
- Planned Outside City of Colton

Parks and Schools

Land Use

- Open Space - Recreation
- Public/Institution

Base Map

- City Boundary
- Sphere of Influence
- Watercourse

Public Facilities/Institutions

- Elementary School
- Middle School
- High School
- Community Center
- City Hall
- Hospital (Private)
- Library
- Parks

Date: January 5, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino Association of Governments, March 2011.

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Back Page: Figure M-7: Bicycle Plan (11x17)

Pedestrian Connections

Walkability, access, and connections are essential components of a circulation system that easily and specifically accommodates pedestrians. Walkability includes wide sidewalks, safe street crossings, features that encourage cautious driving, and a pleasant and safe walking environment. Walkways, well-designed pedestrian crossings, pathways, and pedestrian short-cuts allow people to get from one destination point to another with ease. Dedicated pedestrian paths can provide access between residential and activity areas, especially if streets do not connect. Pedestrian connections should be provided primarily to and from activity centers such as Downtown Colton, to parks and commercial areas within south Colton, to businesses along Mount Vernon Avenue and Valley Boulevard, within Cooley Ranch, and to neighborhood schools. Handicapped access strategies should also be incorporated into all street and pathway plans.

Walkability Improvements and Pedestrian Amenities

Pedestrian systems must easily and efficiently connect people to their desired destinations within the City. To feel secure, walkways and other public spaces should be open to public view. Pleasant and secure places have many houses, stores, and public spaces where we can know our surroundings.

Colton supports proactive integration of pedestrian-oriented improvements and amenities within the City's circulation system to improve walkability. Primary additional locations for incorporating these features include Valley Boulevard, La Cadena Drive, Colton Avenue, Mount Vernon, and Washington Street. Within the developing West Valley area, good pedestrian connections will be paramount to create an integrated mixed-use district. However, these principles should also be applied to other roadways within Colton, where feasible and appropriate.

Downtown Colton and the West Valley area, as described in the Land Use Element, are planned to transform into pedestrian-friendly activity centers. What does pedestrian friendly mean? Downtown's transformation will include denser development and some three- to four-story buildings that will accommodate residential, office and commercial uses. The design of these buildings will include creating a streetscape not only designed for automobiles, but for pedestrians as well. In the West Valley area, the proximity of complementary land uses will encourage walking. Improvements will include:

- Wider sidewalks
- Well-marked pedestrian crossings
- Buildings frontages directly along sidewalks
- Parking lots sited on the rear or side of the buildings
- Street-front entrances
- Pedestrian amenities, including benches, trees
- Sidewalk activity, including outdoor sidewalk seating (sidewalk cafes)
- Bus stops with shelters

These amenities and design features are meant to create a better experience for the pedestrian and those who use the sidewalk, and transit system.

Goods Movement

Freight or goods movement refers to goods transported by ship, plane, train, or truck. In Colton, only rail and truck modes apply. The benefits of moving goods, both locally (to and from Colton businesses) and regionally (through Colton via rail and truck routes) are jobs and prosperity for businesses. Goods movement has fueled thousands of jobs locally and regionally.

With the growth of the Ports of Los Angeles and Long Beach, Colton will continue to see heavy rail traffic. The Colton Crossing improvement project will in part alleviate the increased congestion and conflicts. However, the proximity of industrial businesses to residential neighborhoods (as described in the Land Use Element) exposes local residents to the impacts of many rail lines and trucks traffic that serve the industries.

Freight Rail Lines

The City is served by two freight railroad lines and operators that utilize multiple rail corridors within the City: the UPRR and BNSF (see Figure M-8). Both railroads have large transfer yards within or close to the City, and both have the same primary destinations of the Los Angeles metro area, port facilities of Los Angeles and Long Beach, and inland ports in the Cajon Pass, high desert (Victor Valley), and low desert (Coachella Valley). Also, both railroads have small rail spur lines that serve local industrial businesses.

The UPRR has a major east-west track along the south side of the I-10 freeway and north-south lines located east of Meridian Avenue within Colton. The tracks that parallel along I-10 include a major transfer yard referred to as the West Colton yard. BNSF operates lines that run north-south through the City, along a corridor between Pennsylvania Avenue and 6th Street. A BNSF transfer yard partially lies within Colton near 8th Street and Mill Street.

As described above, Colton is the site of Colton Crossing, one of the busiest at-grade railroad crossings in the United States. The main transcontinental trunk lines of UPRR and BNSF cross at this point. As traffic on each line has soared since the mid-1990s, fueled largely by the vast increase in imports passing through the ports of Los Angeles and Long Beach, the primitive crossing has become a serious bottleneck. The crossing was installed in August 1882 by the California Southern Railroad to cross the Southern Pacific Railroad's tracks while building northward from San Diego. Colton Crossing will improve train efficiency for both UPRR and BNSF within this area, but also reduce vehicular traffic delays at street crossings caused by slow-moving or stopped trains. Fewer idling trains also will improve local air quality.

Freight Rail Impacts

Neighborhoods and residential areas abutting the rail lines are impacted by the noise, vibration, and air quality impacts caused by the trains. There are sites throughout Colton where single-family homes are adjacent to the train tracks. In some instances, the distance between a residence and train track is less than 50 feet.

Around Downtown Colton, some homes have side yards or back yards facing the BNSF rail lines along E Street, D Street, C Street, and Oak Street. In south Colton, houses on K Street back to the UPRR rail lines. Homes along this street will be subjected to the impacts of the Colton Crossing project construction. Farther south, homes along Walnut Street, Maple Street, and Stephen Street also back to the BNSF rail lines.

Efforts to reduce some of these impacts include a planned Laurel Street and BSNF underpass, the removal of the 9th Street railroad spur, and a quiet zone through Colton (closure of E and H streets and improved train gates and City streets). Trains blowing their horns are a huge annoyance for residential areas near train and street crossings. These efforts will greatly reduce train noise within this area.

Truck Routes

The delivery of goods directly to and from Colton businesses is primarily provided by trucks on surface streets. The State of California Vehicle Code has established regulations on the use of local roads by trucks and other heavy vehicles. To protect residential neighborhoods from the impacts of the high volumes truck traffic, certain streets have been designated as truck routes by local ordinance. The City strives to connect local truck routes with other cities' truck routes to form an integrated regional network for the movement of goods.

Routes are designated based on the industrial districts served, access to freeways, industrial, and connector streets, and avoidance of residential neighborhoods. Identifying truck routes is important not just to preserve dedicated routes to serve industrial districts and reduce land use conflicts, but also to allow for proper street construction and maintenance, given that heavy truck traffic impacts physical street conditions more quickly than automobile traffic.

Truck routes will continue to be defined by ordinance via the Municipal Code and will require City Council approval for modification. Truck routes are subject to change based on vehicular traffic, changes to surrounding city truck routes, enforcement, and trucking demand through Colton. At a minimum, the following roadways will continue to serve as truck routes to support industrial business activity:

- Valley Boulevard
- Pepper Avenue
- Mount Vernon Avenue
- Colton Avenue
- Fairway Drive
- La Cadena Drive
- Rancho Avenue (south of Valley Boulevard)
- Washington Street

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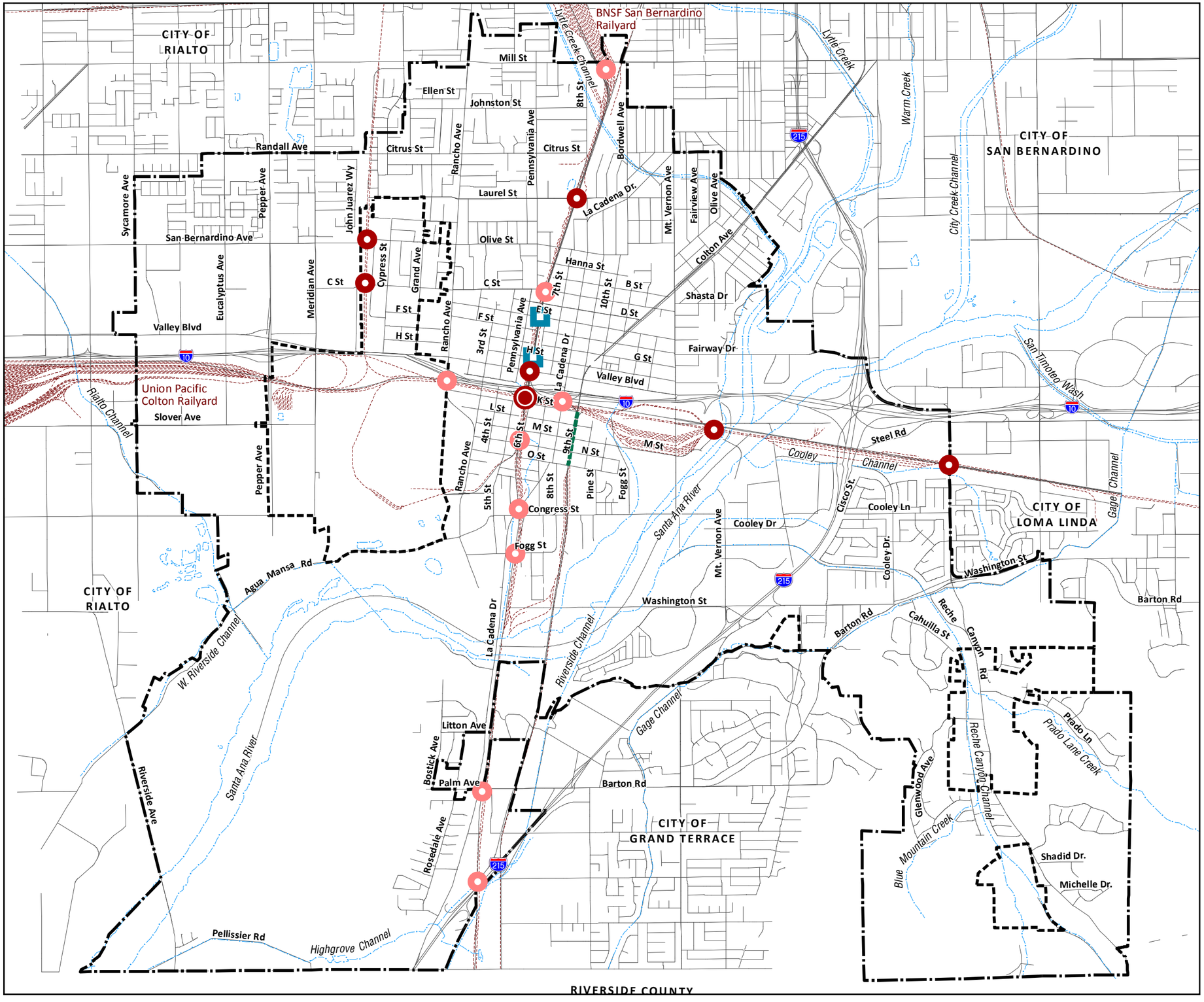
Figure M-8:

Goods Movement


CITY OF RIALTO
CITY OF SAN BERNARDINO
CITY OF LOMA LINDA
CITY OF GRAND TERRACE
CITY OF RIALTO
RIVERSIDE COUNTY
BNSF San Bernardino Railyard
Union Pacific Colton Railyard
Lytle Creek Channel
Lytle Creek
Warm Creek
City Creek Channel
San Timoteo Wash
Rialto Channel
Cooley Channel
Gage Channel
Santa Ana River
W. Riverside Channel
Riverside Channel
Highgrove Channel
Reche Canyon Channel
Prado Lane Creek
Blue Mountain Creek
Mill St
Ellen St
Johnston St
Randall Ave
Citrus St
Laurel St
Olive St
San Bernardino Ave
Hanna St
Shasta Dr
Fairway Dr
Valley Blvd
Slover Ave
Steel Rd
Cooley Dr
Cooley Ln
Washington St
Barton Rd
Litton Ave
Palm Ave
Congress St
Fogg St
Pellissier Rd
Agua Mansa Rd
Cahuilla St
Shadid Dr.
Michelle Dr.
Prado Ln
Sycamore Ave
Pepper Ave
John Juarez Wy
Eucalyptus Ave
Meridian Ave
Cypress St
Grand Ave
Rancho Ave
Pennsylvania Ave
Bordwell Ave
Mt. Vernon Ave
Fairview Ave
Olive Ave
Colton Ave
La Cadena Dr
Riverside Ave
Rosedale Ave
Bostick Ave
Glenwood Ave
Cisco St
Cooley Dr.
Gage Channel
Barton Rd
Reche Canyon Rd
Mountain Creek
Santa Ana River
Mt. Vernon Ave
Pine St
Fogg St
Cooley Ln
Cooley Dr.
Washington St
Barton Rd
Cahuilla St
Reche Canyon Rd
Prado Ln
Prado Lane Creek
Glenwood Ave
Reche Canyon Channel
Shadid Dr.
Michelle Dr.
Blue Mountain Creek
Gage Channel
Riverside Channel
Santa Ana River
W. Riverside Channel
Highgrove Channel
Rialto Channel
Cooley Channel
Gage Channel
Santa Ana River
Mt. Vernon Ave
Cooley Dr
Cooley Ln
Cisco St

Backside of Figure M-8: Goods Movement (11x17)

An effective and efficient goods movement system is essential to the economic livelihood of all districts in the city. Policies for goods movement address all transportation facilities' abilities to accommodate the effective and efficient movement of goods, while balancing the needs of other travel modes.

Truck Impacts

Like residential uses abutting railroad tracks, there are also many instances where residential uses are abutting industrial uses that utilize trucks. Some residential areas may be experiencing a disproportionate adverse, negative health impact from heavy truck and truck traffic volumes. Trucks making deliveries to businesses in Colton are not subject to the truck routes.

To lessen truck impacts in residential neighborhoods, enforcing truck routes is important, but for those trucks arriving to destinations in Colton, traffic-calming measures applied pursuant to adopted City policies may provide some relief to certain neighborhoods.

Truck Routes Performance Criteria

Designated truck routes are not included in this Element, as they may change over time to reflect changing land use patterns and to provide the best interests of businesses, truck drivers, and residential neighborhoods. When revising the designation of truck routes in Colton, as adopted by ordinance, routes must adhere to the following performance criteria:

- Truck routes must avoid unnecessary intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.
- To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage.
- Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses.
- Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.

Goals and Policies

A safe and convenient circulation system is critical to support the variety of land uses in Colton, and to manage traffic that originates in and is destined for locations outside the City. Six major issues are addressed by the goals and policies of the Mobility Element: 1) providing Complete Streets 2) the use of alternative modes of transportation, 3) an efficient street system, 4) efficient and safe freight movement, 5) meeting parking needs, and 6) working with regional partners to meet regional transportation needs.

Complete Streets

Complete streets are essential in Colton for providing safe and efficient connections for vehicles, transit, bicyclists, and pedestrians along Colton's streets, bike paths, bus routes, sidewalks, and trails. The following goals and policies are aimed at implementing Complete Streets principles to provide more options for people; generate less traffic congestion; create walkable neighborhoods and districts; and remove transportation barriers for older adults, children, and people with disabilities.

Goal M-1:	**Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.**
Policy M-1.1:	Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities of all streets.
Policy M-1.2:	View all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Colton. Recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
Policy M-1.3:	Require all new nonresidential, mixed-use, and large-scale residential development projects, through the development review process, to include public transit, bicycle, and pedestrian facilities.
Policy M-1.4:	Plan for multi-use recreation trails and paths that allow for physical activities, including running, walking, and bicycling.
Policy M-1.5:	Minimize vehicle emissions by encouraging land use patterns and multi-modal transportation improvements that reduce the need for automobile trips by making biking, walking, and use of public transit more convenient and available.

Transit, Bicycles, and Pedestrians

The City is committed to providing routes prioritized for transit, cyclists, and pedestrians to achieve mobility and community sustainability goals. These policies will also work toward compliance with State mandates regarding greenhouse gas reductions.

Goal M-2:	**Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.**
Policy M-2.1:	Work with Omnitrans to increase the use of public transit, establish or modify routes, and improve connectivity to regional services that respond to the needs of the Colton community.
Policy M-2.2:	Support Omnitrans' expansion of Bus Rapid Transit (BRT) into Colton. Support establishment of BRT stations near major activity areas, including the Arrowhead Regional Medical Center, Colton High School, and Downtown Colton.
Policy M-2.3:	Require that private development projects provide transit amenities, including bus stops that meet Omnitrans' bus stop design guidelines.
Policy M-2.4:	Work with Omnitrans and other regional transit operators to provide attractive, convenient, and modern bus stops that include shade/weather protection, seats, and timely transit information.
Policy M-2.5:	Work with Metrolink and the Southern California Regional Rail Authority to establish a Metrolink station in Colton along existing Metrolink rail lines.
Policy M-2.6:	Develop and maintain a citywide comprehensive bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.
Policy M-2.7:	Improve and add amenities, such as staging areas, to the Santa Ana River Trail, as identified in the *Santa Ana River Trail Blue Ribbon Committee Trail Vision* document.
Policy M-2.8:	Add bicycle amenities and facilities to new projects and at existing activity centers.
Policy M-2.9:	Condition discretionary projects to require bicycle amenities such as bike racks and secure storage areas.
Policy M-2.10:	Provide pedestrian amenities such as benches, shade trees, and refuse cans on sidewalks along streets that are key pedestrian routes.
Policy M-2.11:	Pursue funding to create and maintain safe routes to schools, as well as similar access to parks and recreational facilities.

Policy M-2.12: Develop a prioritization program that lists sidewalks that are missing and the level of importance of replacing the missing sidewalks.

Policy M-2.13: Require that within Reche Canyon Specific Plan area, sidewalks be provided on one side of the street at a minimum.

Policy M-2.14: Require that all new subdivision projects provide sidewalks on both sides of the street, except for subdivisions that create residential lots that are one acre or larger in size.

Efficient and Attractive Street System

Creating an efficient street system allows people and goods to reach their destinations conveniently by maintaining a well-designed, integrated circulation network. Streets are the backbone to Colton's circulation system. Streets should be considered as places with many functions, including moving people and goods, connecting neighborhoods, and as a statement of civic pride. Limiting congestion and improving the flow of vehicles is not only good for the environment and the air quality, but strengthens the economy and social structure of a community as goods and people move freely without impediments.

Goal M-3: Develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand.

Policy M-3.1: Apply General Plan roadway standards for roadways to the design and construction of future street improvements. Take into account not only automobiles, but also transit vehicles, bicycles, and pedestrians as identified by the Street Typology system.

Policy M-3.2: Implement traffic-calming measures in Colton's residential neighborhoods that are severely impacted by speeding, excessive vehicular volumes, truck traffic, and/or cut-through traffic. Use the City's adopted traffic-calming policies to apply appropriate solutions.

Policy M-3.3: Maintain the City's transportation infrastructure in good condition.

Policy M-3.4: Develop and maintain adequate funding sources for the ongoing maintenance and upkeep of the local street network.

Policy M-3.5: Maintain intersection traffic flows at Level of Service of D during peak hours for all roadways in Colton, except at those locations identified in this Mobility Element where peak-hour LOS E is allowed.

Policy M-3.6: Restrict driveway entrances onto surrounding arterial, secondary and major streets when practical, and minimize through traffic on residential Collector streets.

Policy M-3.7:	Establish a periodic review schedule to assess the adequacy of traffic impact fees charged for new developments.
Policy M-3.8:	Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.
Policy M-3.9:	Connect N Street to Fogg Street in south Colton to provide greater connectivity to the residential properties within this neighborhood.
Policy M-3.10:	Require new subdivision in Reche Canyon and Pellisier Ranch/La Loma Hills areas to provide adequate local and emergency connections to arterial roadways.
Policy M-3.11:	Reconfigure the Mount Vernon, Valley Boulevard, and I-10 freeway interchange to remove the five-legged intersection and improve the operations of this interchange.
Policy M-3.12:	Provide themed signage and related aesthetic enhancements at City gateways, as identified in Figure LU-6 (Land Use Plan) in the Land Use Element.
Policy M-3.13:	Maintain the Long-range Developer Impact Fee program to help fund the cost of transportation system improvements.

Goal M-4: Provide appropriate access, logical configuration, and adequate capacity at freeway interchanges, street and rail intersections, and at bridges.

Policy M-4.1:	Widen the Fogg Street bridge under the Burlington Northern Railroad in south Colton to allow for adequate vehicle access, including emergency vehicles.
Policy M-4.2:	Extend Washington Street westerly to connect to La Cadena Drive.
Policy M-4.3:	Study the La Cadena Drive and 9th Street and I-10 freeway interchanges to develop a better configuration that would allow traffic to be directed efficiently into Downtown Colton and avoid driver confusion.
Policy M-4.4:	Provide for the continuity of Washington Street with any interchange improvements at the Washington Street and I-215 freeway.
Policy M-4.5:	Require that the La Cadena Drive and I-215 freeway interchange improvements keep the entire interchange within the Colton city limits.
Policy M-4.6:	Ensure that all interchange reconfiguration projects, grade separation improvements, and bridge widening projects be designed and implemented in a manner that provides positive benefit to the City of Colton.

Policy M-4.7:	Work with Caltrans and the San Bernardino Association of Governments to replace the Mount Vernon Avenue bridge crossing of the Santa Ana River to alleviate congestion.

Goods Movement

The efficient movement of goods and freight support the economic success of the City and local and regional businesses. The transportation system needs to respond to the needs of businesses to easily access regional routes and access local commercial and industrial business. The designation of truck routes and maintained rail lines and spurs are central to these needs.

Goal M-5:	**Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.**
Policy M-5.1:	Work with railroad operators to limit the aesthetic, noise, vibration, traffic congestion, and air quality impacts of new projects on residential neighborhoods adjacent to railroad lines and railroad projects.
Policy M-5.2:	Ensure that Colton Crossing design, construction activities, maintenance, and railroad operations do not create negative adverse impacts to surrounding residential properties.
Policy M-5.3:	Maintain the Railroad Quiet Zones through Colton to limit locomotive horn blowing adjacent to residential neighborhoods.
Policy M-5.4:	Support the abandonment or the realignment of railroad spurs that no longer serve industrial-support services and that create pedestrian safety conditions.
Policy M-5.5:	Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.
Policy M-5.6:	Ensure that the designated truck routes conform to the following performance criteria:

- Truck routes must avoid intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.
- To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage.
- Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses.
- Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.

Parking

Although parking is considered a separate issue from vehicle circulation, the presence of on-street parking has a direct effect on roadway capacity. In addition, off-street parking deficiencies can cause vehicles to recirculate on a public street, which increases traffic volumes and congestion by reducing capacity for through traffic. The following goals and policies provide the guidance to maintain adequate parking in Colton.

Goal M-6:	**Ensure the provision of adequate, convenient, and safe parking for all land uses.**
Policy M-6.1:	Require that all new developments provide off-street parking to meet local needs and minimize congestion on streets.
Policy M-6.2:	Require that all new commercial and manufacturing developments provide adequate loading areas within off-street parking areas.
Policy M-6.3:	Develop neighborhood traffic control plans for residential neighborhoods experiencing spillover traffic and parking shortages from adjacent commercial and industrial areas.
Policy M-6.4:	Allow for joint use and the sharing of parking facilities in mixed-use developments and for other projects which demonstrate the benefits of alternative parking approaches.
Policy M-6.5:	Cooperate with Caltrans and the County of San Bernardino to provide sites and improvements for park-and-ride facilities serving transit projects.
Policy M-6.6:	Allow for a reduction in parking standards as an incentive for the provision of senior and affordable housing.

Regional Coordination

Coordination with regional transportation and planning agencies are important, as transportation projects are large, complex, and costly. Without coordination, projects can create adverse impacts to the circulation system that may be permanent or too costly to change. The following goals and policies ensure that Colton officials in continuous communication with and working with regional transportation agencies that are actively implementing projects in Colton and areas adjacent to the City.

Goal M-7:	**Coordinate with other jurisdictions and agencies on regional transportation projects.**
Policy M-7.1:	Actively pursue Federal, State, and regional funds for local and regional roadway improvements.
Policy M-7.2:	Require the provision of appropriate mitigation of traffic impacts in surrounding communities resulting from development in Colton. Work with surrounding communities to ensure that traffic impacts in Colton resulting from development outside the City are adequately mitigated.
Policy M-7.3:	Consult with Caltrans, SCAG, the South Coast Air Quality Management District, SANBAG, Omnitrans, San Bernardino County, Riverside County, and the cities of Rialto, San Bernardino, Loma Linda, Grand Terrace, and Riverside to coordinate regional transportation facilities, and to pursue Federal, State, and regional funds for local and regional traffic improvements.
Policy M-7.4:	Continue to work with regional agencies in implementing Intelligent Transportation System measures and advanced traffic management technologies.

Freight Rail Impacts

Neighborhoods and residential areas abutting the rail lines are impacted by the noise, vibration, and air quality impacts caused by the trains. There are sites throughout Colton where single-family homes are adjacent to the train tracks. In some instances, the distance between a residence and train track is less than 50 feet.

Around Downtown Colton, some homes have side yards or back yards facing the BNSF rail lines along E Street, D Street, C Street, and Oak Street. In south Colton, houses on K Street back to the UPRR rail lines. Homes along this street will be subjected to the impacts of the Colton Crossing project construction. Farther south, homes along Walnut Street, Maple Street, and Stephen Street also back to the BNSF rail lines.

Efforts to reduce some of these impacts include a planned Laurel Street and BSNF underpass, the removal of the 9th Street railroad spur, and a quiet zone through Colton (closure of E and H streets and improved train gates and City streets). Trains blowing their horns are a huge annoyance for residential areas near train and street crossings. These efforts will greatly reduce train noise within this area.

Truck Routes

The delivery of goods directly to and from Colton businesses is primarily provided by trucks on surface streets. The State of California Vehicle Code has established regulations on the use of local roads by trucks and other heavy vehicles. To protect residential neighborhoods from the impacts of the high volumes truck traffic, certain streets have been designated as truck routes by local ordinance. The City strives to connect local truck routes with other cities' truck routes to form an integrated regional network for the movement of goods.

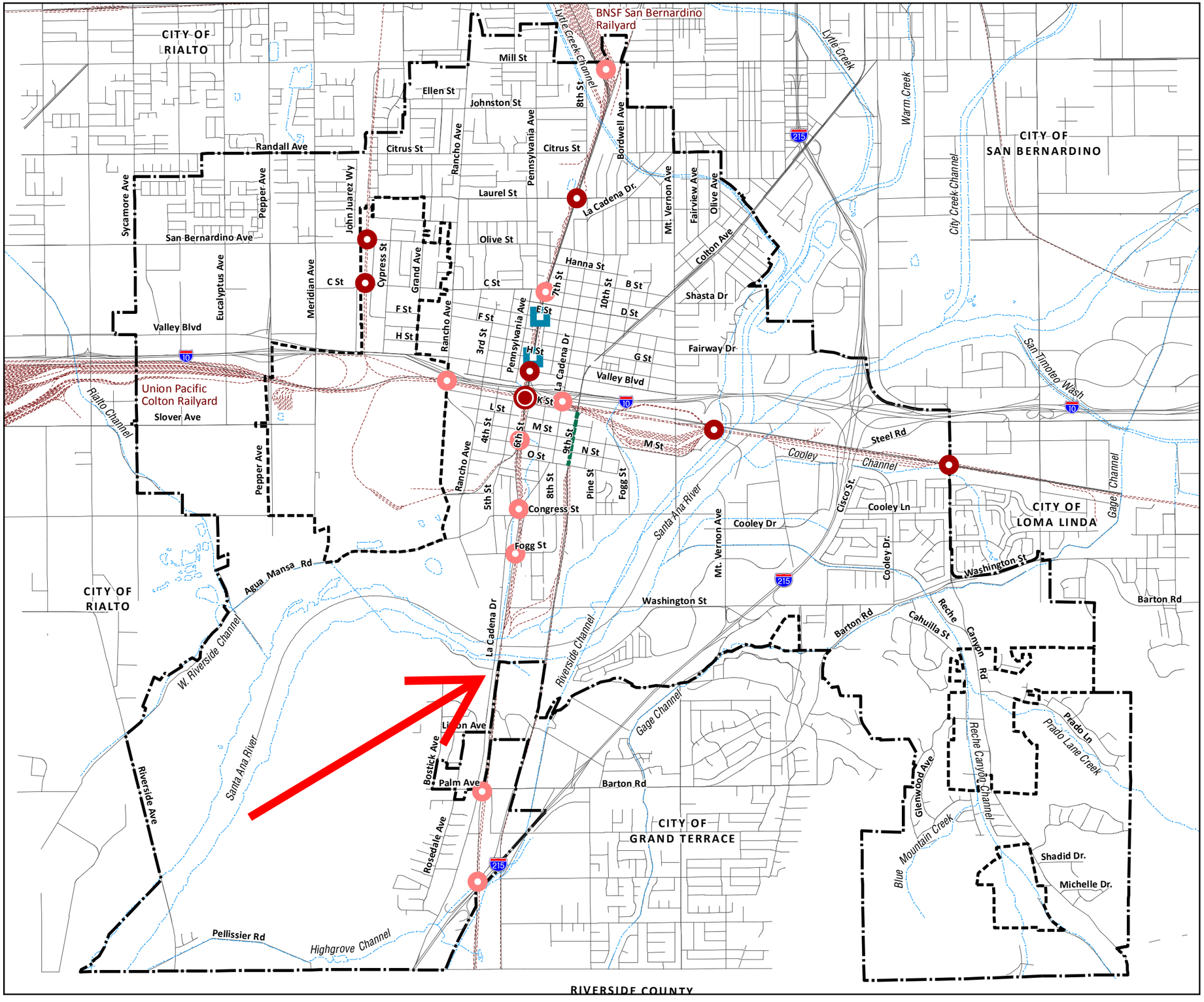
Routes are designated based on the industrial districts served, access to freeways, industrial, and connector streets, and avoidance of residential neighborhoods. Identifying truck routes is important not just to preserve dedicated routes to serve industrial districts and reduce land use conflicts, but also to allow for proper street construction and maintenance, given that heavy truck traffic impacts physical street conditions more quickly than automobile traffic.

Truck routes will continue to be defined by ordinance via the Municipal Code and will require City Council approval for modification. Truck routes are subject to change based on vehicular traffic, changes to surrounding city truck routes, enforcement, and trucking demand through Colton. At a minimum, the following roadways will continue to serve as truck routes to support industrial business activity:

- Valley Boulevard
- Pepper Avenue
- Mount Vernon Avenue
- Colton Avenue
- Fairway Drive
- La Cadena Drive
- Rancho Avenue (south of Valley Boulevard)
- Washington Street

Figure M-8:

Goods Movement



Rails/Street Grade Seperation and Rail Projects

- Colton Crossing (Rail/Rail Grade Separation)
- Grade Separation Projects (Rail/Street Grade Separation)
- Existing Grade Separation (2012)
- Street Closure (BSNF Quiet Zone Project)
- 9th Sreet Rail Spur Removal
- Railroad Tracks

Note: Designated truck routes are not shown. They are adopted by ordinance based on the criteria set forth in the Mobility Element.

Boundaries

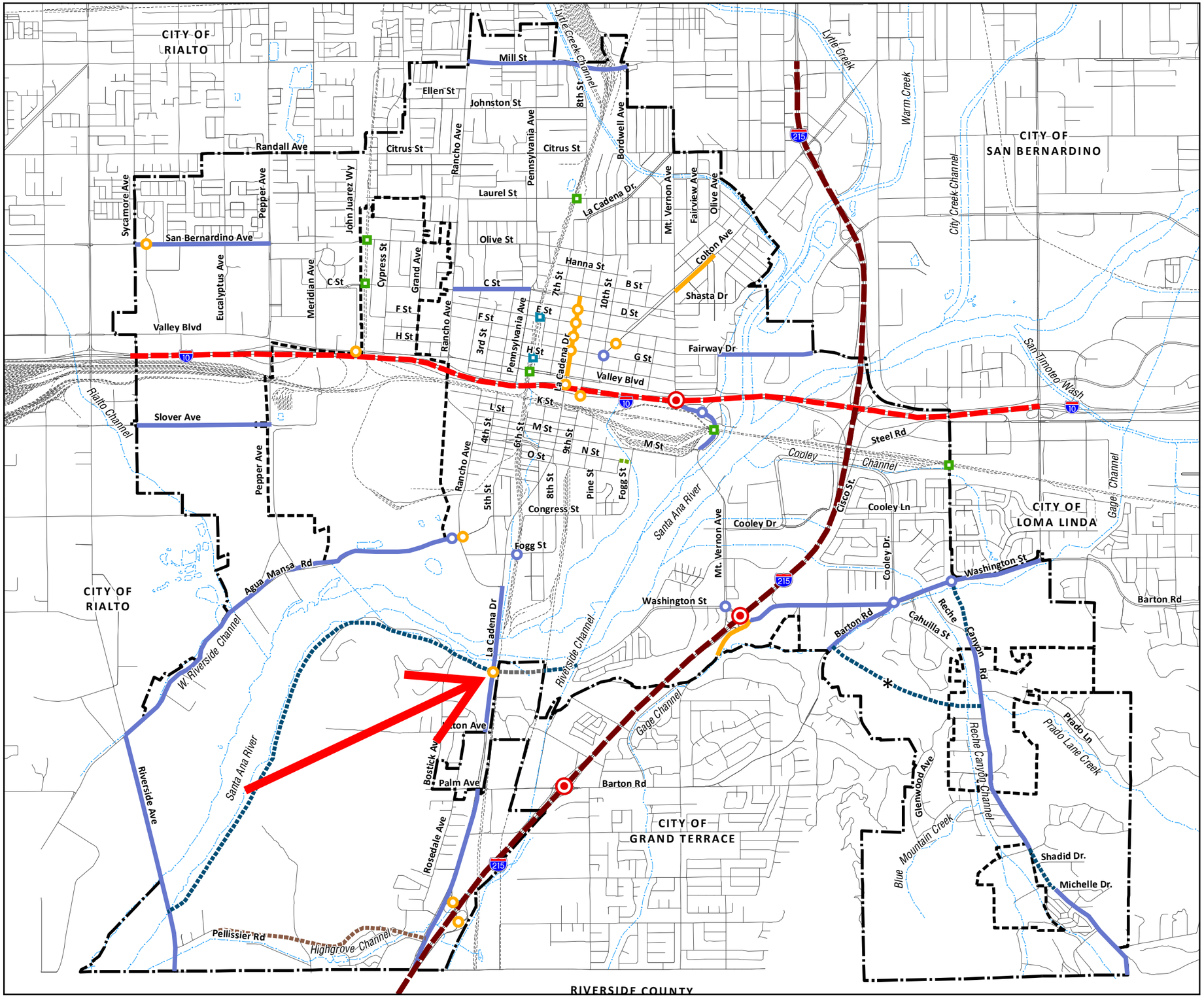
- City Boundary
- Sphere of Influence
- Watercourse

Date: January 5, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

0 2,000 4,000 6,000 8,000 Feet

Figure M-3:

Long-Term Roadway Improvements



Freeway Improvements

- New HOV or Express Toll Lanes in Each Direction
- New HOV and General Purpose Lanes in Each Direction
- Freeway Interchanges with Planned Improvements

New Roadway Extension or Realignment

- Planned Arterial
- Planned Secondary
- Planned Collector
- Planned Roadway Located in Another City

* Conceptual roadway location. Final roadway location to be determined on proposed subdivision design.

Planned/Proposed Street Segment Improvements

- Widen
- Advance Corridor Signal Synchronization

Planned/Proposed Intersection Improvements

- Turn Lane/Widen Intersection
- Add Traffic Signal

Street Closures and Grade Seperations

- Street Closure (BSNF Quiet Zone Project)
- Grade Seperation at Railroad

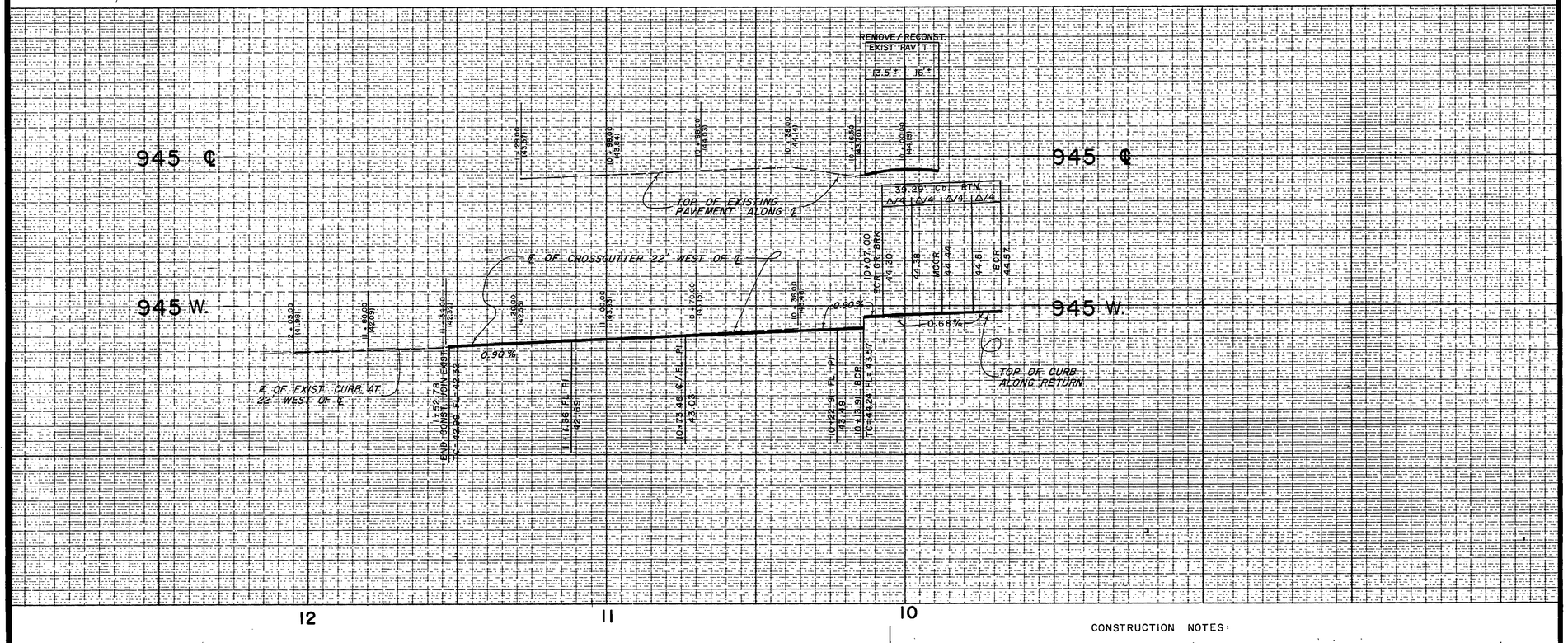
Boundaries

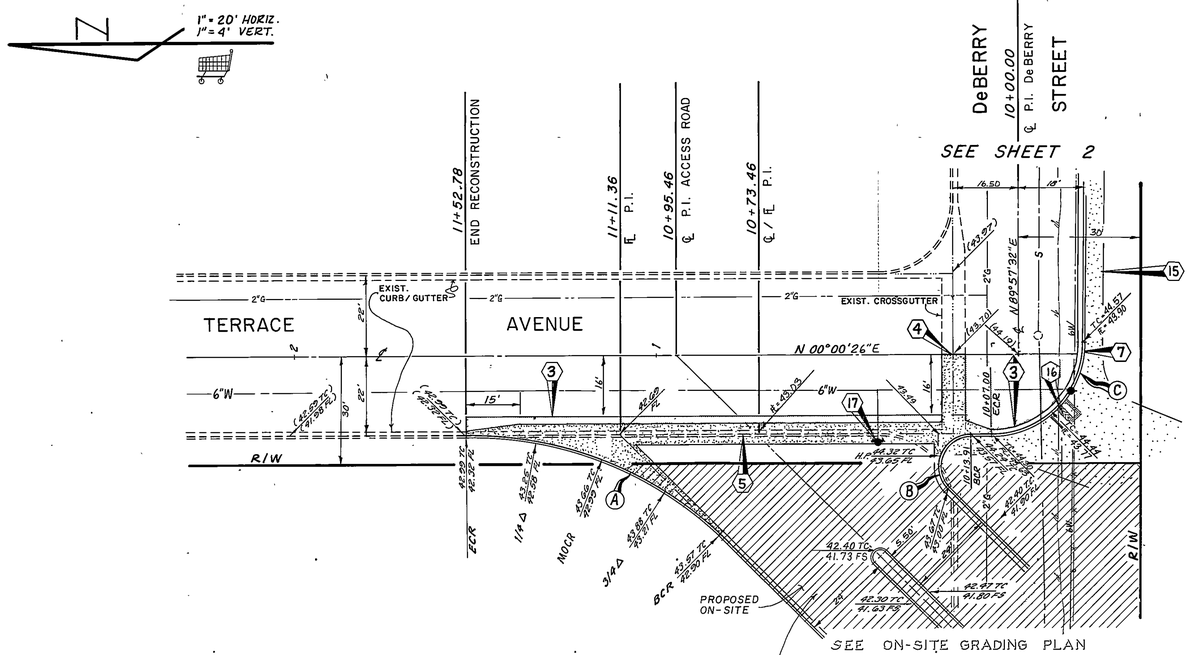
- City Boundary
- Sphere of Influence
- Railroad Tracks
- Watercourse

Date: October 16, 2012
Prepared by: Hogle-Ireland, Inc.
Source: KOA Corporation, 2012; SANBAG Development Mitigation Nexus Study, Nexus Study Attachment 1 (Arterial Project List).

0 2,000 4,000 6,000 8,000 Feet

CITY OF COLTON
R00122



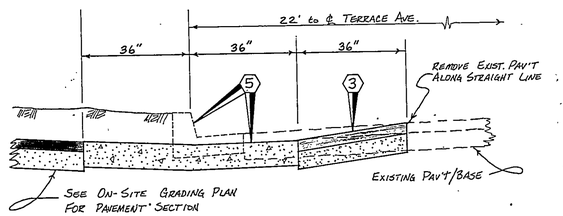


CURVE	Δ	R	T	L
Ⓐ	45°00'00"	100.00'	41.42'	78.54'
Ⓑ	135°00'00"	9.00'	21.73'	21.44'
Ⓒ	90°02'54"	25.00'	25.02'	39.29'
Ⓓ	90°00'00"	15.00'	15.00'	23.56'
Ⓔ	90°00'00"	15.00'	15.00'	23.56'

▨ HACHURED AREA INDICATES PRIVATE PROPERTY AND/OR VACATED DeBERRY ST. RIGHT-OF-WAY.

CONSTRUCTION NOTES:

3. REMOVE PORTION OF EXISTING PAVEMENT TO LIMITS SHOWN (dotted area) AND RECONSTRUCT WITH __" AC-PAVEMENT OVER __" CLASS 2 AGGREGATE BASE AS DETERMINED BY GEOTECHNICAL ENGINEER AFTER ROUGH GRADING IS COMPLETED FOR DESIGN TO TRAFFIC INDEX OF T.I.=6.0.
4. REMOVE PORTION OF EXISTING CROSSGUTTER TO LIMITS SHOWN AND RECONSTRUCT PER STD. DWG. NO. 112.
5. REMOVE EXISTING AC-PAVEMENT AND CURB & GUTTER AND CONSTRUCT 6' WIDE CROSSGUTTER PER STD. DWG. NO. 112.
7. CONSTRUCT 8"/18" CURB & GUTTER PER STD. DWG. NO. 106.
15. CONSTRUCT 5' WIDE CURB-ADJACENT SIDEWALK PER STD. DWG. NOS. 108 AND 109.
16. CONSTRUCT HANDICAP ACCESS RAMP PER STD. DWG. NO. 120.
17. REMOVE EXISTING FIRE HYDRANT AND REPLACE PER WATER PLANS.



TYPICAL IMPROVEMENT SECTION - TERRACE AVE.

GENERAL NOTES

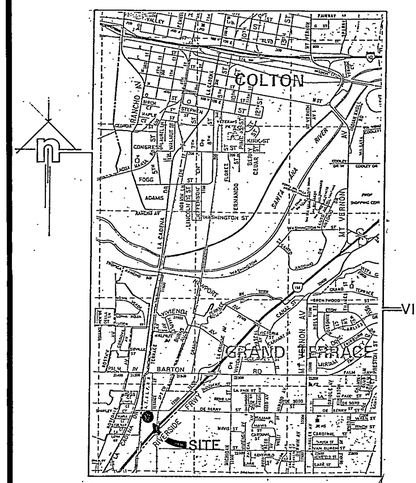
1. TREES SHALL BE RELOCATED BY CONTRACTOR.
2. UTILITIES IN THE WAY OF CONSTRUCTION SHALL BE RELOCATED BY OTHERS.
3. CONTRACTOR SHALL BACKFILL PARKWAY.
4. REMOVAL AND SUBSEQUENT RELOCATION OR REPLACEMENT OF STREET NAME SIGNS, TRAFFIC CONTROL DEVICES, ETC., SHALL BE AS DIRECTED BY THE CITY ENGINEER.
5. ALL DRIVEWAYS TO BE LOCATED IN FIELD BY CITY ENGINEER.
6. ALL CONSTRUCTION SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (CURRENT EDITION), AND THE STANDARD DRAWINGS OF THE CITY OF COLTON CUMMUNITY SERVICES DEPARTMENT.
7. CONTRACTOR SHALL WATER TEST ALL FLOWLINES HAVING GRADES LESS THAN 0.40% TO ASSURE PROPER DRAINAGE.
8. CONTRACTOR SHALL OBTAIN AN EXCAVATION PERMIT (FOR EXCAVATIONS OVER 5 FEET IN DEPTH) FROM THE STATE DEPARTMENT OF INDUSTRIAL SAFETY AND COMPLY WITH THE REQUIREMENTS THEREOF.
9. CONTRACTOR SHALL NOTIFY UTILITIES PRIOR TO CONSTRUCTION, TO ALLOW FOR FIELD LOCATION OF FACILITIES (WATER, SEWER, GAS AND ELECTRIC).
10. STRUCTURAL SECTIONS AS SHOWN ON THESE PLANS ARE TENTATIVE. FINAL STREET SECTION SHALL BE BASED UPON THE RECOMMENDATION OF A SOILS ENGINEER, AND THE REQUIREMENTS OF THE CITY OF COLTON.

NOTICE TO CONTRACTOR

THE EXISTANCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.

Construction contractor agrees that in accordance with generally accepted construction practices, construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the project, including safety of all persons and property; that this requirement shall be made to apply continuously and not be limited to normal working hours, and construction contractor further agrees to defend, indemnify and hold design professional harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting liability arising from the sole negligence of design professional.

California Council of Civil Engineers & Land Surveyors



VICINITY MAP=

J.N. BEELER AND ASSOCIATES
Land Surveying and Mapping
7410 Indiana Avenue, Suite 205
Riverside, California 92504

REGISTERED PROFESSIONAL ENGINEER JAMES L. DOTSON NO. 18165 STATE OF CALIFORNIA

James L Dotson
REGISTERED CIVIL ENGINEER
RCE NO. 18165
EXPIRES 06/30/89

DATE: 3 MAR 88

BENCH MARK: ELEV.= 943.292
2" BRASS DISC. FLUSH IN N. CONC. HEAD-WALL OF DRAINAGE INLET ON E. SIDE OF CENTER DIVIDER LA CADENA AV. STAMPED "CITY OF COLTON BENCH MARK 608" LOCATED 33'N. OF ℄ PALM AV. & 13'W. OF LA CADENA AV.

SCALE: 1" = 20' HORIZ.
1" = 4' VERT.

DATE

CITY OF COLTON
PUBLIC WORKS

STREET IMPROVEMENT PLANS
TERRACE AVENUE
FROM DeBERRY STREET
TO 200' NORTH

REVISIONS	DATE	APPR.

SCALE HORIZ. 1" = 20' VERT. 1" = 4' | DRAWN: MN | CHECKED:

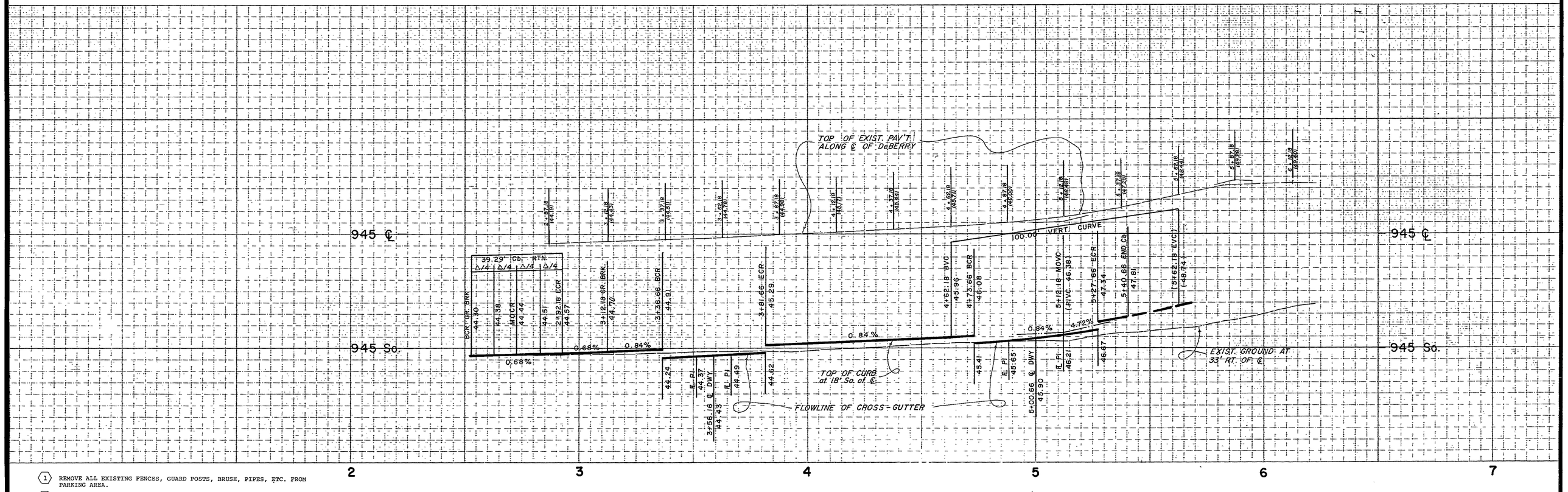
DESIGNED:
TRACED:
F.B.: 1009
DATE: 3/16/88

APPROVED [signature] CITY ENGINEER R.C.E. 13440

PLAN NO. 1029-1

SHEET 1 OF 2

88-126-03



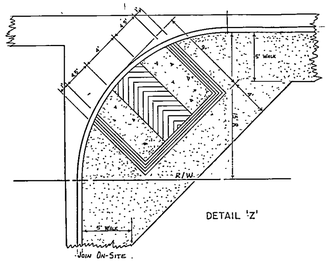
1. REMOVE ALL EXISTING FENCES, GUARD POSTS, BRUSH, PIPES, ETC. FROM PARKING AREA.
2. POWER POLE TO BE RELOCATED BY SERVING UTILITY AGENCY.
3. REMOVE PORTION OF EXISTING PAVEMENT TO LIMITS SHOWN (dotted area) AND RECONSTRUCT WITH __" AC-PAVEMENT OVER __" CLASS 2 AGGREGATE BASE AS DETERMINED BY GEOTECHNICAL ENGINEER AFTER ROUGH GRADING IS COMPLETED FOR DESIGN TO TRAFFIC INDEX OF T.I.=6.0.
4. REMOVE PORTION OF EXISTING CROSSGUTTER TO LIMITS SHOWN AND RECONSTRUCT PER STD. DWG. NO. 112.
5. REMOVE EXISTING AC-PAVEMENT AND CURB & GUTTER AND CONSTRUCT 6' WIDE CROSSGUTTER PER STD. DWG. NO. 112.
6. EXISTING WALNUT TREE SHALL REMAIN UNDISTURBED IN PLACE AND SHALL BE TRIMMED AS REQUIRED BY CITY TO ACCOMMODATE VEHICULAR SIGHT-DISTANCE REQUIREMENTS.
7. CONSTRUCT 8"/18" CURB & GUTTER PER STD. DWG. NO. 106.
8. CONSTRUCT _____" AC-PAVEMENT OVER ___" CLASS 2 AGGREGATE BASE AS DETERMINED BY GEOTECHNICAL ENGINEER AFTER ROUGH GRADING IS COMPLETED FOR DESIGN TO TRAFFIC INDEX OF T.I.=6.0 .
9. CONSTRUCT CROSSGUTTER AND SPANDRELS PER STD. DWG. NO. 112, MODIFIED TO 3' WIDE CROSSGUTTER AND 15' RADII FOR CURB RETURNS.
10. CONSTRUCT 2½" AC-PAVEMENT OVER 6" CLASS 2 AGGREGATE BASE IN DRIVEWAY APPROACH AREA.
11. CONSTRUCT VARIABLE THICKNESS AC-CAP OVER EXISTING AC-PAVEMENT. NOTE PRECISE DIMENSIONS OF TOP OF PAVEMENT RELATIVE TO TOP OF CURB.
12. CONSTRUCT 2" X 4" REDWOOD HEADER BETWEEN END OF NEW CURB AND END OF NEW PAVEMENT AREA.
13. ADJUST MANHOLE AND WATER VALVES TO FINISHED PAVEMENT SURFACES AFTER PAVING COMPLETED PER DIRECTIONS OF OWNERS OF RESPECTIVE UTILITIES.
14. FEATHER AC-PAVEMENT OVER EXISTING PAVEMENT A MINIMUM OF 2-FEET FOR SMOOTH TRANSITION.
15. CONSTRUCT 5' WIDE CURB-ADJACENT SIDEWALK PER STD. DWG. NOS. 108 AND 109.
16. CONSTRUCT HANDICAP ACCESS RAMP PER STD. DWG. NO. 120 (Both sides of DeBerry St. driveway aproaches.), AND PER DETAIL 'Z'.

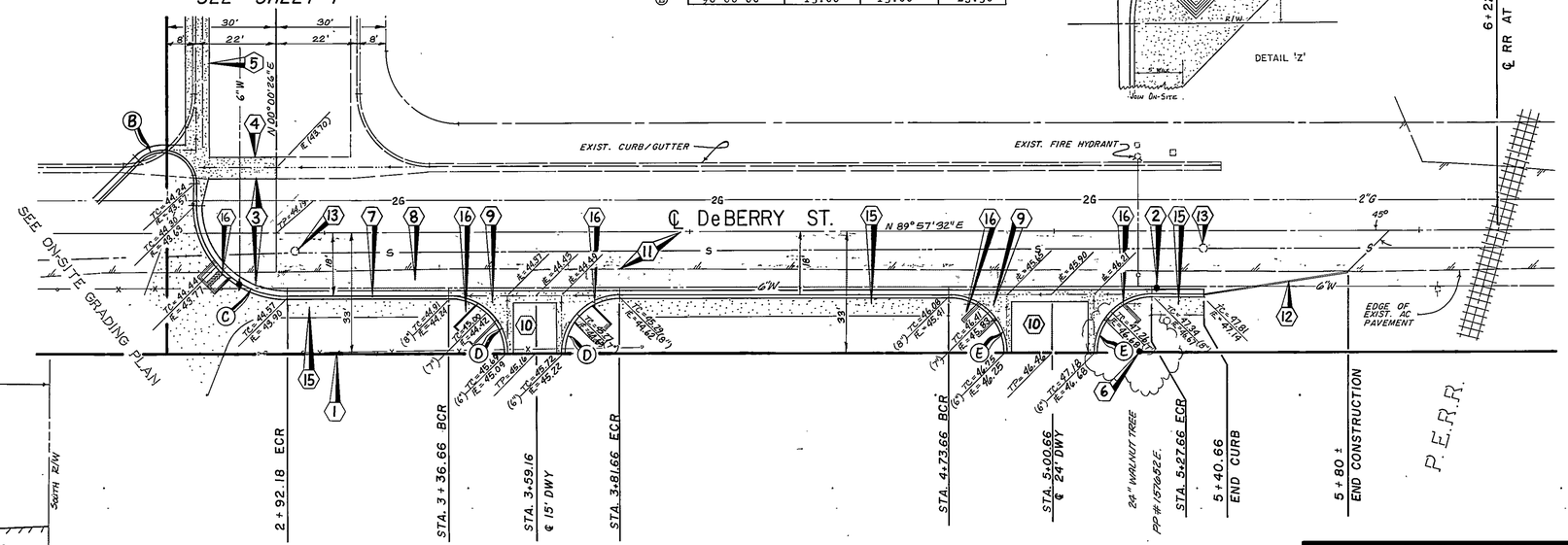
TYPICAL IMPROVEMENT SECTION - DeBERRY STREET

TERRACE AVENUE
℄ P.I. TERRACE 2+87.18

SEE SHEET 1

CURVE	△	R	T	L
Ⓐ	45°00'00"	100.00'	41.42'	78.54'
Ⓑ	135°00'00"	9.00'	21.73'	21.44'
Ⓒ	90°02'54"	25.00'	25.02'	39.29'
Ⓓ	90°00'00"	15.00'	15.00'	23.56'
Ⓔ	90°00'00"	15.00'	15.00'	23.56'





Z
1"=20' HORIZ.-1"=4' VERT.

J.N. BEELER AND ASSOCIATES
Land Surveying and Mapping
7410 Indiana Avenue, Suite 205
Riverside, California 92504

REGISTERED PROFESSIONAL ENGINEER JAMES L. DOTSON NO. 18165 STATE OF CALIFORNIA

James L Dotson
REGISTERED CIVIL ENGINEER
RCE NO. 18165
EXPIRES 06/30/89

DATE 3 MAR 88

BENCH MARK: ELEV. 943.292
2" BRASS DISC, FLUSH IN N. CONC. HEAD-WALL OF DRAINAGE INLET ON E. SIDE OF CENTER DIVIDER LA CADENA AV., STAMPED "CITY OF COLTON BENCH MARK 606" LOCATED 33' N. OF ℄ PALM AV. & 13' W. OF LA CADENA AV.

SCALE: 1" = 20' HORIZ.
1" = 4' VERT.

DATE

CITY OF COLTON
PUBLIC WORKS

STREET IMPROVEMENT PLANS
DeBERRY STREET
FROM TERRACE AVENUE TO 400' WEST

REVISIONS	DATE	APPR.

SCALE HORIZ. 1" = 20' VERT. 1" = 4' | DRAWN: MN | CHECKED: [illegible]
APPROVED [signature] CITY ENGINEER R.C.E. 13440
DESIGNED | TRACED | F.B. 1009 | DATE 3/6/88
PLAN NO. 1029-1 | SHEET 2 OF 2

86-126-03

COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION
PLANS FOR CONSTRUCTION ON
LA CADENA DRIVE
AT BARTON ROAD
COLTON / GRAND TERRACE AREA

WORK ORDER NO. H13421 ROAD NO. 473100

LENGTH = 1100 FEET

GENERAL NOTES

U. The fact that any Utility Facility is shown or not shown upon the plans shall not relieve the Contractor of the responsibility under Section 8-1.10 "Utility and Non-Highway Facilities," of the State Standard Specifications. It shall be the Contractor's responsibility, pursuant thereto, to ascertain the location of any Utility Facility which may be subject to damage by reason of the Contractor's operations.

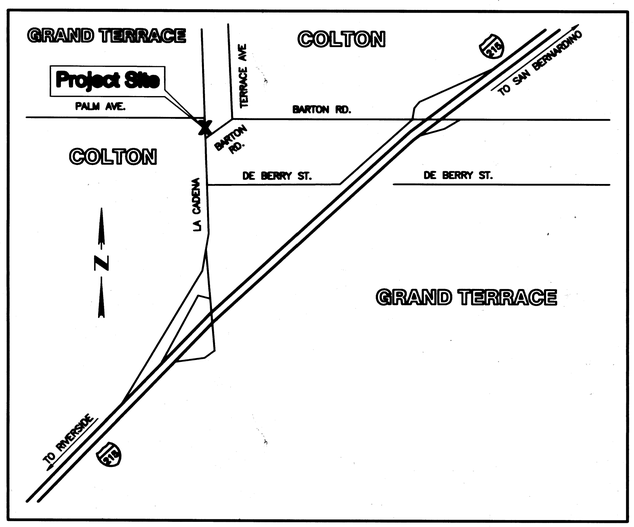
1. All Stationing Notes on plan refer to the C.L. Imp. or C.L. Sur. La Cadena Drive.
2. Dimensions are subject to tolerances specified in the State Standard Specifications.
3. All Pavement Width Dimensions shown on the plans are to the Edge of Pavement or to the Top of Curb, unless otherwise noted.
4. Transitions and Warping shall be as shown and as determined by the Engineer.
5. Asphalt Concrete Overlays shall be feathered to meet existing as shown on the plans or as determined by the Engineer.
6. All Trees & Vegetation outside the limits of excavation and embankment slope lines, shall be protected in place.

BENCH MARK:

FD. CHSL. '⊡' TOP CURB ~30' SOUTH PALM AVE. & WEST SIDE LA CADENA DRIVE.
ELEVATION = 944.11'

BASIS OF BEARING

EAST RIGHT-OF WAY OF LA CADENA DRIVE PER PM 2833, PMB 25/42, BEING S10°50'50"W.



LOCATION MAP

NOT TO SCALE

INDEX OF SHEETS

1	TITLE SHEET
2	TYPICAL SECTIONS & MISC. DETAILS
3	PLAN & PROFILE SHEET LA CADENA DRIVE
4	PLAN & PROFILE SHEET BARTON ROAD
5	TRAFFIC STRIPING & SIGNING PLAN
6	TRAFFIC SIGNAL PLAN
1-7	CROSS SECTION SHEETS

THE FOLLOWING COUNTY STANDARDS AND SPECIAL DRAWINGS ARE ATTACHED TO THE SPECIAL PROVISIONS:

109		115	116	117
SD 135c	303a	303b		312

HORIZONTAL RSNS MAST ARM

606-1 (Sheets 1 & 2) METAL HAND RAILINGS

TO BE SUPPLEMENTED BY THE FOLLOWING CALTRANS STANDARD PLANS DATED JULY, 2002.

A20A	A20B	A20C	A20D	A24A
A24B	A24C	A24D	A24E	A62A
A62B		A73A	A73B	A73C
A77AA	A77B	A77CA	A77F	A77FA
A77G	A77H	A77L		
A87	A88A	T10	T11	T13
B0-3	B3-8	B3-11	B11-54	RS1
ES-1A	ES-1B	ES-2C	ES-2E	ES-2F
ES-3A	ES-3B	ES-3C	ES-4A	ES-4B
ES-4C	ES-4D	ES-4E	ES-5A	ES-5B
ES-5C	ES-5D	ES-5E		ES-7A
ES-7B	ES-7C	ES-7D	ES-7E	ES-7F
ES-7G	ES-7H	ES-7M	ES-7N	ES-7P
	ES-8	ES-10	ES-11	ES-13A

THIS PROJECT REQUIRES A CONTRACTOR'S LICENSE CLASS "A" OR CLASS C12

COUNTY OF SAN BERNARDINO

APPROVED BY: Patrick J. Mead — 12/12/05
DIRECTOR OF PUBLIC WORKS R.C.E. 24903 — DATE

CITY OF COLTON

APPROVED BY: — 12/08/05
DIRECTOR / CITY ENGINEER R.C.E. 50932 — DATE

CITY OF COLTON R02887

PLAN # 6130

MARK	CHANGES / NO CHANGES	RESIDENT ENGINEER	DATE
	FIELD CHANGES	SHT. NO. 1	TOT. SHT'S. 6

FILE NO. 473100 121-120

REVISIONS DATE APPR. MARK

REVISIONS DATE APPR. MARK

FILE NO. 473100 121-120

T:\standards\Standard.pm 1/14/2001

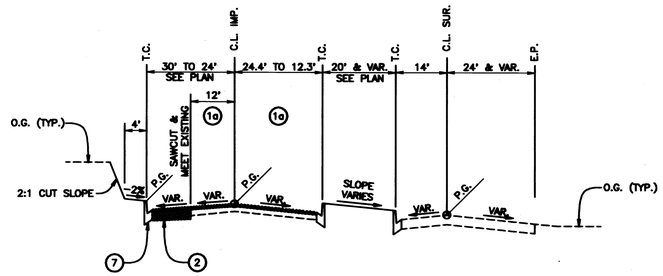
FILE NO. 473100 121 – 120

ABBREVIATIONS LEGEND:

A.B.	=	AGGREGATE BASE	IMP.	=	IMPROVEMENT
A.C.	=	ASPHALT CONCRETE	MBGR	=	METAL BEAM GUARD RAIL
			O.G.	=	ORIGINAL GROUND
B.C.R.	=	BEGIN CURB RETURN			
B.P.R.	=	BEGIN PAVEMENT RETURN	P.L.	=	PROPERTY LINE
			P.G.	=	PROFILE GRADE
CB	=	CATCH BASIN			
C.L.	=	CENTER LINE	R/W	=	RIGHT OF WAY
E.C.R.	=	END CURB RETURN	SUR.	=	SURVEY
E.P.	=	EDGE OF PAVEMENT	S/W	=	SIDEWALK
E.P.R.	=	END PAVEMENT RETURN			
E.P.	=	EDGE OF PAVEMENT	T.C.	=	TOP OF CURB
			T.F.	=	TOP OF FOOTING
F.G.	=	FINISHED GRADE	T.W.	=	TOP OF WALL
F.L.	=	FLOW LINE	T.R.E.	=	TEMPORARY RIGHT OF ENTRY

UNDERGROUND UTILITY LEGEND

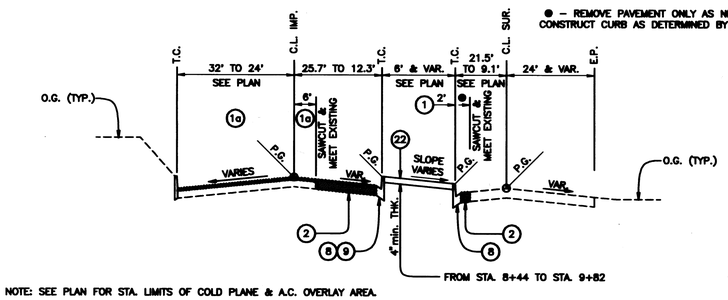
—G—	GAS LINE
—S—	SEWER MAIN
—W—	WATER LINE
—E—	ELECTRIC LINE
—T—	TELEPHONE LINE



FROM LT. C.L. IMP. STA. 10+34 TO STA. 13+20

TYPICAL SECTION
LA CADENA DRIVE

● – REMOVE PAVEMENT ONLY AS NECESSARY TO CONSTRUCT CURB AS DETERMINED BY THE ENGINEER

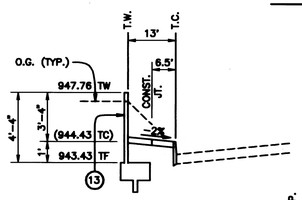


NOTE: SEE PLAN FOR STA. LIMITS OF COLD PLANE & A.C. OVERLAY AREA.

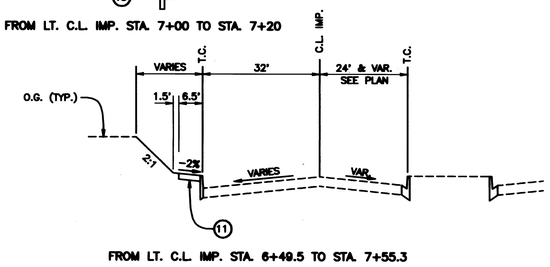
FROM RT. C.L. IMP. STA. 9+21.75 TO STA. 11+90.00

FROM LT. C.L. SUR. STA. 9+82 TO STA. 10+35

TYPICAL SECTION
LA CADENA DRIVE

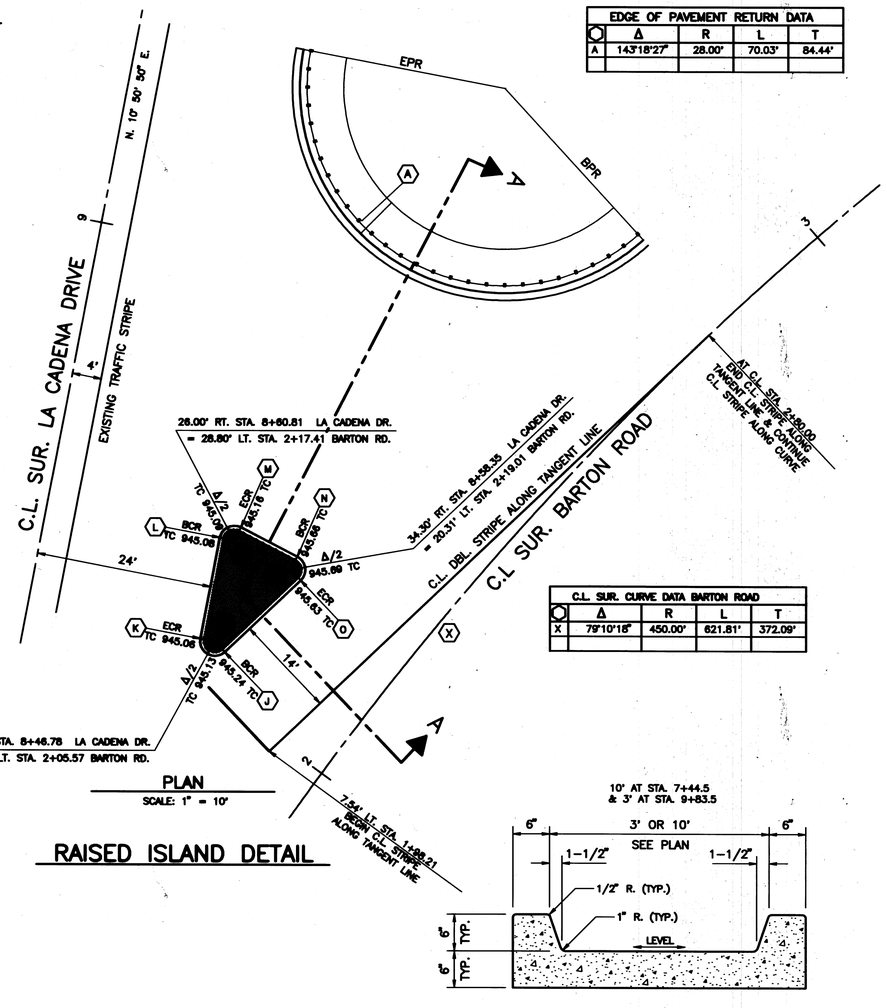


FROM LT. C.L. IMP. STA. 7+00 TO STA. 7+20



FROM LT. C.L. IMP. STA. 6+49.5 TO STA. 7+55.3

TYPICAL SECTION
LA CADENA DRIVE



PLAN
SCALE: 1" = 10'

RAISED ISLAND DETAIL

EDGE OF PAVEMENT RETURN DATA				
	Δ	R	L	T
A	143°18'27"	28.00'	70.03'	84.44'

C.L. SUR. CURVE DATA BARTON ROAD				
	Δ	R	L	T
X	79°10'18"	450.00'	621.81'	372.09'

CROSS SECTION
SCALE: 1" = 1'-0"

CONCRETE CHANNEL
AT LT. OF C.L. SUR. STA. 7+44.5
AND RT. OF C.L. IMP. STA. 9+83.5

CONSTRUCTION LEGEND

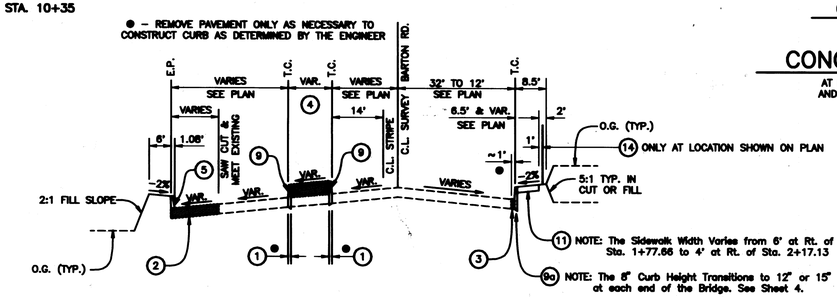
- ASPHALT CONCRETE OVERLAY
- ASPHALT CONCRETE PAVEMENT
- PORTLAND CEMENT CONCRETE
- GRADED EARTH
- CONC. ROCK SLOPE PROTECTION
- PROPOSED SLOPE
- EXISTING SLOPE

CURB RETURN DATA					RADIUS POINT LOCATION	
	Δ	R	L	T	NORTHING	EASTING
F	144°20'57"	2.00'	5.04'	6.22'	9834.356	9961.133
G	106°31'55"	2.00'	3.72'	2.68'	9848.139	9963.774
H	109°07'07"	2.00'	3.81'	2.81'	9844.158	9971.461

BCR & ECR LOCATION		
	NORTHING	EASTING
J	9832.906	9962.510
K	9834.733	9959.169
L	9848.515	9961.809
M	9849.915	9964.694
N	9845.934	9972.380
O	9842.707	9972.837

CONSTRUCTION NOTES:

1	SAW CUT & REMOVE existing asphalt conc. surfacing & or concrete.
1a	COLD PLANE (0.10' Thk.) existing asphalt concrete surfacing & PLACE (0.10'Thk.) Asphalt Concrete Overlay per Typical Section on Sheet 2
2	PLACE (0.55' Thk.) Asphalt Concrete over Compacted Native per Typical Section on Sheet 2
3	PLACE (0.50' Thk.) Asphalt Concrete over Compacted Native.
4	PLACE (0.25' Min. Thk.) Asphalt Concrete (Miscellaneous Area)
5	PLACE Asphalt Concrete Dike per County Std. Dwg. 117
6	CONSTRUCT Residential Driveway per Special Dwg. 135c
7	CONSTRUCT 8" Curb & Gutter per County Std. Dwg. 115
8	CONSTRUCT 6" Curb & Gutter per County Std. Dwg. 116
9	CONSTRUCT 6" Curb (Type A1-150) per State Std. A87
9a	CONSTRUCT 8" Curb (Type A1-200) per State Std. A87
10	CONSTRUCT Concrete Channel crossing Median per Detail on Sht. 2
11	CONSTRUCT Sidewalk (Type "C") per County Std. Dwg. 109
12	CONSTRUCT Curb Ramp (Case C) per State Std. A88A
12a	CONSTRUCT Curb Ramp (Case D) per State Std. A88A
13	CONSTRUCT Retaining Wall (Type 6A) & PLACE Reinforcing Steel per (Design H = 40") as shown on State Std. B3-11
14	REMOVE Existing & INSTALL Metal Beam Guard Railing per State Std. A77AA & A77CA
15	INSTALL Terminal Anchor Assembly (Type SFT) per State Std. A77G
16	INSTALL Terminal Section (Type C) per State Std. A77B
17	INSTALL Terminal Section (Type B) per State Std. A77B
18	INSTALL Terminal Connector per State Std. A77B
19	INSTALL Type G-1 Delineators on M.B.G.R. at 12.5' spacing per State Std. A73C & A77F
20	INSTALL Pipe Handrail (Type A) per Standard Plan 606-1 Shts. 1 & 2 of 2.
21	INSTALL 4" Plastic Pipe (Edge Drain) per Details on Sheet 4.
22	CONSTRUCT Concrete Median (Stamped Pattern) per Typ. Section on Sheet 2.
23	CONSTRUCT Concrete (Barrier) per Details on Sheet 4.
24	CONSTRUCT Concrete (Sidewalk Ramp) per Details on Sheet 4.
30	RESET Mailbox per County Std. Dwg. 312
U	Utilities to be RELOCATED By Others (See Note U. of General Notes on Sheet No. 1)



TYPICAL SECTION A–A

FROM RT. STA. 4+12 TO RT. STA. 6+22
FROM RT. STA. 0+16 TO RT. STA. 2+38 AND

TYPICAL SECTION
BARTON ROAD

TYPICAL SECTION A–A IS AT THE N.E. CORNER OF LA CADENA DR. & BARTON ROAD

MINOR CONCRETE (CURB & GUTTER)	
DESCRIPTION	C.Y.
8" CURB & GUTTER (CO. STD. 115)	15.5
6" CURB & GUTTER (CO. STD. 116)	9.0
6" CURB (TYPE A1-150)	5.5
8" CURB (TYPE A1-200)	6.5
CONCRETE CHANNEL AT RT. CL IMP. STA. 7+44.8	2.5
CONCRETE CHANNEL AT RT. CL IMP. STA. 9+50.0	1.0
CONCRETE QUANTITY TOTAL	40.0

MINOR CONCRETE (SIDEWALK & DRIVEWAY)	
DESCRIPTION	C.Y.
SIDEWALK AT LT. OF STA. 6+49.5 TO STA. 7+55.3	9.0
DRIVEWAY AT LT. OF STA. 12+35	16.0
SIDEWALK AT RT. OF STA. 1+01.5 TO STA. 2+17.13	8.0
SIDEWALK AT RT. OF STA. 4+20.0 TO STA. 6+03.5	15.5
SIDEWALK AT LT. OF STA. 5+93.5 TO STA. 6+13.5	2.5
CONCRETE QUANTITY TOTAL	51.0

PLAN H 6130

MARK	CHANGES
NO CHANGES	RESIDENT ENGINEER DATE

FIELD CHANGES

CITY OF COLTON
PUBLIC SERVICES DEPARTMENT
APPROVED BY
NAME: AMER JAKHER
R.C.E. 50932 EXPIRES 9-30-07
DIRECTOR / CITY ENGINEER 12-08-05 DATE

REGISTERED PROFESSIONAL ENGINEER Richard H. Brunton No. 31490 Exp. 12/31/06 CIVIL STATE OF CALIFORNIA

COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

DRAWN BY	DESIGNED BY	PROJ. ENGR.
GM	GM	AJM

SUBMITTED BY
CHIEF DESIGN ENGINEER 12/12/05
RECOMMENDED / APPROVED BY
ASSISTANT DIRECTOR 12/12/05 DATE
DIRECTOR OF PUBLIC WORKS 12/12/05 DATE

LA CADENA DRIVE
TYPICAL SECTIONS & MISCELLANEOUS DETAILS
COLTON / GRAND TERRACE AREA

J.L. REF.	W.O. NO.	SCALE	SHT. NO.	TOT. SHT'S.
JL 8707	H13421	AS SHOWN	2	6

REVISIONS: MARK | APPR. | DATE

REVISIONS: MARK | APPR. | DATE

FILE NO. 473100 121 – 120

T:\standards\Standard.pm1 / 1/1/2001

FILE NO. 473100 121 – 120

945 LT TC
945 CL
945 RT TC
945 RT EP

PROFILE GRADE OF T.C. AT 24' LT. C.L. IMP.
EXISTING PROFILE OF TC AT 24' LT. CL IMP.
PROFILE GRADE OF T.C. AT 25.7' TO 12.3' RT. C.L. IMP.
EXISTING PROFILE AT C.L. IMP.
EXISTING PROFILE OF TC AT 12.3' RT. CL IMP.
EXISTING PROFILE AT C.L. SUR.
EXISTING PROFILE OF TC AT ~32' RT. CL SUR.
PROFILE GRADE OF T.C. AT 32' RT. C.L. SUR.
PROFILE GRADE OF T.C. AT 21.5' TO 9.1' LT. C.L. SUR.
EXISTING PROFILE OF TC AT (9.5' TO 11.5') LT. CL SUR.
EXISTING PROFILE OF EP AT ~23' RT. CL SUR.
PROFILE GRADE OF EP AT N.E. RETURN

6 7 8 9 10 11 12 13 14 15 16

FOR CROSSWALK MARKING INFORMATION SEE TRAFFIC SIGNING & MARKING PLAN

PROFILE

SCALE: HORIZ 1"=40'
VERT 1"= 4'

T.C. OR E.P. RETURN DATA				
	Δ	R	L	T
A	143°18'27"	28.00'	70.03'	84.44'
B	10°32'26"	150.00'	27.60'	13.84'
C	10°40'58"	140.00'	26.10'	13.09'
F	144°20'57"	2.00'	5.04'	6.22'
G	102°44'12"	2.00'	3.59'	2.50'
H	112°54'51"	2.00'	3.94'	3.02'

A.P.N. 1167-051-11 · A.P.N. 1167-051-08 · A.P.N. 0275-083-32 · A.P.N. 0275-083-24

SEE SHEET 4

SEE TYP. SECTION & RAISED ISLAND DETAIL ON SHEET 2

A.T. & S.F. RAIL ROAD

C.L. SUR. CURVE DATA BARTON ROAD				
	Δ	R	L	T
X	79°10'18"	450.00'	621.81'	372.09'

CONSTRUCTION NOTES:

1 SAW CUT & REMOVE existing A.C. surfacing & or concrete.
1a COLD PLANE (0.10" Thk.) existing asphalt concrete surfacing & PLACE (0.10"Thk.) A.C. Overlay per Typical Section on Sheet 2
2 PLACE (0.55' Thk.) Asphalt Concrete over Compacted Native per Typical Section on Sheet 2
3 PLACE (0.50' Thk.) Asphalt Concrete over Compacted Native per Typical Section on Sheet 2
4 PLACE (0.25' Min. Thk.) Asphalt Concrete (Miscellaneous Area)
5 PLACE Asphalt Concrete Dike per County Std. Dwg. 117
6 CONSTRUCT Residential Driveway per Special Dwg. 135c
7 CONSTRUCT 8" Curb & Gutter per County Std. Dwg. 115
8 CONSTRUCT 6" Curb & Gutter per County Std. Dwg. 116
9 CONSTRUCT 6" Curb (Type A1–150) per State Std. A87
9a CONSTRUCT 8" Curb (Type A1–200) per State Std. A87
10 CONSTRUCT Concrete Channel crossing Median per Detail on Sht. 2
11 CONSTRUCT Sidewalk (Type "C") per County Std. Dwg. 109
12 CONSTRUCT Curb Ramp (Case C) per State Std. A88A
13 CONSTRUCT Retaining Wall (Type 6A) & PLACE Reinforcing Steel per (Design H = 40") as shown on State Std. B3–11
14 REMOVE Existing & INSTALL Metal Beam Guard Railing per State Std. A77AA & A77CA
15 INSTALL Terminal Anchor Assembly (Type SFT) per State Std. A77G
16 INSTALL Terminal Section (Type C) per State Std. A77B
17 INSTALL Terminal Section (Type B) per State Std. A77B
18 INSTALL Terminal Connector per State Std. A77B
19 INSTALL Type G–1 Delineators on M.B.G.R. at 12.5' spacing per State Std. A73C & A77F
22 CONSTRUCT Concrete Median (Stamped Pattern) per Typical Section on Sheet 2.
30 RESET Mailbox per County Std. Dwg. 312
U Utilities to be RELOCATED By Others (See Note U. of General Notes on Sheet No. 1)

MARK	CHANGES		DATE
	NO CHANGES	RESIDENT ENGINEER	

FIELD CHANGES

CITY OF COLTON
PUBLIC SERVICES DEPARTMENT
APPROVED BY
NAME: AMER JAKHER
R.C.E. 50932 EXPIRES 9-30-07
DIRECTOR / CITY ENGINEER 12-08-05 DATE

REGISTERED PROFESSIONAL ENGINEER Richard H. Brandstrup No. 31490 Exp. 12/31/06 CIVIL STATE OF CALIFORNIA

COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

DRAWN BY	DESIGNED BY	PROJ. ENGR.
GM	GM	AJM

RECOMMENDED /APPROVED BY
ASSISTANT DIRECTOR 12/12/05 DATE
SUBMITTED BY
CHIEF DESIGN ENGINEER 12/12/05
DIRECTOR OF PUBLIC WORKS 12/12/05 DATE

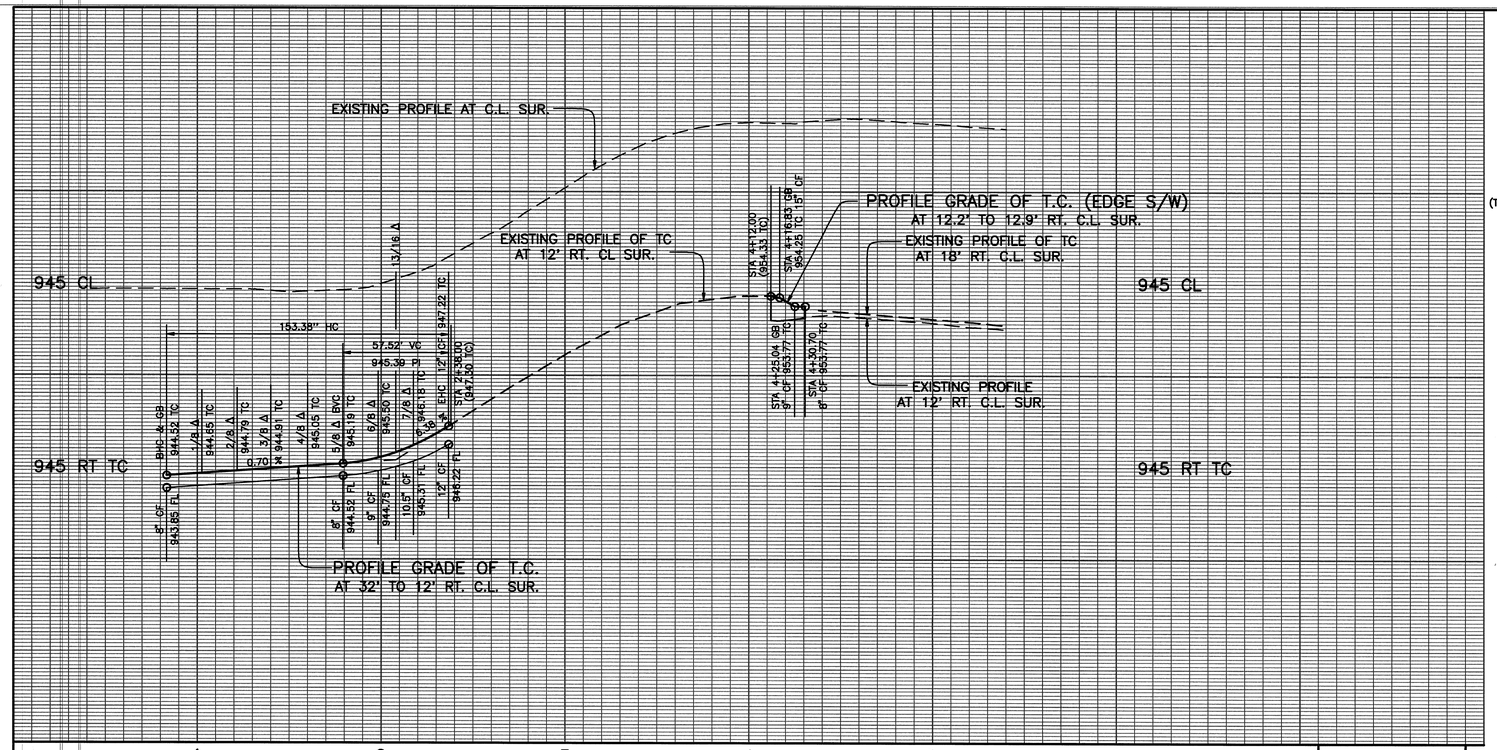
LA CADENA DRIVE
AT BARTON ROAD
FROM STA. 6+00 TO STA. 16+00

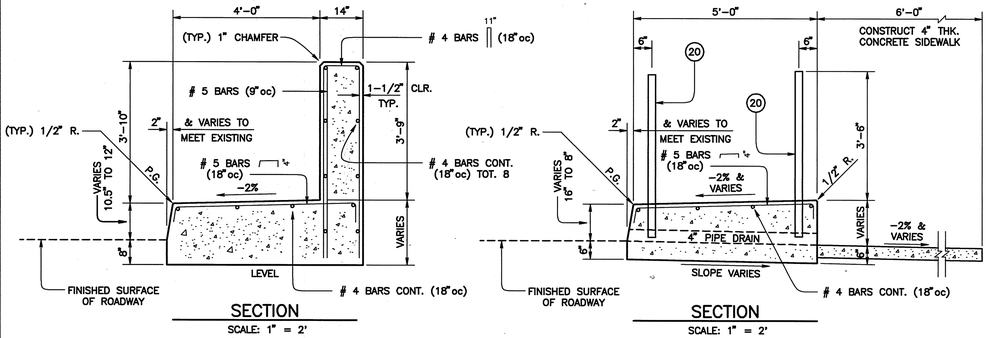
J.L. REF.	W.O. NO.	PLAN SCALE	SHT. NO.	TOT. SHT'S.
JL 8707	H13421	1" = 40'	3	6

PLAN 6130

DATE | APPR. | REVISIONS | MARK

FILE NO. 473100 121–120





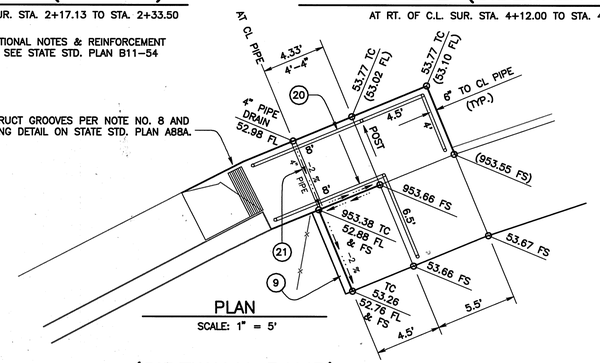
CONCRETE (BARRIER)

AT RT. OF C.L. SUR. STA. 2+17.13 TO STA. 2+33.50

NOTE: FOR ADDITIONAL NOTES & REINFORCEMENT DETAILS, SEE STATE STD. PLAN B11-54

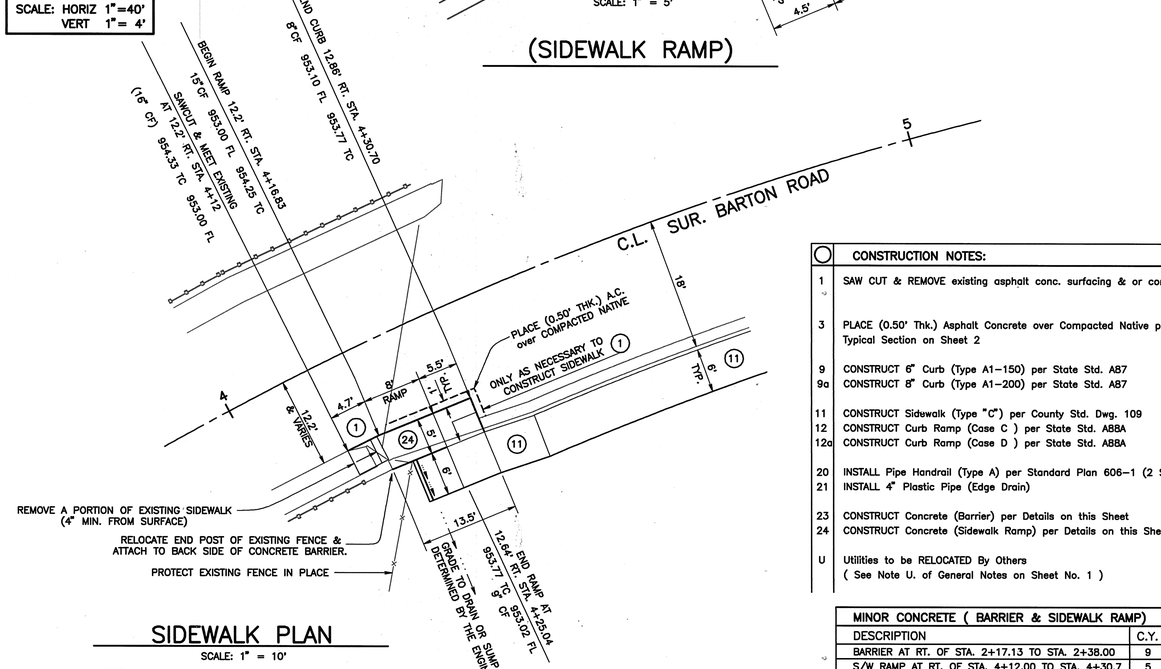
CONCRETE (SIDEWALK RAMP)

AT RT. OF C.L. SUR. STA. 4+12.00 TO STA. 4+30.70



PLAN
SCALE: 1" = 5'

(SIDEWALK RAMP)



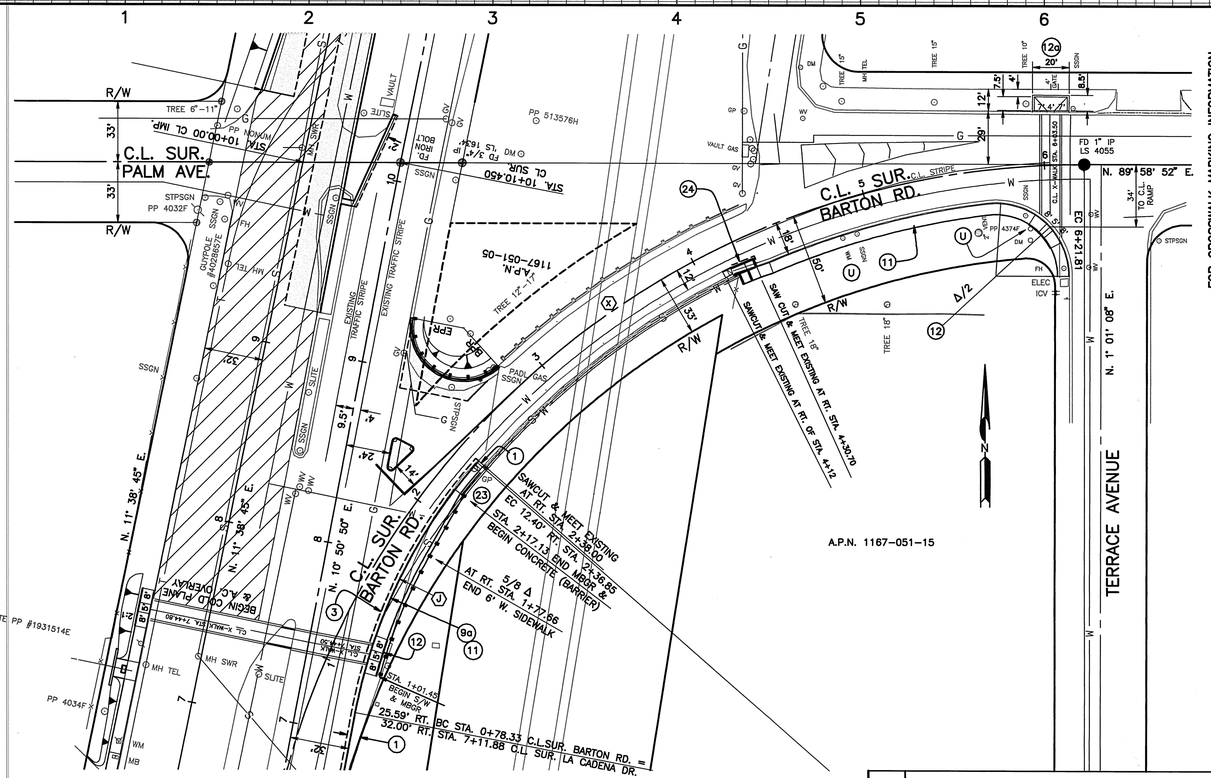
SIDEWALK PLAN

SCALE: 1" = 10'

NOTE:
FOR HANDRAIL, PIPE EDGE DRAIN & ADDITIONAL INFORMATION SEE SIDEWALK RAMP PLAN ON THIS SHEET.

PROFILE

SCALE: HORIZ 1"=40'
VERT 1"= 4'



SEE SHEET 3

T.C. CURVE DATA				
	Δ	R	L	T
J	30°18'11"	290.00'	153.38'	78.53'

C.L. SUR. CURVE DATA BARTON ROAD				
	Δ	R	L	T
X	79°10'18"	450.00'	621.81'	372.09'

CONSTRUCTION NOTES:	
1	SAW CUT & REMOVE existing asphalt conc. surfacing & or concrete.
3	PLACE (0.50' Thk.) Asphalt Concrete over Compacted Native per Typical Section on Sheet 2
9	CONSTRUCT 6" Curb (Type A1-150) per State Std. A87
9a	CONSTRUCT 8" Curb (Type A1-200) per State Std. A87
11	CONSTRUCT Sidewalk (Type "C") per County Std. Dwg. 109
12	CONSTRUCT Curb Ramp (Case C) per State Std. A88A
12a	CONSTRUCT Curb Ramp (Case D) per State Std. A88A
20	INSTALL Pipe Handrail (Type A) per Standard Plan 606-1 (2 Sheets)
21	INSTALL 4" Plastic Pipe (Edge Drain)
23	CONSTRUCT Concrete (Barrier) per Details on this Sheet
24	CONSTRUCT Concrete (Sidewalk Ramp) per Details on this Sheet
U	Utilities to be RELOCATED By Others (See Note U. of General Notes on Sheet No. 1)

MINOR CONCRETE (BARRIER & SIDEWALK RAMP)	
DESCRIPTION	C.Y.
BARRIER AT RT. OF STA. 2+17.13 TO STA. 2+38.00	9
S/W RAMP AT RT. OF STA. 4+12.00 TO STA. 4+30.7	5

MARK	CHANGES	
	NO CHANGES	RESIDENT ENGINEER DATE

FIELD CHANGES

CITY OF COLTON
PUBLIC SERVICES DEPARTMENT

APPROVED BY

NAME: AMER JAKHER
R.C.E. 50932 EXPIRES 9-30-07

DIRECTOR / CITY ENGINEER 12-08-05 DATE

REGISTERED PROFESSIONAL ENGINEER Richard H. Broomfield No. 31490 Exp. 12/31/06 CIVIL STATE OF CALIFORNIA

COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

DRAWN BY	DESIGNED BY	PROJ. ENGR.
GM	GM	AJM

SUBMITTED BY
Richard Broomfield 12/12/05
CHIEF DESIGN ENGINEER

RECOMMENDED /APPROVED BY
Vanar R Ellen 12/12/05
ASSISTANT DIRECTOR DATE
Patrick J Mazon 12/12/05
DIRECTOR OF PUBLIC WORKS DATE

BARTON ROAD

AT LA CADENA DRIVE

FROM STA. 1+00 TO STA. 6+00

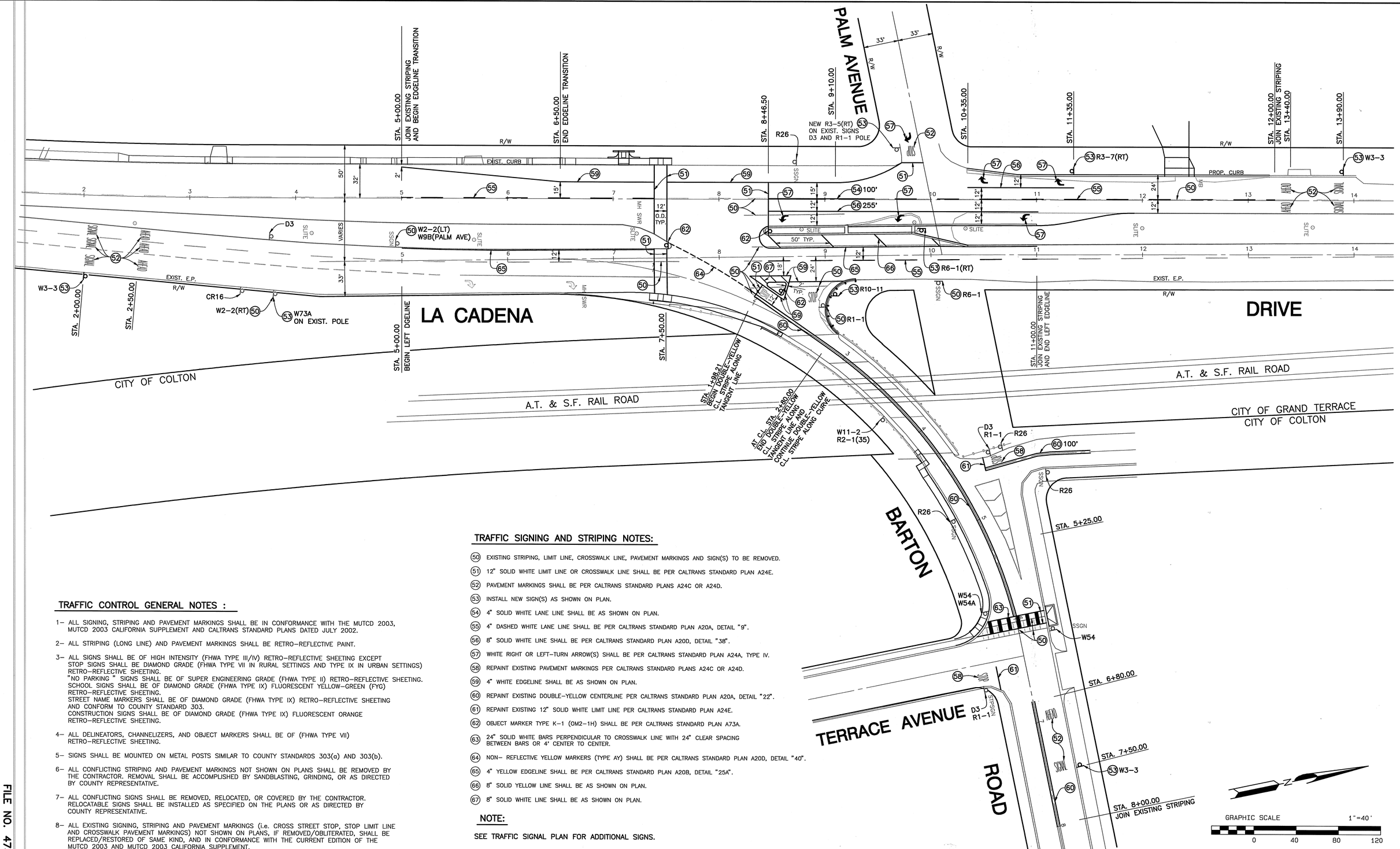
J.L. REF.	W.O. NO.	PLAN SCALE	SHT. NO.	TOT. SHT'S.
JL 8707	H13421	1" = 40'	4	6

FILE NO. 473100 121 - 120

FILE NO. 473100 121-120

PLAN C130

REVISIONS | DATE | APPR. | MARK



TRAFFIC CONTROL GENERAL NOTES :

1– ALL SIGNING, STRIPING AND PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE MUTCD 2003, MUTCD 2003 CALIFORNIA SUPPLEMENT AND CALTRANS STANDARD PLANS DATED JULY 2002.

2– ALL STRIPING (LONG LINE) AND PAVEMENT MARKINGS SHALL BE RETRO–REFLECTIVE PAINT.

3– ALL SIGNS SHALL BE OF HIGH INTENSITY (FHWA TYPE III/IV) RETRO–REFLECTIVE SHEETING EXCEPT STOP SIGNS SHALL BE DIAMOND GRADE (FHWA TYPE VII IN RURAL SETTINGS AND TYPE IX IN URBAN SETTINGS) RETRO–REFLECTIVE SHEETING.
"NO PARKING " SIGNS SHALL BE OF SUPER ENGINEERING GRADE (FHWA TYPE II) RETRO–REFLECTIVE SHEETING.
SCHOOL SIGNS SHALL BE OF DIAMOND GRADE (FHWA TYPE IX) FLUORESCENT YELLOW–GREEN (FYG) RETRO–REFLECTIVE SHEETING.
STREET NAME MARKERS SHALL BE OF DIAMOND GRADE (FHWA TYPE IX) RETRO–REFLECTIVE SHEETING AND CONFORM TO COUNTY STANDARD 303.
CONSTRUCTION SIGNS SHALL BE OF DIAMOND GRADE (FHWA TYPE IX) FLUORESCENT ORANGE RETRO–REFLECTIVE SHEETING.

4– ALL DELINEATORS, CHANNELIZERS, AND OBJECT MARKERS SHALL BE OF (FHWA TYPE VII) RETRO–REFLECTIVE SHEETING.

5– SIGNS SHALL BE MOUNTED ON METAL POSTS SIMILAR TO COUNTY STANDARDS 303(a) AND 303(b).

6– ALL CONFLICTING STRIPING AND PAVEMENT MARKINGS NOT SHOWN ON PLANS SHALL BE REMOVED BY THE CONTRACTOR. REMOVAL SHALL BE ACCOMPLISHED BY SANDBLASTING, GRINDING, OR AS DIRECTED BY COUNTY REPRESENTATIVE.

7– ALL CONFLICTING SIGNS SHALL BE REMOVED, RELOCATED, OR COVERED BY THE CONTRACTOR. RELOCATABLE SIGNS SHALL BE INSTALLED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY COUNTY REPRESENTATIVE.

8– ALL EXISTING SIGNING, STRIPING AND PAVEMENT MARKINGS (i.e. CROSS STREET STOP, STOP LIMIT LINE AND CROSSWALK PAVEMENT MARKINGS) NOT SHOWN ON PLANS, IF REMOVED/OBLITERATED, SHALL BE REPLACED/RESTORED OF SAME KIND, AND IN CONFORMANCE WITH THE CURRENT EDITION OF THE MUTCD 2003 AND MUTCD 2003 CALIFORNIA SUPPLEMENT.

9– THE CONTRACTOR SHALL NOTIFY COUNTY REPRESENTATIVE TO SCHEDULE A FINAL REVIEW (WALK THROUGH) WITH TRAFFIC DIVISION PERSONNEL FOR APPROVAL OF TRAFFIC CONTROL DEVICES PRIOR TO PROJECT ACCEPTANCE.

TRAFFIC SIGNING AND STRIPING NOTES:

(50) EXISTING STRIPING, LIMIT LINE, CROSSWALK LINE, PAVEMENT MARKINGS AND SIGN(S) TO BE REMOVED.

(51) 12" SOLID WHITE LIMIT LINE OR CROSSWALK LINE SHALL BE PER CALTRANS STANDARD PLAN A24E.

(52) PAVEMENT MARKINGS SHALL BE PER CALTRANS STANDARD PLANS A24C OR A24D.

(53) INSTALL NEW SIGN(S) AS SHOWN ON PLAN.

(54) 4" SOLID WHITE LANE LINE SHALL BE AS SHOWN ON PLAN.

(55) 4" DASHED WHITE LANE LINE SHALL BE PER CALTRANS STANDARD PLAN A20A, DETAIL "9".

(56) 8" SOLID WHITE LINE SHALL BE PER CALTRANS STANDARD PLAN A20D, DETAIL "38".

(57) WHITE RIGHT OR LEFT–TURN ARROW(S) SHALL BE PER CALTRANS STANDARD PLAN A24A, TYPE IV.

(58) REPAINT EXISTING PAVEMENT MARKINGS PER CALTRANS STANDARD PLANS A24C OR A24D.

(59) 4" WHITE EDGELINE SHALL BE AS SHOWN ON PLAN.

(60) REPAINT EXISTING DOUBLE–YELLOW CENTERLINE PER CALTRANS STANDARD PLAN A20A, DETAIL "22".

(61) REPAINT EXISTING 12" SOLID WHITE LIMIT LINE PER CALTRANS STANDARD PLAN A24E.

(62) OBJECT MARKER TYPE K–1 (OM2–1H) SHALL BE PER CALTRANS STANDARD PLAN A73A.

(63) 24" SOLID WHITE BARS PERPENDICULAR TO CROSSWALK LINE WITH 24" CLEAR SPACING BETWEEN BARS OR 4' CENTER TO CENTER.

(64) NON– REFLECTIVE YELLOW MARKERS (TYPE AY) SHALL BE PER CALTRANS STANDARD PLAN A20D, DETAIL "40".

(65) 4" YELLOW EDGELINE SHALL BE PER CALTRANS STANDARD PLAN A20B, DETAIL "25A".

(66) 8" SOLID YELLOW LINE SHALL BE AS SHOWN ON PLAN.

(67) 8" SOLID WHITE LINE SHALL BE AS SHOWN ON PLAN.

NOTE:

SEE TRAFFIC SIGNAL PLAN FOR ADDITIONAL SIGNS.

GRAPHIC SCALE 1"=40'
0 40 80 120

MARK	CHANGES		
	NO CHANGES	RESIDENT ENGINEER	DATE

FIELD CHANGES

CITY OF COLTON
PUBLIC SERVICES DEPARTMENT
APPROVED BY
NAME: AMER JAKHER
R.C.E. 50922 EXPIRES 9-30-07
DIRECTOR / CITY ENGINEER 12-08-05 DATE

REGISTERED PROFESSIONAL ENGINEER JACOB Y. BABICO No. C043788 EXPIRATION DATE 6/30/2007 CIVIL STATE OF CALIFORNIA

COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

DRAWN BY	DESIGNED BY	PROJ. ENGR.
H.F.	E.R.	C.N.O.

SUBMITTED BY
CHIEF TRAFFIC DIVISION 12.9.05 DATE

RECOMMENDED /APPROVED BY
ASSISTANT DIRECTOR 12/12/05 DATE
DIRECTOR OF PUBLIC WORKS 12/12/05 DATE

LA CADENA DRIVE
AT BARTON ROAD
TRAFFIC SIGNING AND STRIPING PLAN
COLTON \ GRAND TERRACE AREA

J.L. REF.	W.O. NO.	SCALE	SHT. NO.	TOT. SHT'S.
JL 8707	H13421	1" = 40'	5	6

FILE NO. 473100 121 – 120

FILE NO. 473100 121 – 120

REVISIONS	APPR.	DATE
MARK		

12/7/2005, N:\TRAFFIC-1\MODEL\PROJECTS\BARTON-LACADENA\H13421-FINAL.dgn

PLAN 6130

FILE NO. 473100 121 – 120

TRAFFIC SIGNAL GENERAL NOTES:

1– ALL VEHICLE INDICATIONS SHALL BE 12" AND SHALL BE INSTALLED WITH "LED" SIGNAL MODULES (GENERAL ELECTRIC).

2– ALL PEDESTRIAN HEADS SHALL BE INSTALLED WITH "LED" PEDESTRIAN MODULES, (GENERAL ELECTRIC).

3– SIGNAL POLE LOCATIONS ARE APPROXIMATE.

4– ALL BACK PLATES SHALL BE LOUVERED.

5– ALL BACK PLATES AND VISORS SHALL BE METAL, NO PLASTIC PARTS WILL BE ALLOWED.

6– UNLESS OTHERWISE NOTED, ALL PULL BOXES SHALL BE #5.

7– PULL BOXES SHALL BE INSTALLED PER CALTRANS STANDARDS PLAN ES–8. AND SHALL NOT BE INSTALLED IN OR WITHIN A CURB ACESS RAMP.

8– PULL BOXES LOCATED IN ROADWAYS OR SHOULDER AREAS SUBJECT TO TRAFFIC, SHALL BE TRAFFIC TYPE PER CALTRANS STANDARD PLAN ES–8.

9– SLEEVE NUTS SHALL BE USED FOR ALL (1–A) POLES PER CALTRANS STANDARD PLAN ES–7B.

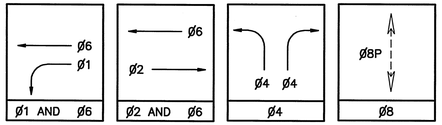
10– PEDESTRIAN PUSH BUTTON SHALL BE PER CALTRANS STANDARD PLANS ES–5C (TYPE B) AND ES–7A.

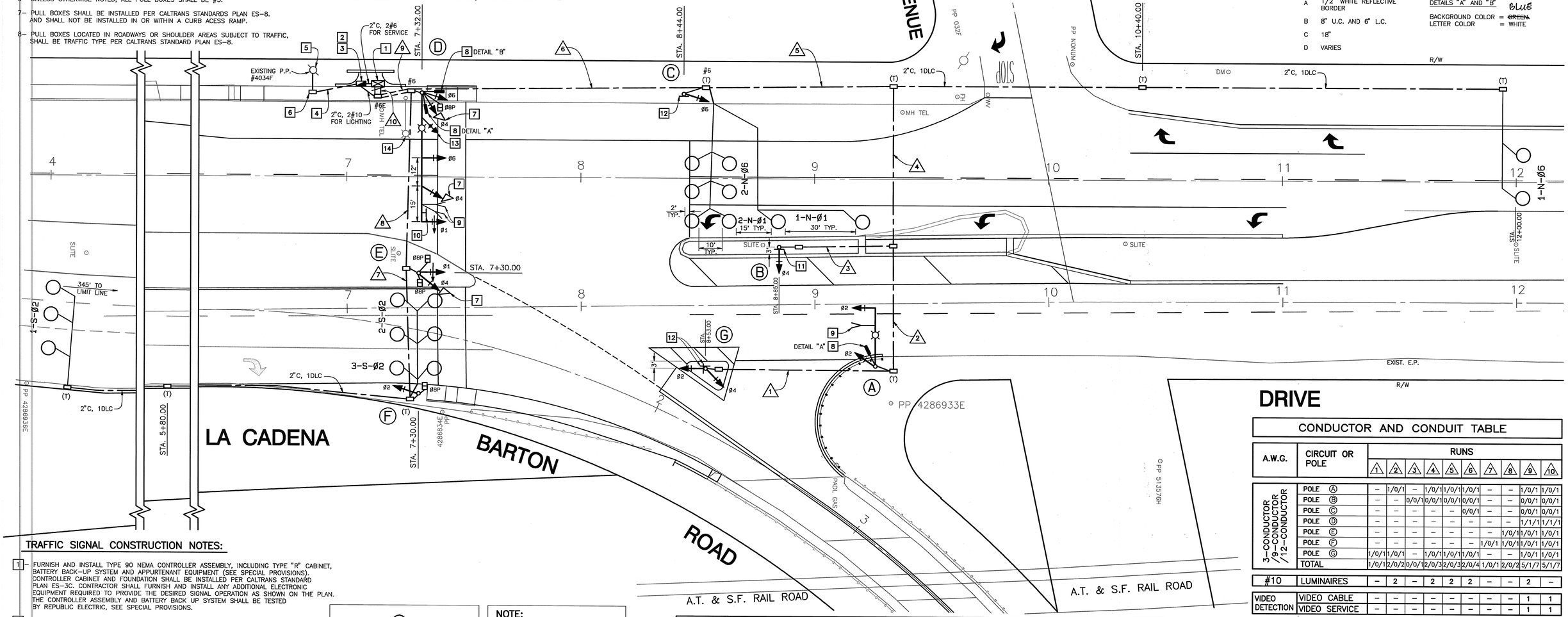
11– TRAFFIC SIGNAL AND LIGHTING SHALL CONFORM TO THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS SECTION 86 AND STANDARD PLANS (DATED JULY 2002).

12– ALL UNUSED TENONS SHALL BE CAPPED.

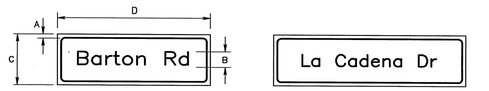
13– THE CONTRACTOR SHALL NOTIFY COUNTY REPRESENTATIVE TO SCHEDULE A FIELD REVIEW WITH TRAFFIC DIVISION TO DETERMINE THE EXACT LOCATIONS FOR SIGNAL POLES, CONTROLLER CABINET, AND SERVICE CABINET.

PHASE SEQUENCE DIAGRAM





DRIVE



(D3) DETAIL "A"
N.T.S.

(D3) DETAIL "B"
N.T.S.

LEGEND:

A	1/2" WHITE REFLECTIVE BORDER
B	8" U.C. AND 6" L.C.
C	18"
D	VARIES

NOTE:

DETAILS "A" AND "B" = blue

BACKGROUND COLOR = ~~GREEN~~
LETTER COLOR = WHITE

TRAFFIC SIGNAL CONSTRUCTION NOTES:

1– FURNISH AND INSTALL TYPE 90 NEMA CONTROLLER ASSEMBLY, INCLUDING TYPE "R" CABINET, BATTERY BACK–UP SYSTEM AND APPURTENANT EQUIPMENT (SEE SPECIAL PROVISIONS). CONTROLLER CABINET AND FOUNDATION SHALL BE INSTALLED PER CALTRANS STANDARD PLAN ES–3C. CONTRACTOR SHALL FURNISH AND INSTALL ANY ADDITIONAL ELECTRONIC EQUIPMENT REQUIRED TO PROVIDE THE DESIRED SIGNAL OPERATION AS SHOWN ON THE PLAN. THE CONTROLLER ASSEMBLY AND BATTERY BACK UP SYSTEM SHALL BE TESTED BY REPUBLIC ELECTRIC, SEE SPECIAL PROVISIONS.

2– FURNISH AND INSTALL 200AMP, 120/240V TYPE III–BF SIGNAL AND LIGHTING SERVICE. USE 50AMP SIGNAL BREAKER, 30AMP LIGHTING BREAKER. SIGNAL CIRCUIT SHALL BE 120V METERED AND LIGHTING SHALL BE 120V UNMETERED. PROVISIONS SHALL BE MADE FOR MOUNTING THE TYPE "V" PHOTOELECTRIC UNIT IN THE SERVICE CABINET.

3– FURNISH AND INSTALL TYPE "V" PEC (LIGHTING TYPE) IN SERVICE CABINET.

4– FURNISH AND INSTALL 3" PVC SCHEDULE 40 WITH PULL–ROPE FROM P.P. #4034F TO THE SERVICE CABINET PER CITY OF COLTON ELECTRIC DEPARTMENT'S APPROVED DRAWINGS. CONTACT MITCHELL L. GRIGG, ELECTRIC UTILITY SYSTEMS DESIGNER, AT (909)370–6192 FOR THE APPROVED DRAWINGS. EXACT LOCATIONS SHALL BE DETERMINED BY CITY OF COLTON ELECTRIC DEPARTMENT'S IN THE FIELD.

5– FURNISH AND INSTALL 3" PVC SCHEDULE 80 RISER AND 36" RADIUS 90° SWEEP ON P.P. #4034F PER CITY OF COLTON ELECTRIC DEPARTMENT'S APPROVED DRAWINGS.

6– FURNISH AND INSTALL 17"x30" POLYMER CONCRETE PULL BOXES (ELECTRIC MARKED) PER CITY OF COLTON ELECTRIC DEPARTMENT'S APPROVED DRAWINGS.

7– FURNISH AND INSTALL 12"x20" DEEP LEFT ANGLE VISOR(S) PER CALTRANS STANDARD PLAN ES–4C.

8– FURNISH AND INSTALL DOUBLE SIDED STREET NAME SIGNS PER DETAILS SHOWN ON PLAN. SIGN(S) SHALL BE ALUMINUM BASE METAL SURFACED WITH REFLECTIVE SHEETING DIAMOND GRADE "VIP". THE STREET NAME SIGN(S) SHALL BE INSTALLED ON A SEPERATE HORIZONTAL ARM, SEE SPECIAL PROVISIONS.

9– FURNISH AND INSTALL 3M OPTICOM MODEL 711 EMERGENCY VEHICLE PREEMPTION (E.V.P.) SYSTEM OR EQUAL. THE SYSTEM SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS AND DETAIL SHOWN ON PLAN.

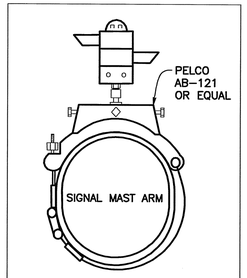
10– FURNISH AND INSTALL R73–2 (36"x36") SIGN ON SIGNAL MAST ARM PER CALTRANS STANDARD PLAN ES–7N, DETAIL "U".

11– FURNISH AND INSTALL R10–11 SIGN ON TYPE 1–A SIGNAL POLE.

12– FURNISH AND INSTALL R9–3A (24"x24") SIGN ON SIGNAL MAST ARM PER CALTRANS STANDARD PLAN ES–7N, DETAIL "U".

13– FURNISH AND INSTALL VIDEO DETECTION SYSTEM. CAMERA SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS, SEE SPECIAL PROVISIONS.

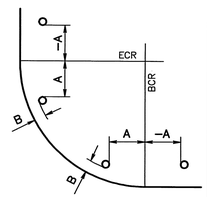
14– EXISTING STREET LIGHT TO BE REMOVED BY SOUTHERN CALIFORNIA EDISON. CONTACT JAMES LAIZURE, SCE PLANNER AT (909)307–6759 FOR REMOVAL.



EMERGENCY VEHICLE DETECTOR MAST ARM MOUNTING CLAMP
N.T.S.

NOTE:

NEGATIVE "A" DIMENSIONS REFER TO A DISTANCE DEPARTING INTERSECTION AWAY FROM BCR OR ECR.



SIGNAL POLE LOCATION DETAIL
N.T.S.

POLE AND EQUIPMENT SCHEDULE

POLE NO.	STANDARD TYPE	HEIGHT	SIGNAL MAST ARM	"F" DIMENSION	LUMINAIRE MAST ARM	POLE LOCATION A	POLE LOCATION B	VEHICLE SIGNAL MOUNTING MAST	VEHICLE SIGNAL MOUNTING MOUNTING	PEDESTRIAN SIGNAL ø	PEDESTRIAN SIGNAL MOUNTING	PED PUSH BUTTON ø	PED PUSH BUTTON ARROW	HPSV LUMINAIRE	REFLECTIVE STREET NAME SIGN
Ⓐ	19A–4–129	35'	25'	10'	15'	3'	4'	MAS	SV–1–T	---	---	---	---	250 WATT	DETAIL "A"
Ⓑ	1–A	10'	---	---	---	---	---	---	TV–2–T	---	---	---	---	---	---
Ⓒ	1–A	10'	---	---	---	---	4'	---	TV–1–T	---	---	---	---	---	---
Ⓓ	29A–5–129	35'	55'	15'	15'	---	4'	MAS MAS MAS	SV–2–T	ø8	SP–1–T	ø8	←	250 WATT	DETAIL "A" DETAIL "B"
Ⓔ	1–A	10'	---	---	---	---	6'	---	TV–2–T	ø8	SP–1–T	ø8	←→	---	---
Ⓕ	1–A	10'	---	---	---	---	---	---	TV–1–T	ø8	SP–1–T	ø8	←	---	---
Ⓖ	1–A	10'	---	---	---	---	---	---	TV–2–T	---	---	---	---	---	---

CONDUCTOR AND CONDUIT TABLE

A.W.G.	CIRCUIT OR POLE	RUNS 1	2	3	4	5	6	7	8	9	10
3–CONDUCTOR /9–CONDUCTOR /12–CONDUCTOR	POLE Ⓐ	–	1/0/1	–	1/0/1	1/0/1	1/0/1	–	–	1/0/1	1/0/1
	POLE Ⓑ	–	–	0/0/1	0/0/1	0/0/1	0/0/1	–	–	0/0/1	0/0/1
	POLE Ⓒ	–	–	–	–	–	0/0/1	–	–	0/0/1	0/0/1
	POLE Ⓓ	–	–	–	–	–	–	–	–	1/1/1	1/1/1
	POLE Ⓔ	–	–	–	–	–	–	–	1/0/1	1/0/1	1/0/1
	POLE Ⓕ	–	–	–	–	–	–	1/0/1	1/0/1	1/0/1	1/0/1
	POLE Ⓖ	1/0/1	1/0/1	–	1/0/1	1/0/1	1/0/1	–	–	1/0/1	1/0/1
	TOTAL	1/0/1	2/0/2	0/0/1	2/0/3	2/0/3	2/0/4	1/0/1	2/0/2	5/1/7	5/1/7
#10	LUMINAIRES	–	2	–	2	2	2	–	–	2	–
VIDEO DETECTION	VIDEO CABLE	–	–	–	–	–	–	–	–	1	1
	VIDEO SERVICE	–	–	–	–	–	–	–	–	1	1
EMERGENCY PREEMPTION CABLE		–	1	–	1	1	1	–	–	2	2
DLC	ø1 DLC	–	–	–	–	–	2	–	–	2	2
	ø2 DLC	–	–	–	–	–	–	3	3	3	3
	ø6 DLC	–	–	–	–	1	2	–	–	2	2
	TOTAL	–	–	–	–	1	4	3	3	7	7
* CONDUIT SIZE (INCHES)		2"	3"	3"	3"	3"	3"	3"	3"	2–4"	2–4"

* ALL CONDUITS SHALL BE GALVANIZED RIGID STEEL

GRAPHIC SCALE 1"=20'
0 20 40 60

Underground Service Alert
SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A PERMIT TO EXCAVATE WILL BE VALID
FOR YOUR DIG ALERT I.D. NUMBER CALL UNDERGROUND SERVICE ALERT
TOLL FREE 1–800–227–2600
TWO WORKING DAYS BEFORE YOU DIG

MARK	CHANGES		
	NO CHANGES	RESIDENT ENGINEER	DATE

FIELD CHANGES

CITY OF COLTON
PUBLIC SERVICES DEPARTMENT
APPROVED BY
NAME: AMER JAKHER
R.C.E. 50932 EXPIRES 9–30–07
DIRECTOR / CITY ENGINEER 12-08-05 DATE

REGISTERED PROFESSIONAL ENGINEER JACOB Y. BADICO No. C043788 EXPIRATION DATE 6/30/2007 CIVIL STATE OF CALIFORNIA

COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

DRAWN BY	DESIGNED BY	PROJ. ENGR.
H.F.	E.R.	C.N.O.

SUBMITTED BY
CHIEF TRAFFIC DIVISION 12.9.05 DATE

RECOMMENDED / APPROVED BY
ASSISTANT DIRECTOR 12/12/05 DATE
DIRECTOR OF PUBLIC WORKS 12/12/05 DATE

LA CADENA DRIVE
AT BARTON ROAD
TRAFFIC SIGNAL PLAN
COLTON \ GRAND TERRACE AREA

F.B. REF.	W.O. NO.	SCALE	SHT. NO.	TOT. SHT'S.
JL 8707	H13421	1" = 20'	6	6

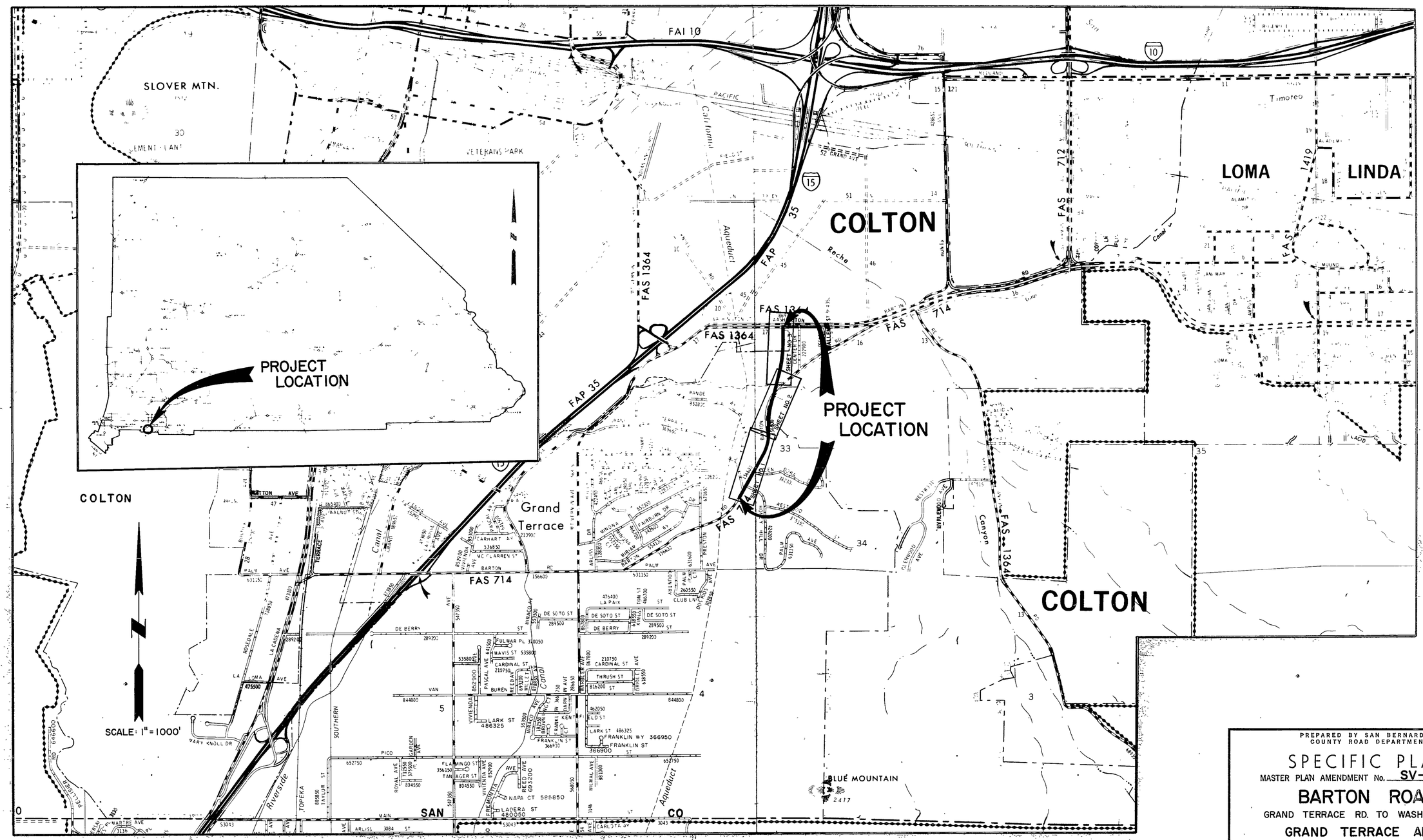
PLAN 6130

DATE | APPR. | REVISIONS | MARK

12/7/2005, M:\TRAFFIC–ENGR\LPROJECTS\BARTON–LACADENA\H13421–PSNL.prn

CITY OF COLTON
R00270

FILE No.: 156600
LIMITS: 119-113


FAI 10
SLOVER MTN.
CEMENT PLANT
VETERANS PARK
PACIFIC
California
Aqueduct
FAP 35
FAS 1364
COLTON
Reche
Canal
FAS 1364
FAS 714
FAS 712
FAS 1419
LOMA
LINDA
Timoteo
Canyon
PROJECT LOCATION
PROJECT LOCATION
SCALE: 1" = 1000'
Grand Terrace
COLTON
FAS 714
BARTON
SAN
BERNARDINO
BLUE MOUNTAIN
2417
Riverside
Canal
Aqueduct
SOUTHERN
TOPEKA
MARY KNOLL DR
LA LOMA AVE
DE BERRY ST
DE SOTO ST
CARDINAL ST
THRUSH ST
LARK ST
FRANKLIN ST
FRANKLIN WY
FULMAR PL
MAVIS ST
FLAMINGO ST
TANAGER ST
NAPA CT
LADERA ST
CARLOTTA AV
ARLISS ST
MAIN ST
PICO
VAN BUREN BLVD
LA PALK ST
CLUB LN
FAIRBURN DR
CARHART AV
MC CLARREN ST
REED AVE
ROYAL AVE
VIVIENDA AVE
FRANKLIN AVE
WILMAL AVE
WESTWOOD AVE
OLIVEWOOD AVE
CLEMMONS AVE
PALM AVE
PALM CT
ARLINGTON AVE
MISSION BLVD
SHEET NO. 2
SHEET NO. 3
ALLEN
ROSEDALE
LA CADENA
PELISSIER
PLEASANT VIEW
TERRACE
BALNOY
MC KINLEY
ARLINGTON
MISSION
MIRACLE
PASCAL AVE
HERBAY
VIVIENDA
KENTER
FERMONTA
WILMAL
LA MAIDA
PLEASANT VIEW PL
MAITRE AVE
ARLISS
CARLOTTA
LA PALK
ALAMITOS
MOUND
LAN MAR
LOMA
ACACIA
KELLAND
RIVERSIDE
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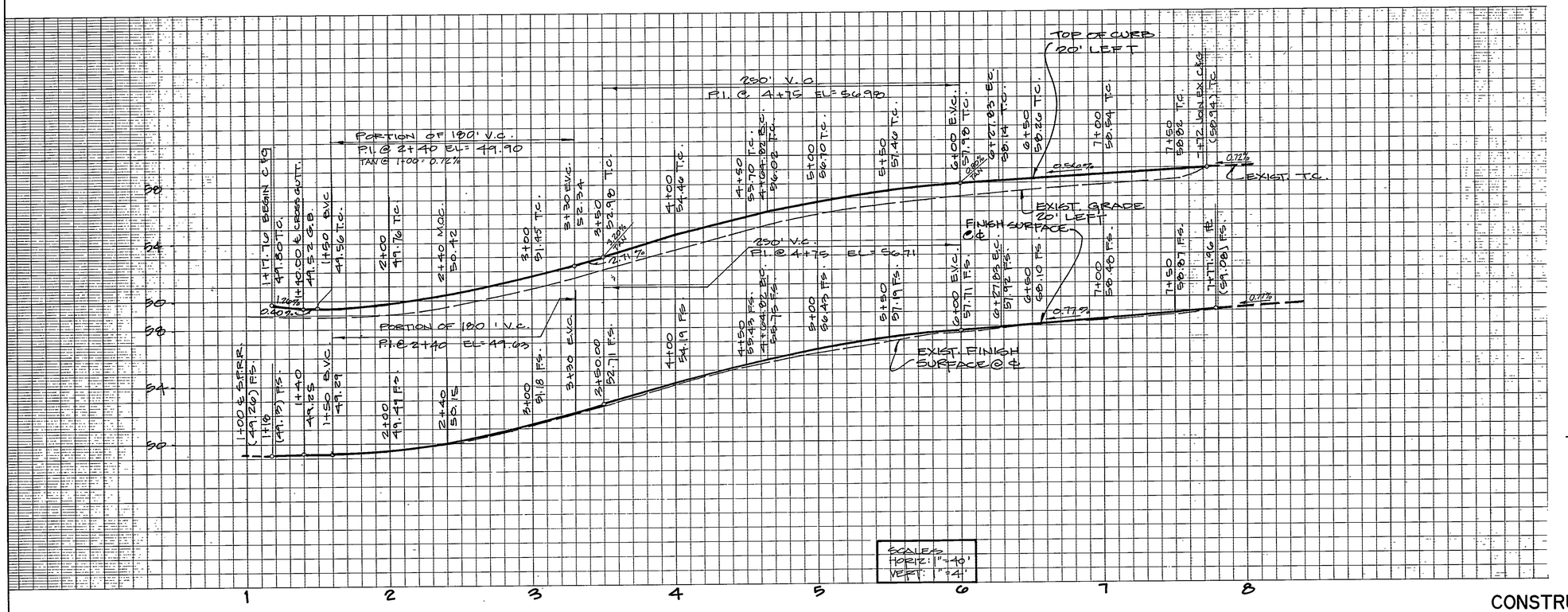
CITY OF COLTON
P100141

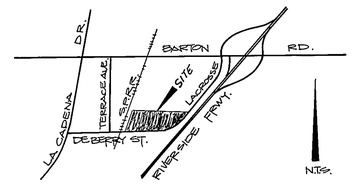


SCALES:
HORIZ: 1"=40'
VERT: 1"=4'

GENERAL NOTES

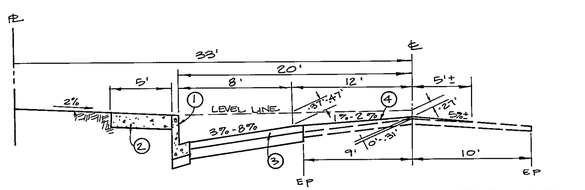
1. TREES SHALL BE RELOCATED BY CONTRACTOR.
2. UTILITIES IN THE WAY OF CONSTRUCTION SHALL BE RELOCATED BY OTHERS.
3. CONTRACTOR SHALL BACKFILL PARKWAY.
4. REMOVAL AND SUBSEQUENT RELOCATION OR REPLACEMENT OF STREET NAME SIGNS, TRAFFIC CONTROL DEVICES, ETC., SHALL BE AS DIRECTED BY THE CITY ENGINEER.
5. ALL DRIVEWAYS TO BE LOCATED IN FIELD BY CITY ENGINEER.
6. ALL CONSTRUCTION SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (CURRENT EDITION), AND THE STANDARD DRAWINGS OF THE CITY OF COLTON *PUBLIC WORKS DEPARTMENT.*
7. CONTRACTOR SHALL WATER TEST ALL FLOWLINES HAVING GRADES LESS THAN 0.40% TO ASSURE PROPER DRAINAGE *AS REQUIRED BY THE CITY ENGINEER.*
8. CONTRACTOR SHALL OBTAIN AN EXCAVATION PERMIT (FOR EXCAVATIONS OVER 5 FEET IN DEPTH) FROM THE STATE DEPARTMENT OF INDUSTRIAL SAFETY AND COMPLY WITH THE REQUIREMENTS THEREOF.
9. CONTRACTOR SHALL NOTIFY UTILITIES PRIOR TO CONSTRUCTION, TO ALLOW FOR FIELD LOCATION OF FACILITIES (WATER, SEWER, GAS AND ELECTRIC).
10. STRUCTURAL SECTIONS AS SHOWN ON THESE PLANS ARE TENTATIVE. FINAL STREET SECTION SHALL BE BASED UPON THE RECOMMENDATION OF A SOILS ENGINEER, AND THE REQUIREMENTS OF THE CITY OF COLTON.
11. CONTRACTOR SHALL OBTAIN A DIG ALERT I.D. NUMBER, CALL TOLL FREE 1-800-422-4133 TWO WORKING DAYS BEFORE DIGGING.

VICINITY MAP

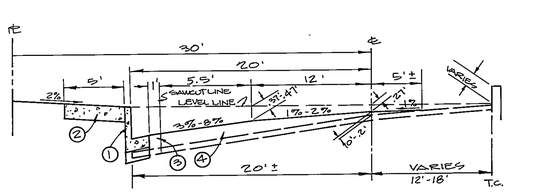


CONSTRUCTION NOTES:

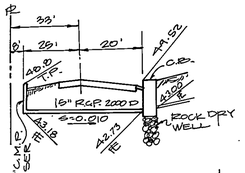
1. CONST. 8" CURB & GUTTER PER CITY STD. 106.
2. CONST. 5' CONC. SIDEWALK PER CITY STD. 108 & 109
3. CONST "A.C. PAVEMENT OVER " CLASS 2 A.B. AS DETERMINED BY GEOTECHNICAL ENGINEER AFTER ROUGH GRADING IS COMPLETED FOR DESIGN TO TRAFFIC INDEX OF T.I. = 7.0 OR 4" A.C. WHICHEVER IS GREATER
4. CONST. VARIABLE THICKNESS A.C. CAP OVER EXISTING A.C. PAVEMENT.
5. CONST. COMMERCIAL DRIVEWAY PER CITY STD. 111 W=23'.
6. CONST. COMMERCIAL DRIVEWAY PER CITY STD. 111 W=30'.
7. CONST. CATCH BASIN PER CITY STD. 200 W=5' V=6.79' OVER 3'-"4 ROCK BASE, NO BOTTOM IN C.B.
8. CONST. SIDEWALK DRAIN PER CITY STD. 128-A, W=2'-8".
9. CONST. SIDEWALK DRAIN PER CITY STD. 128-B, W/3"x12½" ALHAMBRA FNDRY. A-470
10. CONST. 15" GALV. C.M.P. 12 GA. RISER PER DETAIL HEREON.
11. CONST. 4" A.C./DIRT APRON
12. POWER POLE TO BE RELOCATED BY SERVING UTILITY COMPANY.
13. CONST. SIDEWALK JOG PER CITY STD. 127.
14. ADJUST METER VAULT AND VALVE TO GRADE.
15. ADJUST MANHOLE RIM TO GRADE.
16. CONST. 18" R.C.P. 2000 D, S=0.01



TYPICAL SECTION DE BERRY ST.
N.T.S.



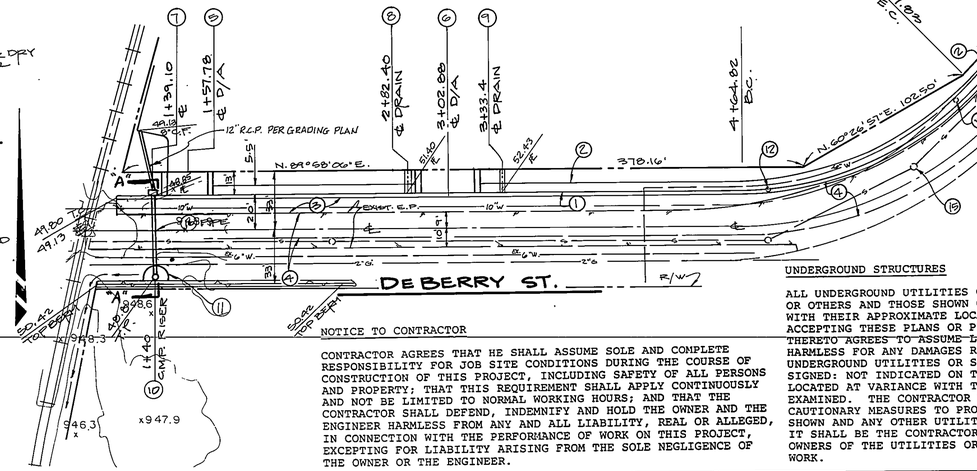
TYPICAL SECTION LACROSSE AVE.
N.T.S.



SYPHON DETAIL
N.T.S.
SECTION "A-A"



OUTLET DETAIL
N.T.S.



NOTICE TO CONTRACTOR

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

℄ CURVE DATA
Δ = 46°42'00"
R = 200'
L = 163.01'
T = 86.34'

CURB DATA
Δ = 46°42'00"
R = 180'
L = 146.71'
T = 77.71'

UNDERGROUND STRUCTURES

ALL UNDERGROUND UTILITIES OR STRUCTURES REPORTED BY THE OWNER OR OTHERS AND THOSE SHOWN ON THE RECORDS EXAMINED ARE INDICATED WITH THEIR APPROXIMATE LOCATION AND EXTENT. THE OWNER BY ACCEPTING THESE PLANS OR PROCEEDING WITH IMPROVEMENTS PURSUANT THERETO AGREES TO ASSUME LIABILITY AND TO HOLD UNDERSIGNED HARMLESS FOR ANY DAMAGES RESULTING FROM THE EXISTANCE OF UNDERGROUND UTILITIES OR STRUCTURES NOT REPORTED TO THE UNDERSIGNED: NOT INDICATED ON THE PUBLIC RECORDS EXAMINED: LOCATED AT VARIANCE WITH THAT REPORTED OR SHOWN ON RECORDS EXAMINED. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRE-CAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES SHOWN AND ANY OTHER UTILITIES OR STRUCTURES FOUND AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNERS OF THE UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK.

BENCH MARK: # 607 ELEV.= 936.84

City of Colton standard 2 inch brass disc set in the south end of a concrete drainage inlet structure on the north side of the island divider strip at La Cadena Drive intersection with DeBerry Street, approximately 60.0 feet west and 10.0 feet north of power pole #1337687E and 70.0 feet easterly of power pole #4041P.

PREPARED UNDER THE SUPERVISION OF:

Warner Young 6/11/89
WARNER YOUNG RCE 37445 EXP. 6-30-92 DATE

WESTERN PACIFIC ENGINEERING, INC.
CIVIL ENGINEERS AND LAND SURVEYORS
151 Kalmus Drive, Suite D-102
Costa Mesa, California 92626
714/540-1021

REGISTERED PROFESSIONAL ENGINEER WARNER P. YOUNG No. 37445 EXP. 6-30-92 CIVIL STATE OF CALIFORNIA

CITY OF COLTON PUBLIC WORKS

STREET IMPROVEMENT PLAN
DE BERRY ST. E / S.P.R.R.
WESTERLY 200'/LA CROSSE AVE.

REVISIONS	DATE	APPR.

SCALE: HORIZ: 1"=40' VERT: 1"= 4'
APPD. Glenn Folsom CITY ENGINEER R.C.E. 13440
DRAWN: W.C.
CHECKED:
P.P.
DATE: 6-20-89
PLAN NO. 1049-1
SHEET 1 of 1

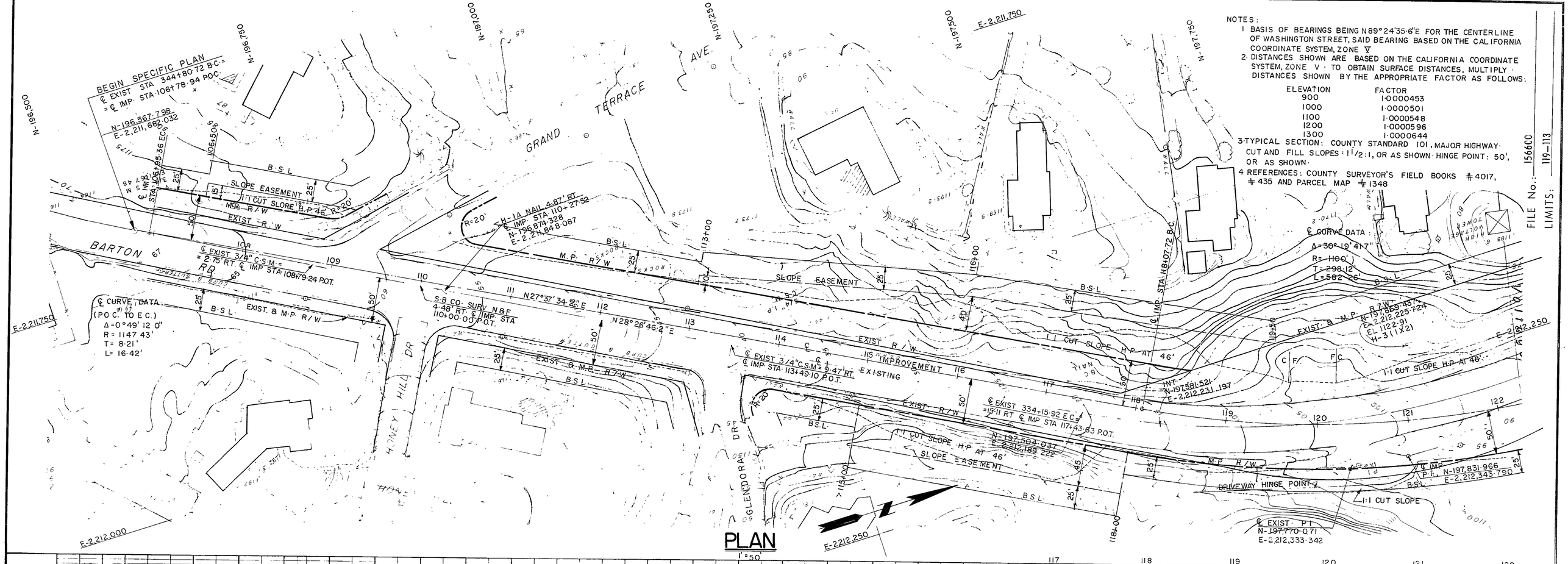
NOTES:

1. BASIS OF BEARINGS BEING N89°24'35.6"E FOR THE CENTERLINE OF WASHINGTON STREET, SAID BEARING BASED ON THE CALIFORNIA COORDINATE SYSTEM, ZONE V
2. DISTANCES SHOWN ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM, ZONE V · TO OBTAIN SURFACE DISTANCES, MULTIPLY · DISTANCES SHOWN BY THE APPROPRIATE FACTOR AS FOLLOWS:

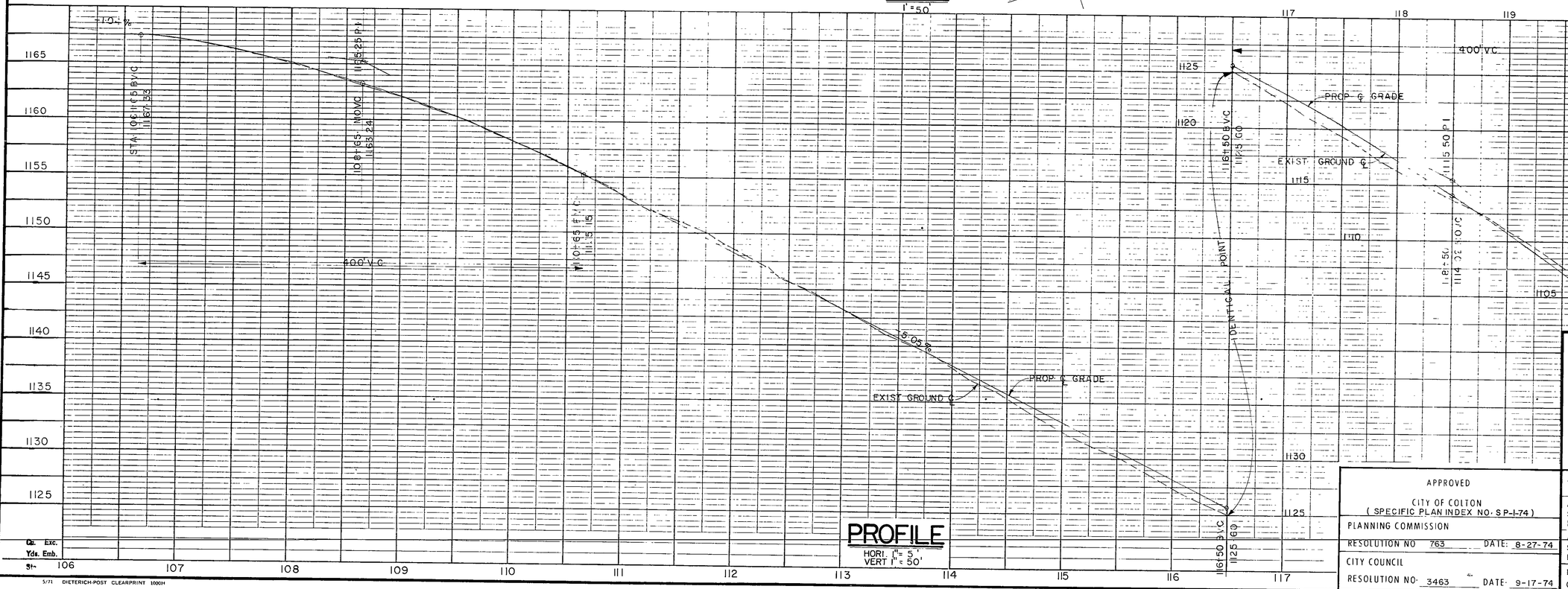
ELEVATION	FACTOR
900	1.0000453
1000	1.0000501
1100	1.0000548
1200	1.0000596
1300	1.0000644

3. TYPICAL SECTION: COUNTY STANDARD 101, MAJOR HIGHWAY · CUT AND FILL SLOPES: 1 1/2:1, OR AS SHOWN · HINGE POINT: 50', OR AS SHOWN ·
4. REFERENCES: COUNTY SURVEYOR'S FIELD BOOKS #4017, #435 AND PARCEL MAP #1348

FILE No.: 1566CC
LIMITS: 119-113



PLAN
1"=50'



PROFILE
HORI. 1"=5'
VERT 1"=50'

PREPARED BY SAN BERNARDINO COUNTY ROAD DEPARTMENT

SPECIFIC PLAN

MASTER PLAN AMENDMENT No. SV-412

BARTON ROAD

GRAND TERRACE RD TO WASHINGTON ST.

GRAND TERRACE AREA

APPROVED
CITY OF COLTON
(SPECIFIC PLAN INDEX NO. SP-1-74)
PLANNING COMMISSION
RESOLUTION NO 763 DATE: 8-27-74
CITY COUNCIL
RESOLUTION NO. 3463 DATE: 9-17-74

APPROVED: [signature] COUNTY ROAD COMMISSIONER DATE: 4-26-74 P. E. No. 101818
APPROVED: Martin Tudor SAN BERNARDINO COUNTY PLANNING COMMISSION CHAIRMAN DATE: 4-17-75
ADOPTED: [signature] SAN BERNARDINO COUNTY BOARD OF SUPERVISORS CHAIRMAN DATE: 7-21-75
DESIGNED BY: J.N.L. DRAWN BY: G.I.L.
CHECKED BY: [signature] DATE: 4/74
SHEET 1 of 3

1816

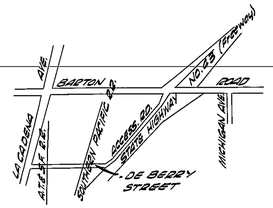
1816

MICROFILMED

CITY OF COLTON
R00431

DESIGNED BY E.S.	STREET IMPROVEMENT PLAN
DRAWN BY E.S.	DE BERRY STREET
CHECKED BY: GL.	BETWEEN ACCESS RD. & LA CADENA AVE.
Ludwig Engineering — CIVIL ENGINEERING : SURVEYING, TU 5-8294, 1253 E. Street, SAN BERNARDINO, CALIFORNIA	APPROVED: [signature] 8-5-65
	DATE: 7-26-65 — DRAWING NO. Chkd. W.K.G. 8-6-65
	SCALE: HORZ: 1"=40' VERT: 1"=4' — SHEET 1 OF 1

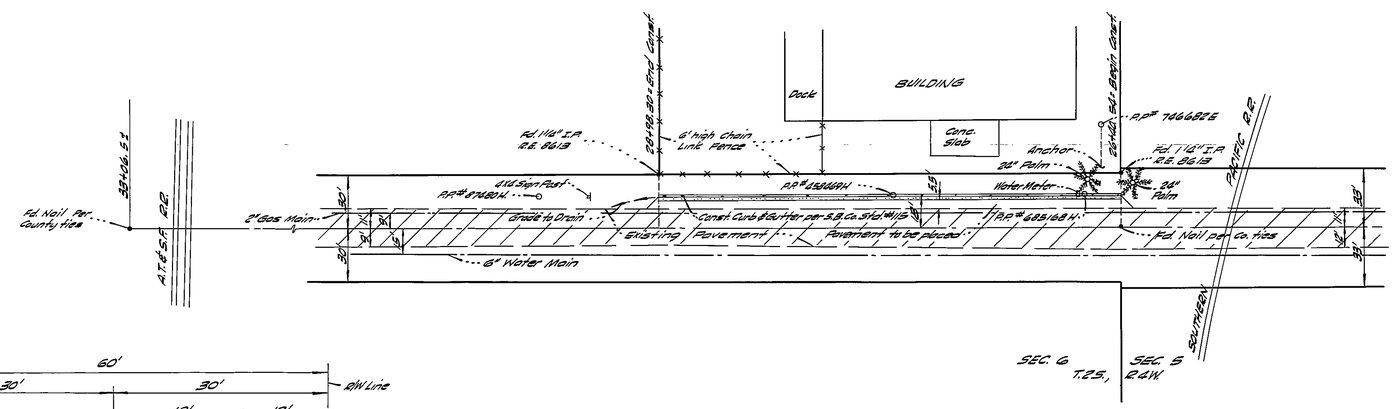
Glen L. Ludwig
Glen L. Ludwig
Registered Civil Engineer No. 13191



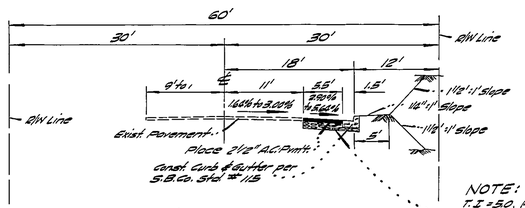
LOCATION MAP
NO SCALE

GENERAL NOTES:

1. All work shall be done in accordance with these plans and the 1963 revision of Standards and Specifications of the County of San Bernardino.
2. A permit from the San Bernardino County Road Department will be required prior to the beginning of any work or construction within this street right of way.
3. All pipelines or substructures of any kind not shown on these plans within the limits of this street right of way or in adjacent areas where improvement work is to be done shall be removed or relocated as required at no cost to the San Bernardino County Road Department.
4. Compaction tests shall be performed upon completion of backfill and embankment construction as per California Division of Highways Test Method #216. Letter designation for Test Method #216 shall be same as is currently being used by the Division of Highways at the time the test is is taken. Tests to be taken shall be designated by the County; and a written report submitted to the Contracts Administration Division of the San Bernardino County Road Department.
5. When imported base material (I.B.M.) is required the minimum thickness shall be 4inches. The minimum "R" value shall be 75.
6. If the "R" Value from the soil test is 30 or less, 6" I.B.M. shall be placed underneath the curb & gutter.
7. Driveway locations shall be determined in the field.
8. Stationing is per Plan & Profile & C.S.F.B. 251/16 on file in the County Surveyors Office.
9. BENCH MARK:
Top of Curb on west side of Michigan Ave. 161.48' south of the center line of Barton Rd. ELEV: 1044.95

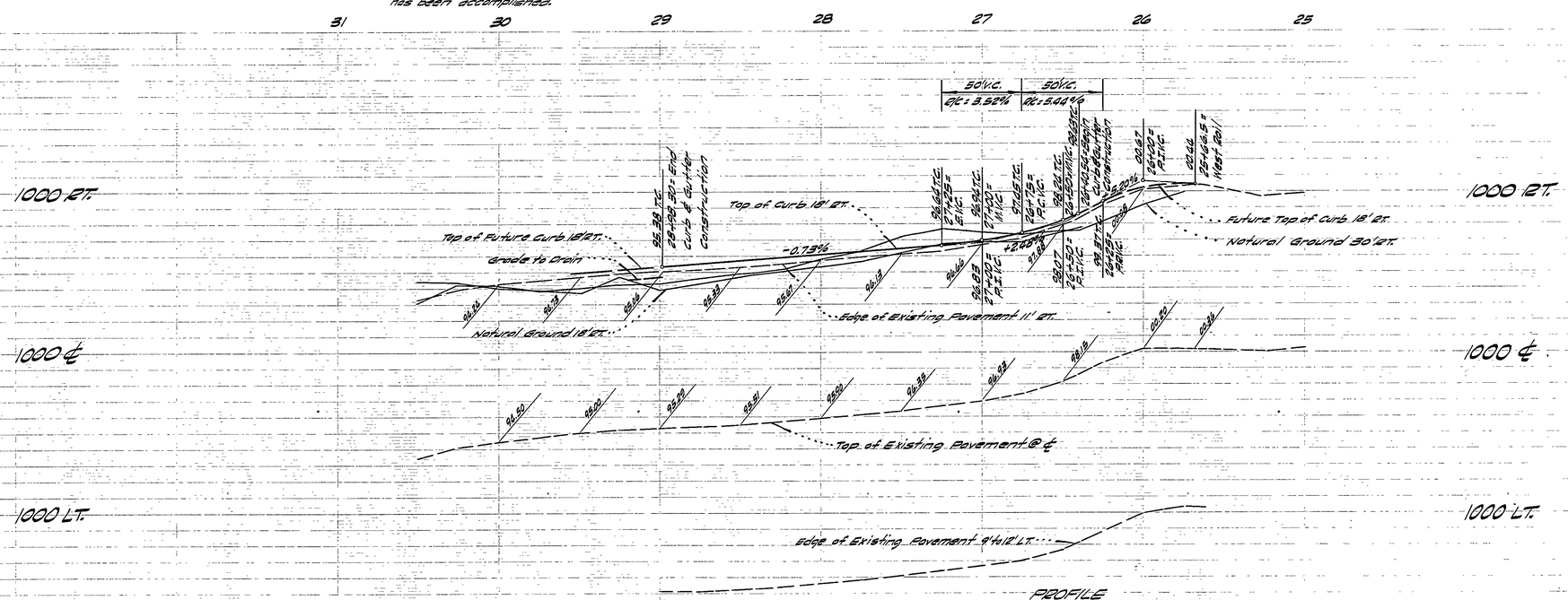


PLAN
DE BERRY STREET
SCALE: 1"=40'



TYPICAL SECTION
SCALE: 1"=10'

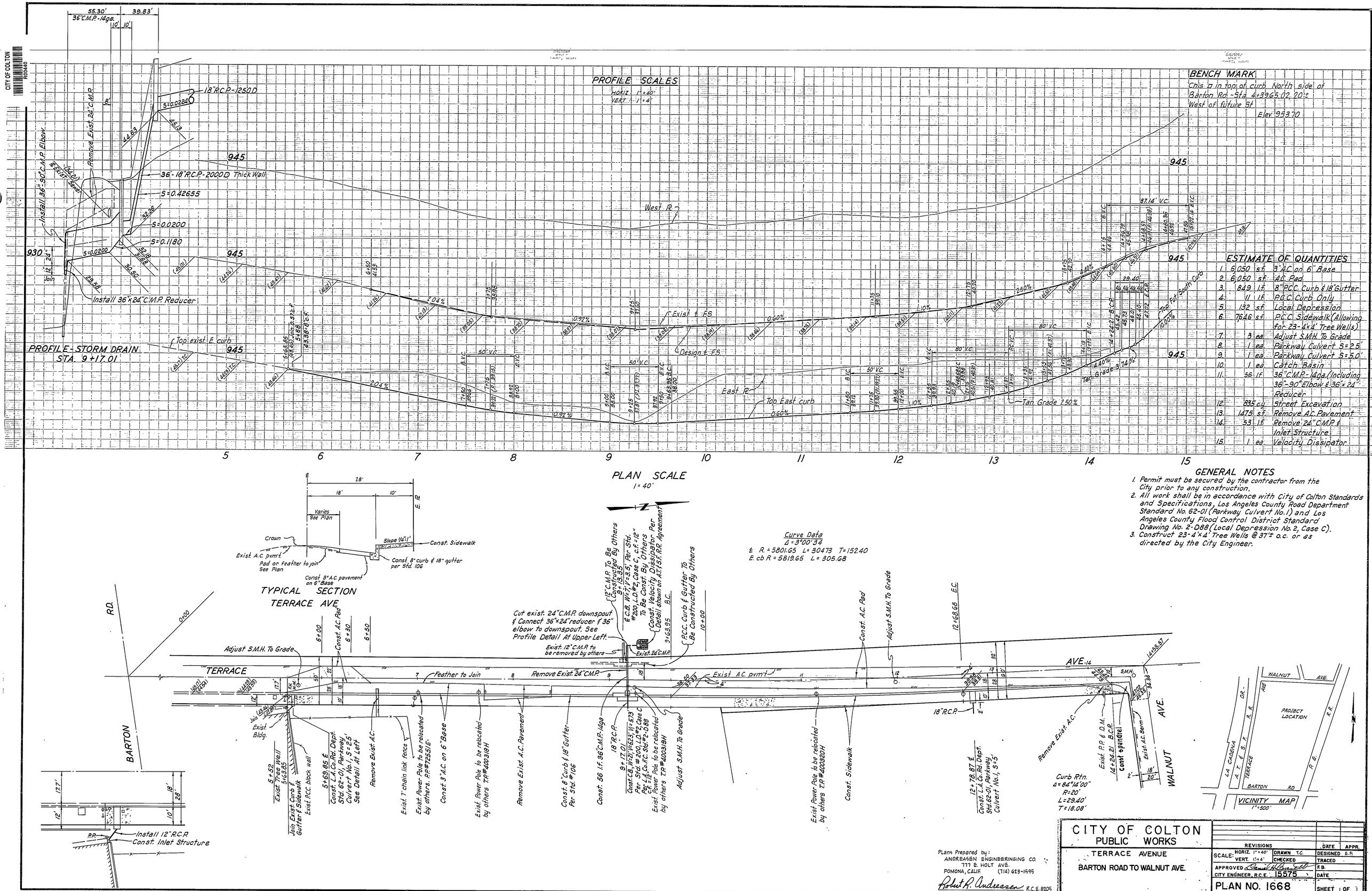
NOTE:
T.I.=5.0, Place 2 1/2" A.C. Paving over 4" Class 2 Agg. Base & 7" sub-base. Remove the top 6" of existing decomposed granite and stockpile for use as subbase after grading has been accomplished.



PROFILE
DE BERRY STREET
SCALE: HORZ: 1"=40' VERT: 1"=4'

1650
~~1759~~
289200-SA
215-216
289200-SA
215-216
~~1759~~
1650

DE BERRY STREET



ESTIMATE OF QUANTITIES

1.	6,050	s.f.	3" A.C. on 6" Base
2.	6,050	s.f.	A.C. Pad
3.	849	l.f.	8" P.C.C. Curb & 18" Gutter
4.	11	l.f.	P.C.C. Curb Only
5.	132	s.f.	Local Depression
6.	7,646	s.f.	P.C.C. Sidewalk (Allowing for 23-4'x4' Tree Wells)
7.	3	ea.	Adjust S.M.H. To Grade
8.	1	ea.	Parkway Culvert S=2.5'
9.	1	ea.	Parkway Culvert S=5.0'
10.	1	ea.	Catch Basin
11.	56	lf	36"C.M.P.-14ga. (Including 36"-90° Elbow & 36"x24" Reducer
12.	835	c.y.	Street Excavation
13.	1475	s.f.	Remove A.C. Pavement
14.	53	l.f.	Remove 24" C.M.P. & Inlet Structure
15.	1	ea.	Velocity Dissipator

GENERAL NOTES

1. Permit must be secured by the contractor from the City prior to any construction.
2. All work shall be in accordance with City of Colton Standards and Specifications, Los Angeles County Road Department Standard No. 62-01 (Parkway Culvert No. 1) and Los Angeles County Flood Control District Standard Drawing No. 2-D88 (Local Depression No. 2, Case C).
3. Construct 23-4'x4' Tree Wells @ 37'± o.c. or as directed by the City Engineer.

Plans Prepared by:
ANDREASEN ENGINEERINGING CO.
777 E. HOLT AVE.
POMONA, CALIF. (714) 623-1595
Robert R. Andreasen R.C.E. 8205

CITY OF COLTON
PUBLIC WORKS
TERRACE AVENUE
BARTON ROAD TO WALNUT AVE.

REVISIONS		DATE	APPR.
SCALE: HORIZ. 1"=40' VERT. 1"=4'	DRAWN T.C.	DESIGNED E.F.	
	CHECKED	TRACED	
APPROVED [signature]		F.B.	
CITY ENGINEER, R.C.E. 15575		DATE	
PLAN NO. 1668		SHEET 1 OF 1	

RW000216-1

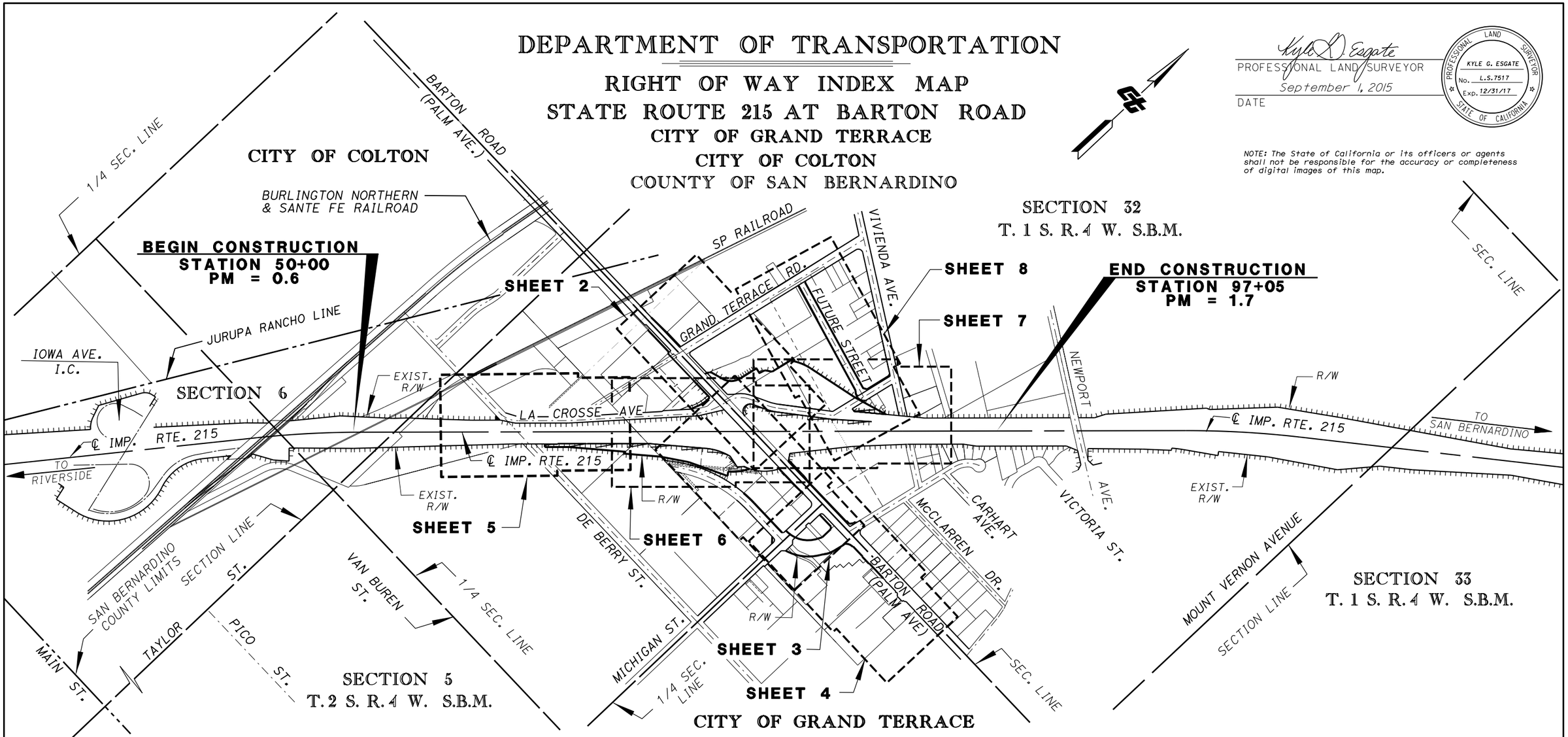
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY INDEX MAP
STATE ROUTE 215 AT BARTON ROAD
CITY OF GRAND TERRACE
CITY OF COLTON
COUNTY OF SAN BERNARDINO

Kyle G. Esgate
PROFESSIONAL LAND SURVEYOR
September 1, 2015
DATE

PROFESSIONAL LAND SURVEYOR — KYLE G. ESGATE — No. L.S.7517 — Exp. 12/31/17 — STATE OF CALIFORNIA

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



R/W PROJECT SURVEYOR: K.G. ESGATE		
DATE	REVISIONS	BY
5-15-15	Parcel requirement revisions	KG Esgate
9-07-15	Added/deleted misc Parcels	KG Esgate
10-06-16	Grantee changes-Req.revisions	KG Esgate
10-18-17	Misc. par No. updates, names	KG Esgate
-	-	-

PARCEL NO.	GRANTOR	SHEET
23319-1,-2	SIMON, WILLIAM J & SHOSHANA A	8
23320-1	CLARK, HAROLD R & M M REV LIV TRUST 4/2	2
23321-1	LUGO, DOREEN	7
23322-1	HYROSEN PROPERTIES INC	6
23323-1	HADJICONSTANTIS, DEMETRI & JANINE K	2
23324-1	CURATOLO FAMILY TRUST OF 1989	4
23332-1	GEORGIA CAPITAL, LLC	5
23333-1,-2	C-Y DEVELOPMENT CO	6
23334-1,-2	CIRCLE "P" HOLDINGS LLP	3
23335-1	YASIN, ALI M & SALAM A	3
23336-1,-2	ADCOCK, LORA E (TRUSTEE)	3
23337-1,-2	TANIOS, FAHIM	3
23339-1,-2	CITY OF GRAND TERRACE, C/O CITY CLERK	3
23340-1-2-3-4	STATER BROS MARKETS	4
23341-1,-2	SDG INVESTMENTS, LLC	4

PARCEL NO.	GRANTOR	SHEET
23343-1,-2,-3	AUTOZONE DEVELOPMENT CORP.	4
23344-1,-2	YASIN, ALI M & SALAM A	4
23345-1,-2	TERRACE UNION SCHOOL DISTRICT-SBdCO.	3
23362-1,-2	CITY OF RIVERSIDE	2
23363-1	LAMBERT FAMILY TRUST	6
23364-1	ADAMS, GERARD & MARIA REV LIV TRUST	6
23365-1,-2,-3,-4	MCDUFFEE, TERREL R TRUST 7/15/08	2,6
23366-1,-2,-3	FURNAS FAMILY TRUST 2-1-91-CREDIT TR	2
23367-1,-2	TILLEY, ROBERT T & SUSAN A	2
23369-1,-2	439 STODDARD AVE LLC/2881 HULEN PL LLC	2
23370-1,-2	HUGHES, WOODROW A & FAMOU L	2
23371-1	DNA RESIDENTIAL PROP I LLC	2
23372-1	CLARK, GARY	8
23373-1	TERRACE VILLAGE RV PARK LLC	2,8
23375-1,-2,-3	GUTIERREZ, DEIDA & TERRIQUEZ, ROSA	7

PARCEL NO.	GRANTOR	SHEET
23378-1,-2	CITY OF GRAND TERRACE, C/O CITY CLERK	8
23379-1,-2	MACIAS, ROBERTO	8
23380-1,-2	LLEWELLYN, JANISE	8
23763-1	PIERCE, MARK & JANE FAMILY TRUST	5
23764-1	SOUTHERN CALIFORNIA EDISON COMPANY	5
23765-1	CITY OF RIVERSIDE	5
23813-1	ELAWAR, SARA	7
23938-1	COLTON INDUSTRIAL PROPERTY LLC	5

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY APPRAISAL INDEX MAP
MAP NO. RW000216-1

TO DESIGN: / / EA(s): 0J070 FA#:

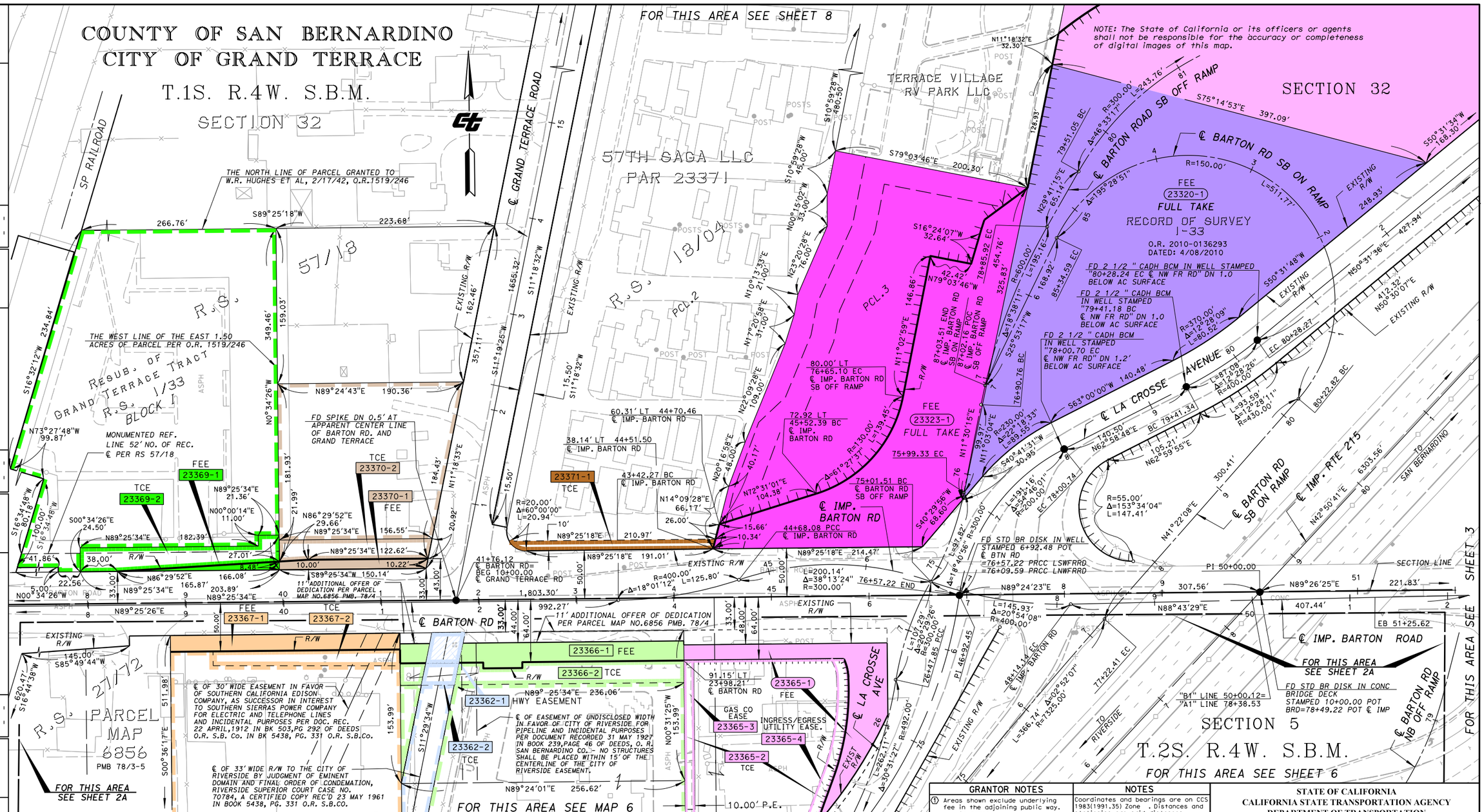
DISTRICT	COUNTY	ROUTE	PROJECT PM LIMITS	SHEET NO.	TOTAL SHEETS
08	SBd	215	0.60/1.70	/	
				1	8

PROJECT ID: 08 0000 0282

RW000216-1

RW000216-2

COUNTY OF SAN BERNARDINO
CITY OF GRAND TERRACE
T.1S. R.4W. S.B.M.
SECTION 32



PARCEL#	TITLE CODE ②	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER	REMARKS
23320-1	F	CLARK, HAROLD R&M M LV TR	91267	91267	TBD		FULL TAKE
23323-1	F	HADJCONSTANTIS, DEMETRI	85211	36275	TBD	48936	FULL TAKE
23362-1	E	CITY OF RIVERSIDE		1031			
23362-2	TCE	CITY OF RIVERSIDE		904			
23365-1	F	McDUFFEE, TERREL R. TRUST	45426	8065		37361	SEE SHEET 6 FOR PARCEL 23365-3* & 23365-4**
23365-2	TCE	McDUFFEE, TERREL R. TRUST		37361			*So Cal Gas Esm't. 3214 SF **Utility Access Esm't 2278 SF
23366-1	F	FURNAS FAMILY TRUST 2-1-91		5252			
23366-2	TCE	FURNAS FAMILY TRUST 2-1-91		5661			23366-3*** TCE = 960 sf
23367-1	F	TILLEY, ROBERT & SUSAN A	119517	3995		115521	
23367-2	TCE	TILLEY, ROBERT & SUSAN A		2967			
23369-1	F	2881 HULEN PL LLC 50% &	100319	705		99614	
23369-2	TCE	439 STODDARD AVE LLC 50%		4527			
23370-1	F	HUGHES, WOODROW & FAMOU	32,877	1490		31,387	
23370-2	TCE	HUGHES, WOODROW & FAMOU		3183			
23371-1	TCE	57th SAGA LLC		2047			

GRANTOR NOTES

① Areas shown exclude underlying fee in the adjoining public way. Ac=acres
[ ] Indicates Underlying Fee (UF) Area
[Y] Indicates Indeterminate UF
② TITLE CODES:
A=Access Rights Only
F=Fee
E=Easement (Ease)
TCE=Temp Construction Ease
T=Other Temp Ease (see Remarks)
O=Other (see Remarks)

NOTES

Coordinates and bearings are on CCS 1983(1991.35) Zone . Distances and stationing are grid distances. Divide by to obtain ground distances.
All distances are in feet unless otherwise noted.

LEGEND

- Access Prohibited
- Access Superseded
- Existing R/W Superseded
- Access Opening (Private)
- (R) Indicates Radial Bearing
- ● Indicates Found Monument as noted
- ○ Indicates calculated point. (Does not imply monument set)
- Title to State
- Required for Others

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY APPRAISAL MAP MAP NO. RW000216-2

FOR PREVIOUS R/W INFORMATION SEE MAP(S)

FEET 0 25 50 100 150

TO DESIGN: / / EA(s): FA#:

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	215	1.23	2	8

R/W PROJECT SURVEYOR: DATE BY REVISIONS

DATE BY REVISIONS

DATE BY REVISIONS

DATE BY REVISIONS

rev. 10-07-16 KGE

RW000216-2

RW000216-2

RW000216-2

FED. ROAD DIST. NO.	STATE	FAP PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	242-C	1940	2	10

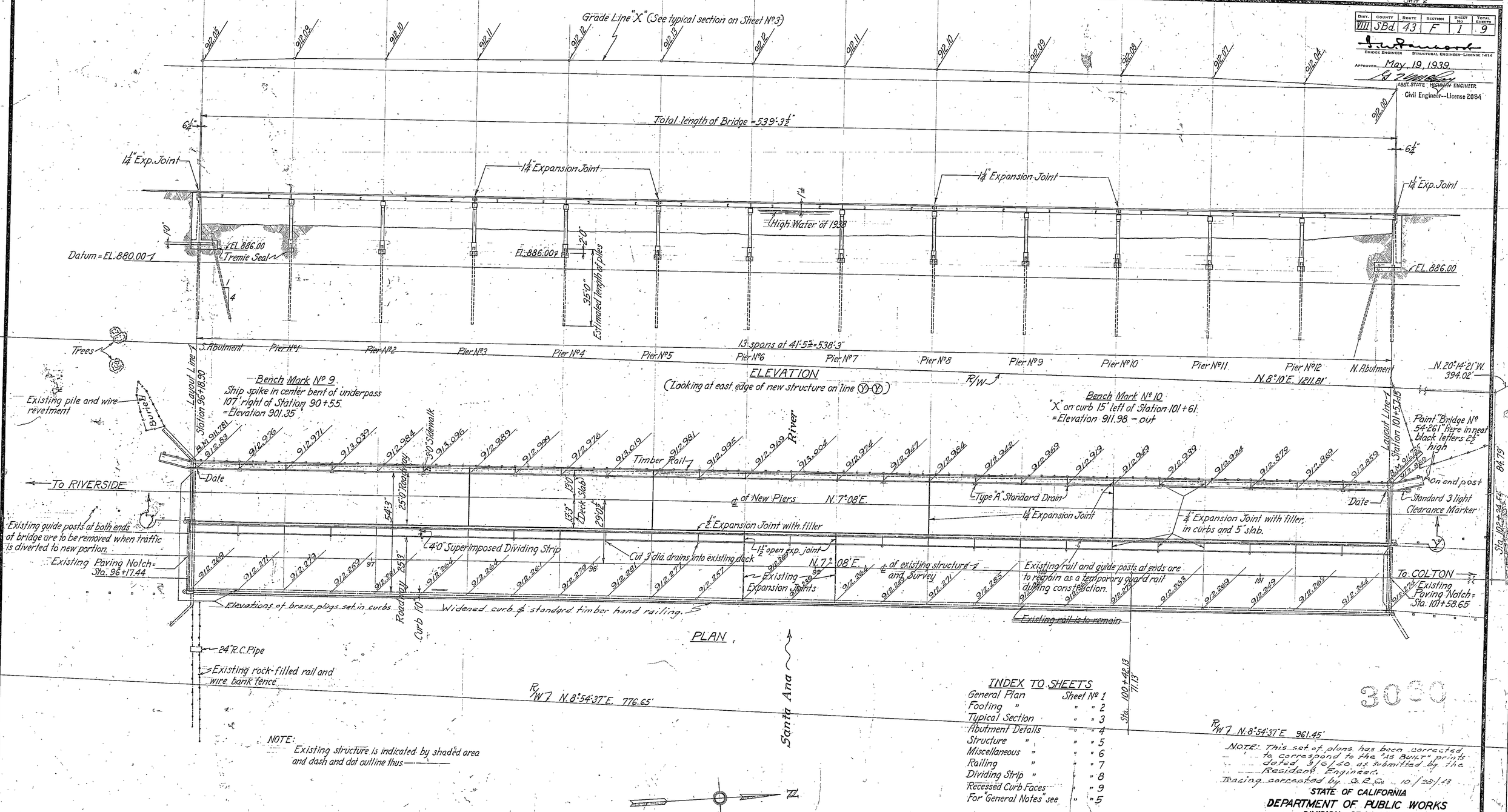
DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	SBd.	43	F	1	9

BRIDGE ENGINEER — STRUCTURAL ENGINEER—LICENSE 1414

APPROVED May 19, 1939

ASST. STATE HIGHWAY ENGINEER

Civil Engineer--License 2084



NOTE:
Existing structure is indicated by shaded area and dash and dot outline thus

INDEX TO SHEETS

General Plan	Sheet No. 1
Footing "	" " 2
Typical Section	" " 3
Abutment Details	" " 4
Structure "	" " 5
Miscellaneous "	" " 6
Railing "	" " 7
Dividing Strip "	" " 8
Recessed Curb Faces	" " 9
For "General Notes" see	" " 5

NOTE: This set of plans has been corrected to correspond to the "AS BUILT" prints dated 3/6/40 as submitted by the Resident Engineer.
Tracing corrected by G.R.C. 10/28/43

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

BRIDGE ACROSS SANTA ANA RIVER
ONE MILE SOUTH OF COLTON
IN SAN BERNARDINO COUNTY

GENERAL PLAN

SCALE 1" = 20'-0"	FILE NO.
BRIDGE NO. 54-261	DRAWING NO. C-987-1

SD1104

54C-77

CITY OF COLTON
R01979

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT

	Initial	Date
	O.T.I.	3-39
	FGG	5-39
	O.T.I.	3-39
	FGG	5-39
	BB	5-39
	R.S.B.	5-39

Design Engineer

FED. AID DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.				

DIST.	COUNTY	ROUTE	SECTION	SHEET No.	TOTAL SHEETS
VIII	S.Bd.	43	F	75	1

BRIDGE ENGINEER — STRUCTURAL ENGINEER—LICENSE 1414

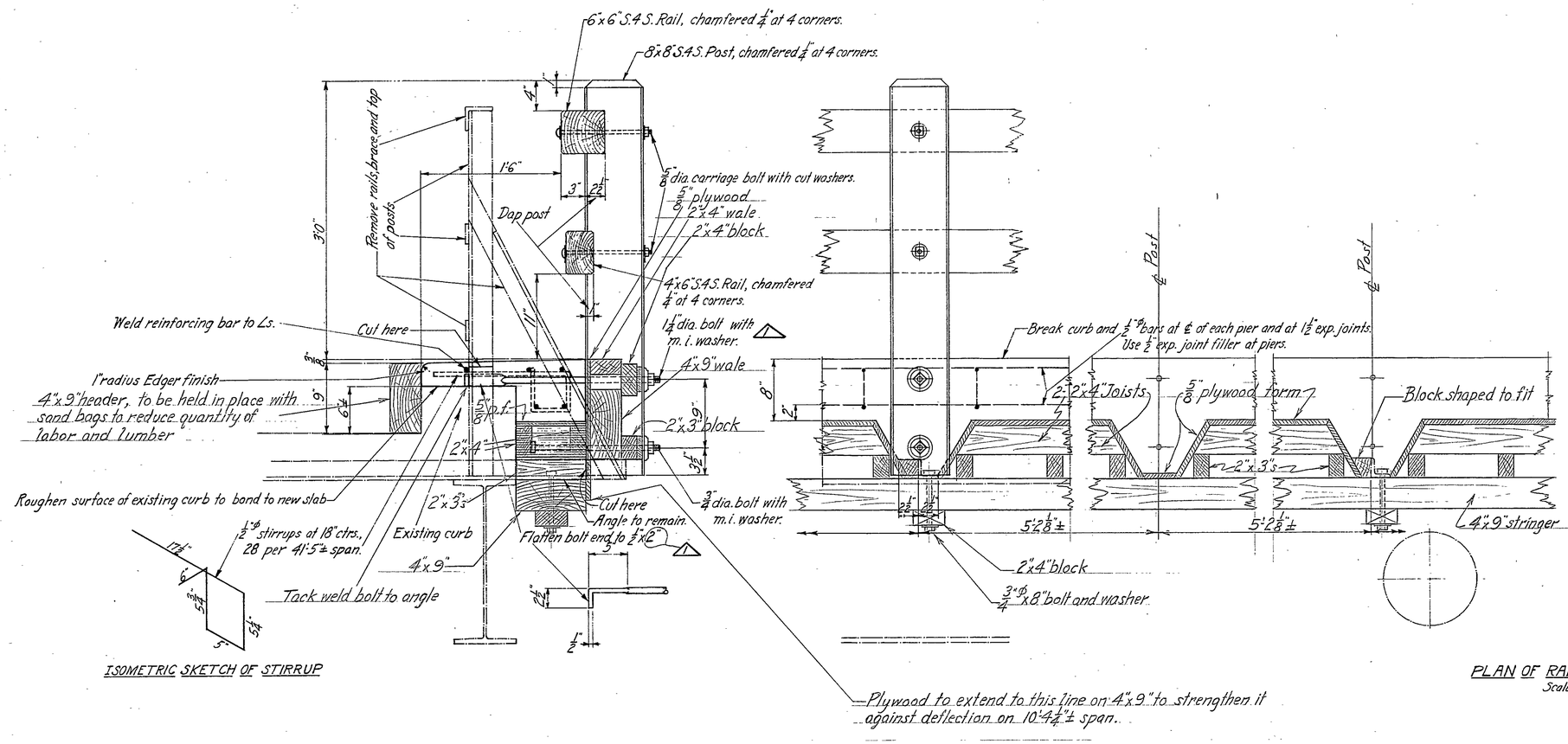
APPROVED September 12, 1939

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

BRIDGE DEPARTMENT

DESIGN DEPT.	INITIAL	DATE
Designed by	O.T.I.	9-1939
Checked by		
Drawn by	O.T.I.	9-1939
Traced by		
Checked by		
Quantities by		
Quantity Chk.		

Design Engineer
J. C. Hollister
Engineer of Design
Structural Engineer
License 1516



ISOMETRIC SKETCH OF STIRRUP

PLAN OF RAIL AT BRIDGE END
Scale: 1"-1'-0"

ALTERATIONS TO EXISTING EAST RAIL

105 posts required
Scale: 1½"=1'-0"

SD1105

MARK	DATE	DESCRIPTION	BY	CHK
1	9-15-39	Ch'd. special rail bolt to 1¼" dia.	O.T.I.	

REVISIONS

3060
3060

54C-11

DETAILS OF FORMWORK FOR
PUBLIC ROADS ADMINISTRATION
BRIDGE ACROSS SANTA ANA RIVER
EAST RAILING DETAILS

SCALE As shown	FILE No. D-8
BRIDGE No. ~~54-26L~~	DRAWING No. ~~SC-387-12~~

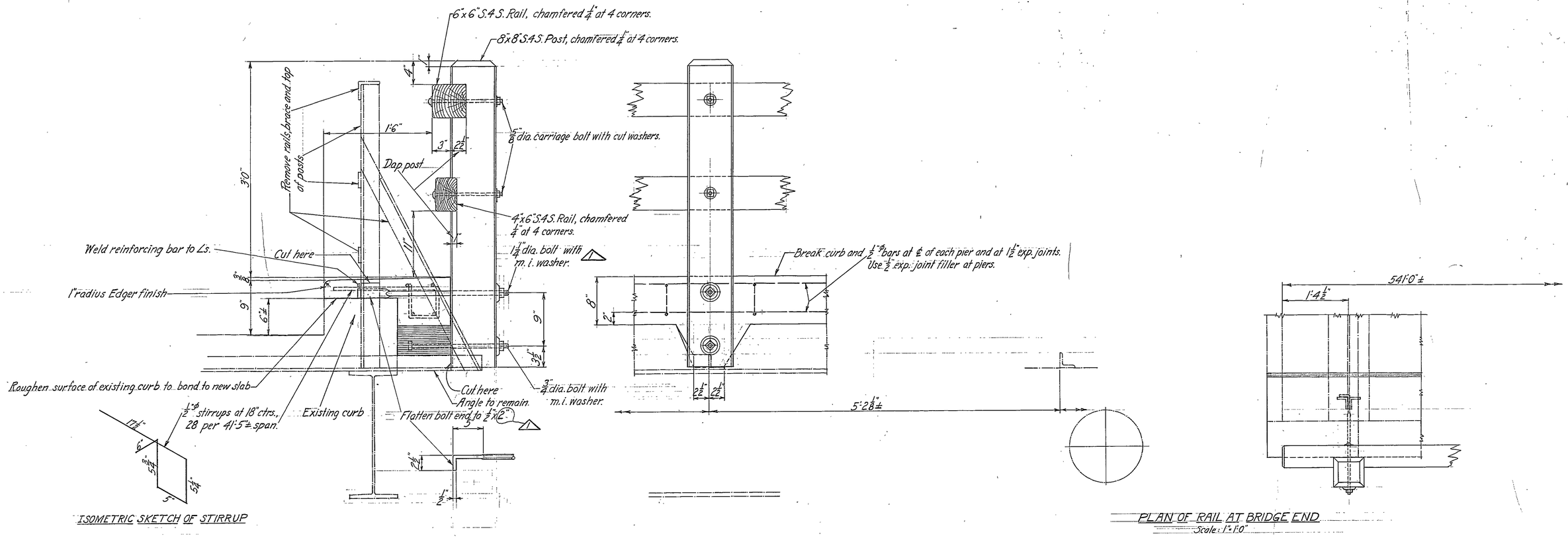
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.				

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S.Bd.	43	F	7S	1

BRIDGE ENGINEER — STRUCTURAL ENGINEER—LICENSE 1414

APPROVED September 12, 1939

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT



ISOMETRIC SKETCH OF STIRRUP

PLAN OF RAIL AT BRIDGE END
Scale: 1"=1'-0"

ALTERATIONS TO EXISTING EAST RAIL
105 posts required
Scale: 1 1/2"=1'-0"

Design Dept.	Initial	Date
Signed by	O.T.I.	9-12-39
Checked by		
Drawn by	O.T.I.	9-12-39
Checked by		
Checked by		
Quantities by		
Quantity Chk.		

Design Engineer
L.C. Hollister
Engineer of Design
Structural Engineer
License 1556

3060

SD1106

AS BUILT
CORRECTIONS BY G.R.C.
DATE 10/28/43

54C-77

MARK	DATE	DESCRIPTION	BY	CH'K
1	9-15-39	Ch'g'd. special rail bolt to 1 1/4" dia.	O.T.I.	

REVISIONS

BRIDGE ACROSS SANTA ANA RIVER
EAST RAILING DETAILS

SCALE As shown
FILE NO.
BRIDGE NO. 54-261
DRAWING NO. SC-987-1R

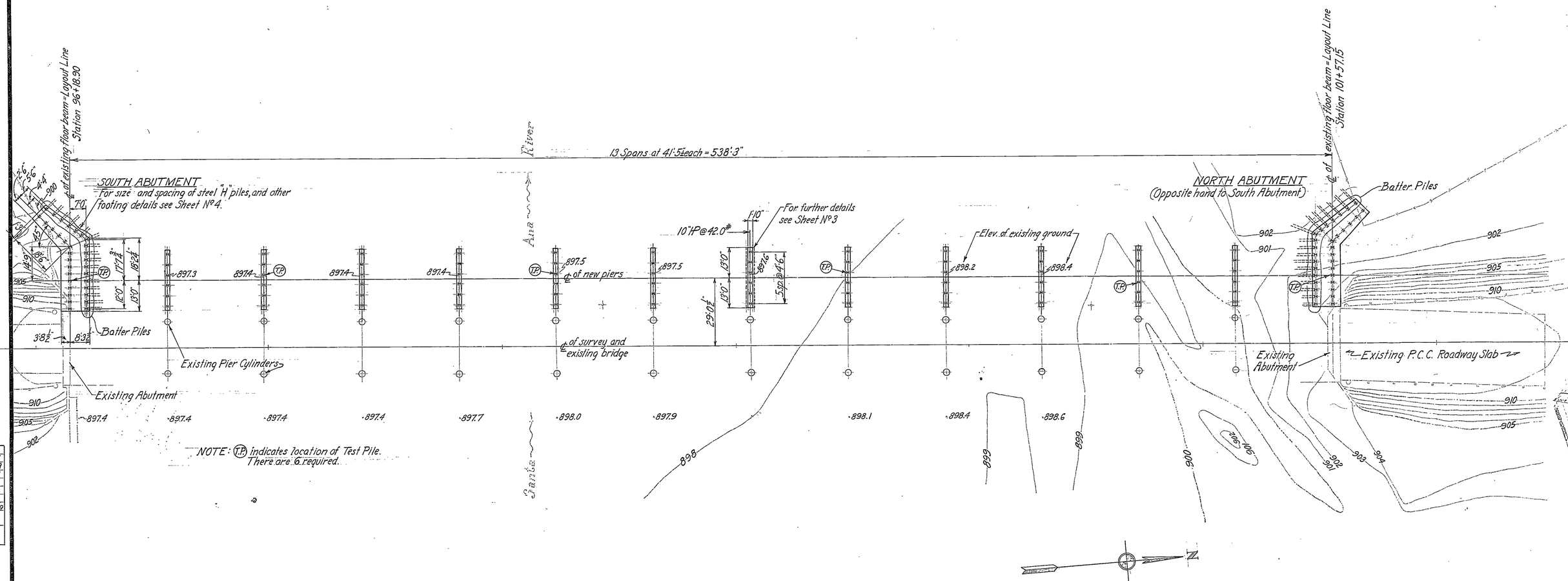
FED. ROAD DIST. NO.	STATE	FAP PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	292-C Unit 2	1940	3	10

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S.BD.	43	F	2	9

BRIDGE ENGINEER STRUCTURAL ENGINEER—LICENSE 1414

APPROVED May 19, 1939

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT



Dept.	Initial	Date
by	O.T.I.	3-39
by	FGG	5-39
	O.T.I.	3-39
by	FGG	5-39
by	B.B.	5-39
Chk.	RSB	5-39

Direct
[signature]
Chief of Design
Structural Engineer
License 1556

3060

SD1107

AS BUILT SAC-77

CORRECTIONS BY S.R.S.

DATE 10/29/43

BRIDGE ACROSS SANTA ANA RIVER

FOOTING PLAN

SCALE 1" = 20'-0"	FILE NO.
BRIDGE NO. 54-261	DRAWING NO. C-987-2

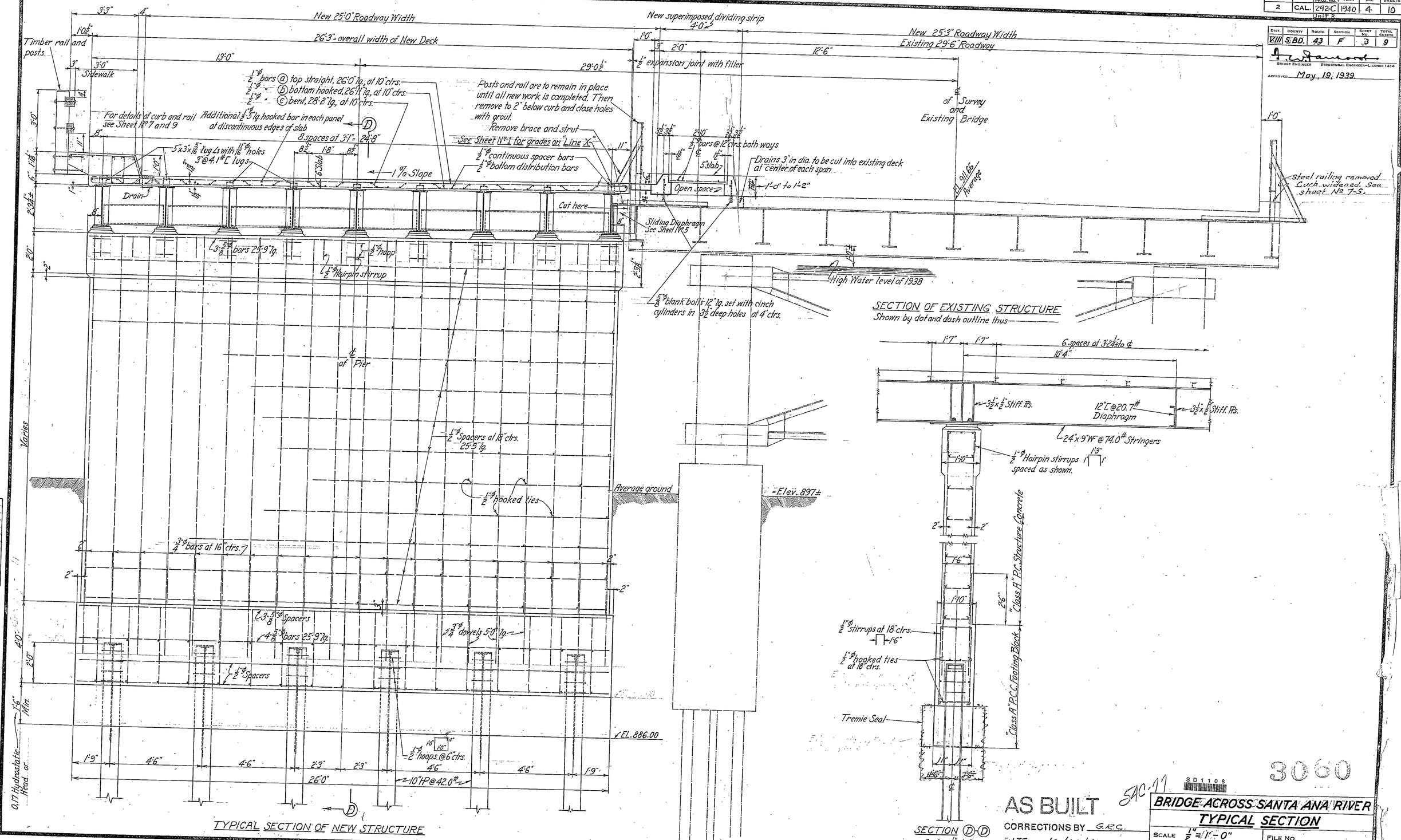
FED. ROAD DIST. NO.	STATE	FAP PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	292-C	1940	4	10

Unit 2

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S.BD.	43	F	3	9

BRIDGE ENGINEER — STRUCTURAL ENGINEER—LICENSE 1414

APPROVED May 19, 1939.



TYPICAL SECTION OF NEW STRUCTURE

SECTION OF EXISTING STRUCTURE
Shown by dot and dash outline thus

SECTION D-D
Scale: ½" = 1'0"

AS BUILT
CORRECTIONS BY G.R.C.
DATE 10/28/43

SD1108

3060

54C-77

BRIDGE ACROSS SANTA ANA RIVER
TYPICAL SECTION

SCALE ½" = 1'-0"	FILE NO.
BRIDGE NO. 54-261	DRAWING NO. C-987-2

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT

DESIGN DEPT.	INITIAL	DATE
Designed by	O.T.I.	3-39
Checked by	FGG	5-39
Drawn by	O.T.I.	3-39
Traced by		
Checked by	FGG	5-39
Quantities by	B.R.	5-39
Quantity Chk.	R.S.B.	5-39

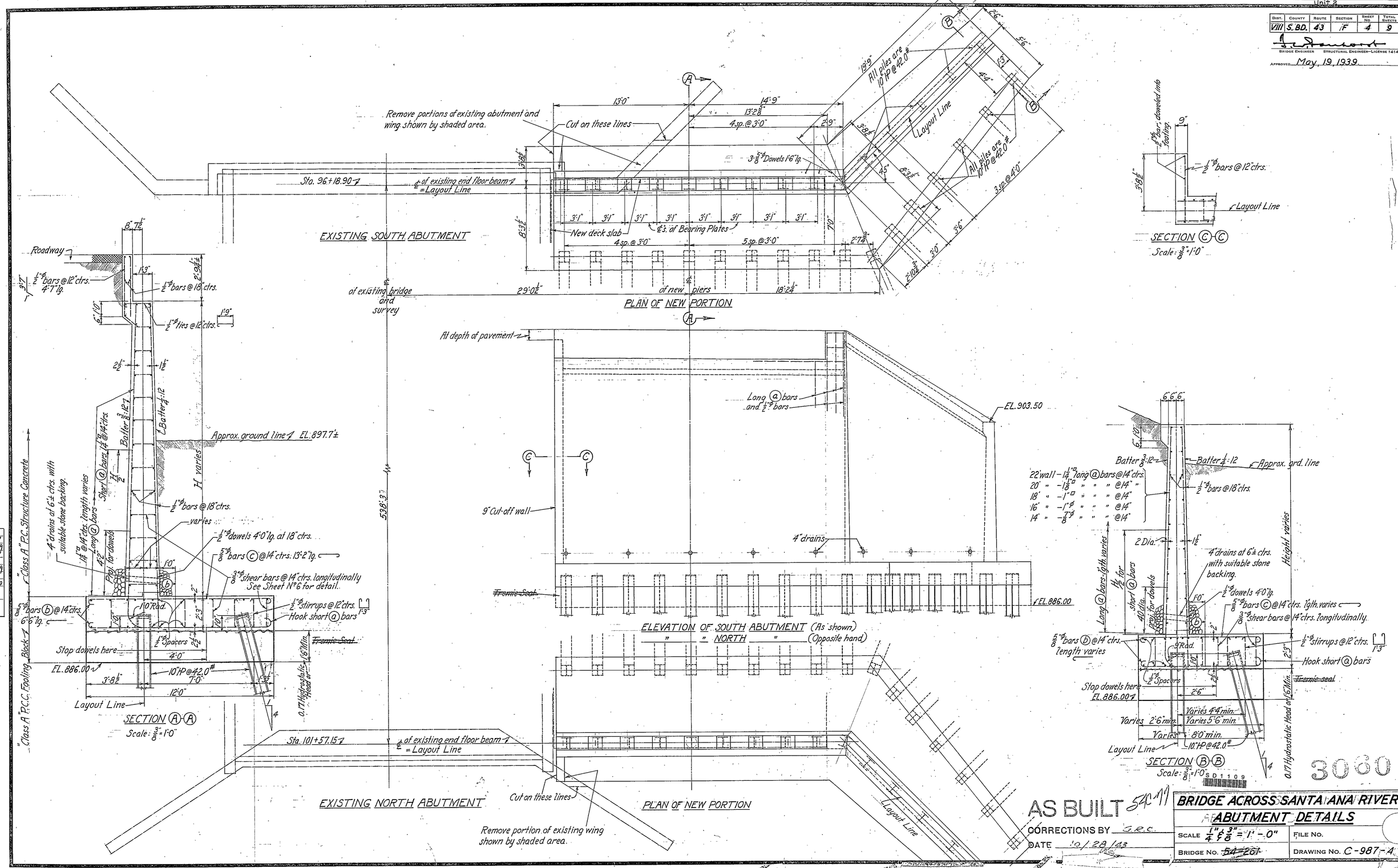
Design Correct
F. C. Hollister
Engineer of Design
Structural Engineer
License 1556

FED. ROAD DIST. NO.	STATE	FAP PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	292-C Unit 2	1940	5	10

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S.BD.	43	F	4	9

BRIDGE ENGINEER — STRUCTURAL ENGINEER—LICENSE 1414

APPROVED May, 19, 1939.



AS BUILT 54-77

CORRECTIONS BY G.R.C.

DATE 10/28/43

3060

SD1109

BRIDGE ACROSS SANTA ANA RIVER

ABUTMENT DETAILS

SCALE 1/4" & 3/8" = 1'-0"	FILE NO.
BRIDGE NO. ~~54-261~~	DRAWING NO. C-987-4

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT

INITIAL	DATE
O.T.I.	3-39
FGG	5-39
O.T.I.	3-39
FGG	5-39
B.B.	5-39
R.S.B.	5-39

Design Engineer

FED. ROAD DIST. NO.	STATE	FAP PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	292-C Unit 2	1940	6	10

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S.BD.	43	F	5	9

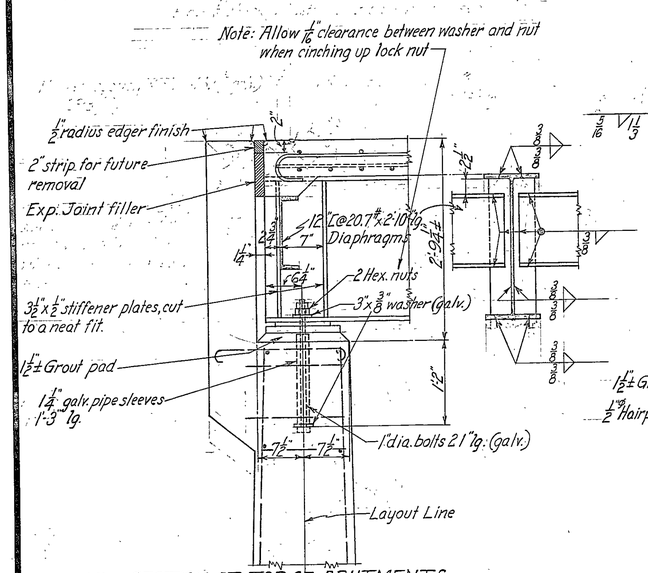
Bridge Engineer — Structural Engineer—License 1414

Approved May 19, 1939

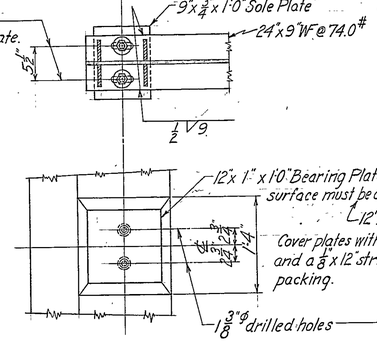
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT

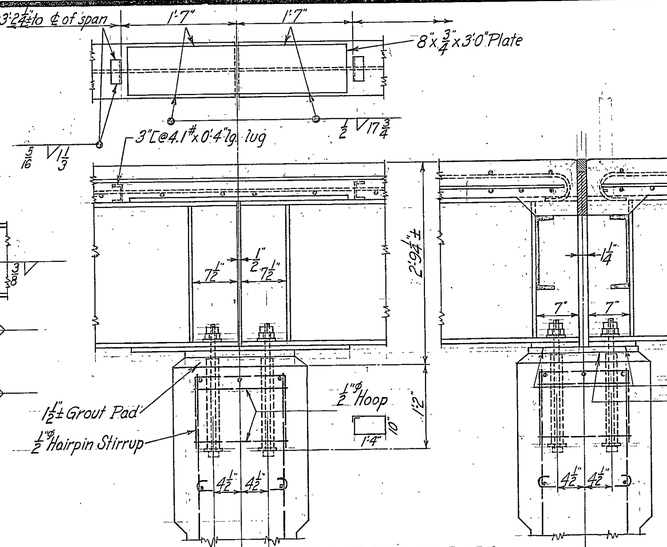
Design Dept.	Initial	Date
Designed by	O.T.I.	3-39
Checked by	F.G.G.	5-39
Drawn by	O.T.I.	3-39
Traced by		
Checked by	F.G.G.	5-39
Quantities by	B.B.	5-39
Quantity Chk.	R.S.B.	5-39

Design Current
F. C. Hollister
Engineer of Design
Structural Engineer
License 1336



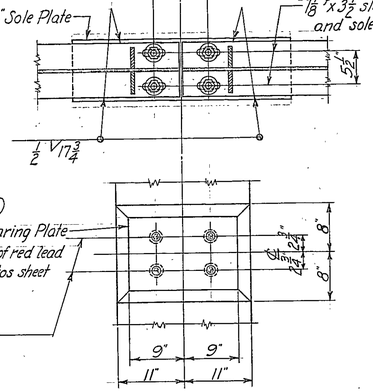
SECTION AT TOP OF ABUTMENTS

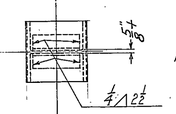




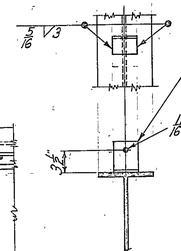
SECTION AT TOP OF PIERS

SLIDING JOINT ℄ EXPANSION JOINT ℄



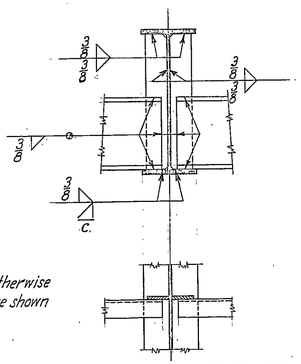


NOTE: Use guide while cutting off pile so as to secure a square head.



DETAIL OF LUG ANGLES FOR MARGINAL BEAMS

NOTE: All other details not otherwise noted here are similar to those shown at abutments.



INTERMEDIATE DIAPHRAGM CONNECTION
(locate at quarter-points of spans)

GENERAL NOTES

All materials and workmanship to conform to the Dept. of Public Works, Division of Highways, Standard Specification dated January 1935, and to the Special Provisions accompanying these plans.

The Contractor shall verify dimensions dependent on existing structure before ordering materials.

Design Loading H-15; f_s = 18000#/□"; f_c = 1000#/□"; n = 10.

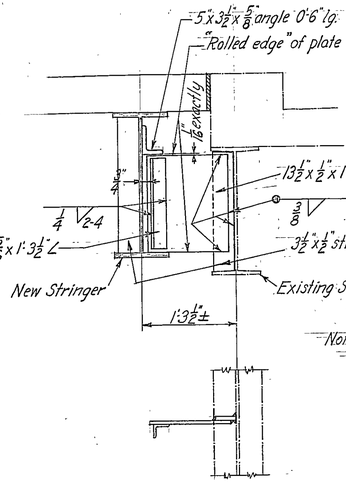
All concrete to be "Class A". All reinforcing bars to be deformed and of structural-steel grade. Bars to be lapped a minimum of 40 diameters at all splices.

Steel "H" piles shall be driven to obtain a bearing power of 35 tons.

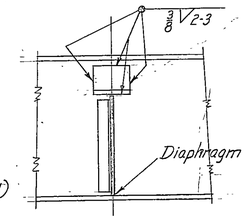
All 24" WF beams are to be cambered one (1) inch, subject to a plus or minus tolerance of 3/8" at mid-length.

Guard rail and posts to be D.S.A.H. Structural Redwood.

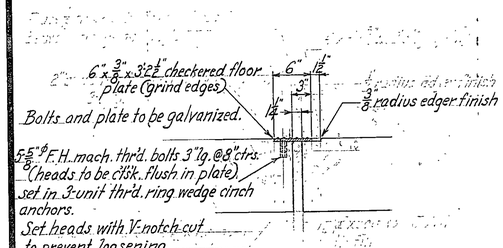
Intermittent welding of 2" at 6" centers. Used where continuous welding is shown - See E.W.O. #141757. E.W.O. #141757 does not apply to piling.



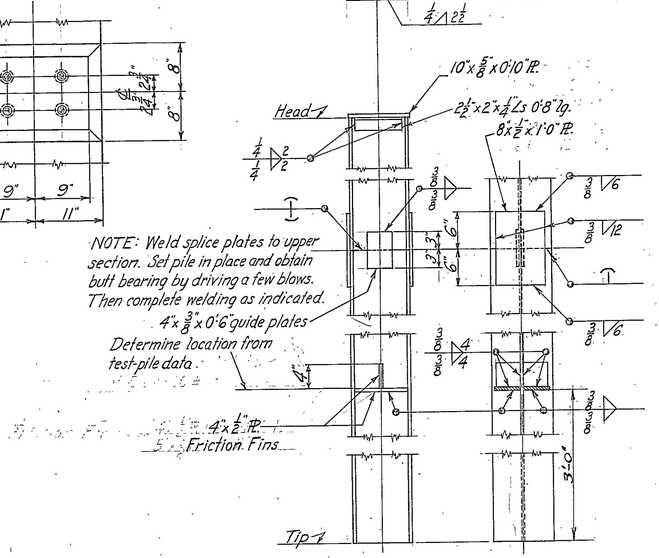
Note: Place and weld units at a time of minimum live load on the new structure.



SLIDING DEFLECTION DIAPHRAGM
(locate at quarter-points of spans)



TYPICAL DETAIL FOR ALL SIDEWALK EXPANSION JOINTS



NOTE: Weld splice plates to upper section. Set pile in place and obtain butt bearing by driving a few blows. Then complete welding as indicated.

STEEL "H" PILE DETAILS

3060
3060

SD1110

AS BUILT
CORRECTIONS BY G.R.C.
DATE 10/28/42

SAC 11

BRIDGE ACROSS SANTA ANA RIVER
STRUCTURE DETAILS

SCALE 1" = 1'-0"	FILE NO.
BRIDGE NO. ~~54-261~~	DRAWING NO. C-987-5

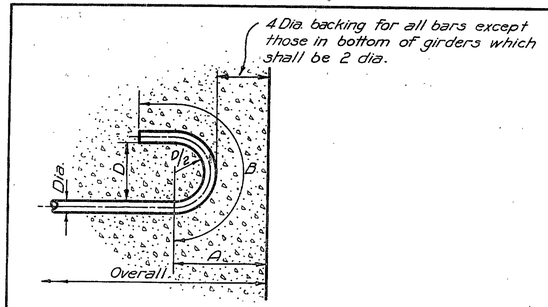
FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	292-C	1940	7	10

Unit 2

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S. Bd.	43	F	6	9

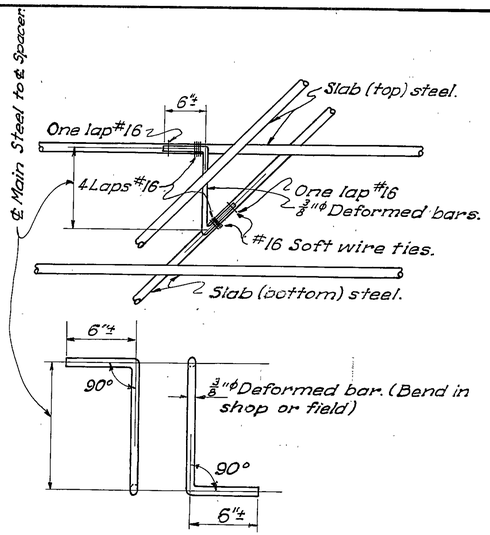
Bridge Engineer — Structural Engineer—License 1414

Approved May, 19, 1939.



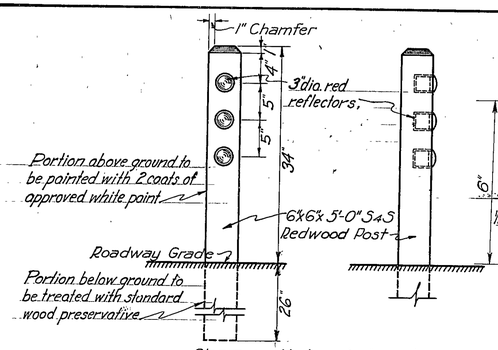
HOOKED BAR DATA							
4-DIA. BACKING			ALL HOOKS		2-DIA. BACKING		
SIZE OF BAR	OVERALL ⊕	A	B	D	A	OVERALL ⊕	SIZE OF BAR
1/2"	7 1/2"	4 1/4"	8"	3 1/2"	3 1/4"	9 1/2"	1/2"
5/8"	1'-2 1/4"	4 7/8"	1'-0"	3 1/2"	3 5/8"	1'-4 3/4"	5/8"
3/4"	1'-1"	5 1/2"	1'-0"	3 1/2"	4"	1'-4"	3/4"
7/8"	2'-1 1/4"	7 3/8"	1'-8"	6"	5 5/8"	2'-4 3/4"	7/8"
1"	2'-0"	8"	1'-8"	6"	6"	2'-4"	1"
1 1/8"	1'-10 3/4"	8 5/8"	1'-8"	6"	6 3/8"	2'-3 1/4"	1 1/8"
1 1/4"	1'-9 1/2"	9 1/4"	1'-8"	6"	6 3/4"	2'-2 1/2"	1 1/4"

⊕ Amount to be added to overall dimension of concrete member to give the length of the hooked reinforcing bars, hooked at each end.



SHEAR BARS

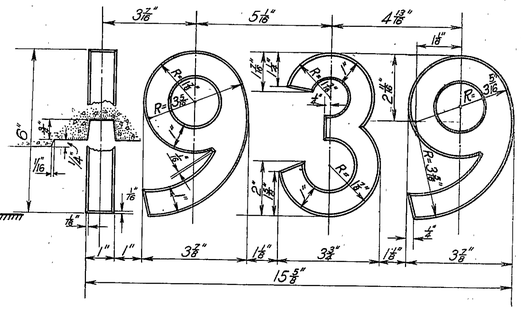
Scale: None



Clearance Markers to be set on right hand side of roadway as structure is approached with clearances as shown on Sheet No. 1.

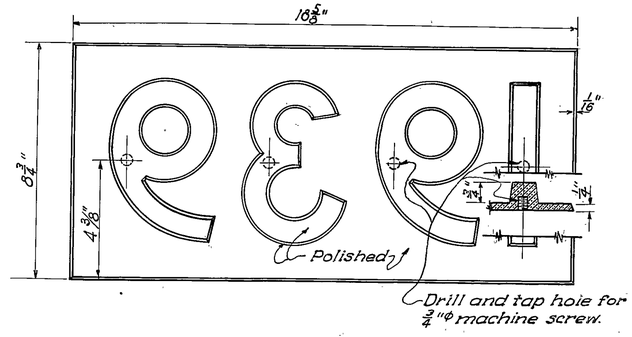
STANDARD 3 LIGHT CLEARANCE MARKER

1-Required
Scale: 1"=1'-0"



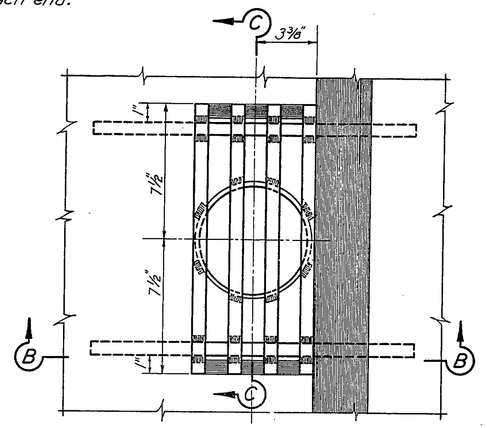
DATE

Scale: 3/8" = 1"



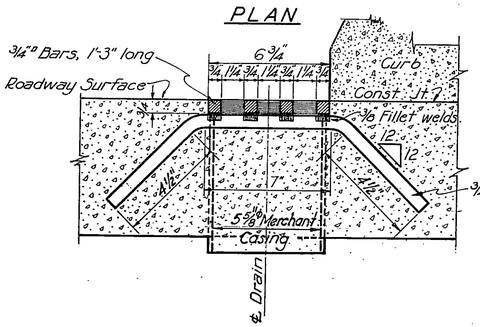
DATE CASTING

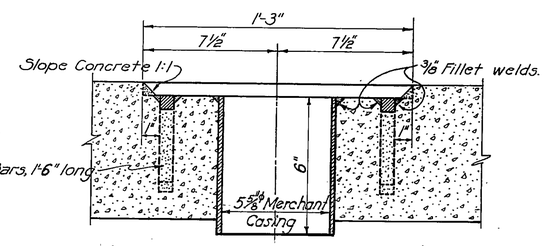
Material - Bronze
Scale 3/8" = 1"



PLAN

Note: Drain to be galvanized after all welding is completed.





SECTION (B)-(B)

DRAIN DETAIL - TYPE "A"

13 Required.
Scale: 3"=1'-0"

SECTION (C)-(C)

Design Dept.	Initial	Date
Designed by		
Checked by	F.G.G.	5-39
Drawn by	F.G.G.	7-37
Traced by	T.L.	7-37
Checked by		
Quantities by	R.S.B.	5-39
Quan. Chk.	B.B.	5-39

Design Correct
L. C. Hollister
Engr. of Design
Quantity Details Correct
Consult. Engr. Bridges

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT

3060

SD1111

AS BUILT 5AC-77
CORRECTIONS BY G.R.C.
DATE 5/28/43

BRIDGE ACROSS SANTA ANA RIVER	
MISCELLANEOUS DETAILS	
SCALE: As Noted	FILE NO.
BRIDGE NO. 54-26F	DRWG. NO. C-987-6

FED. NO. DIST. NO.	STATE	PROJ. NO.	PROJECT YEAR	CONTR. NO.	SHEET TOTAL
2	CAL.	242-C	1940	8	10

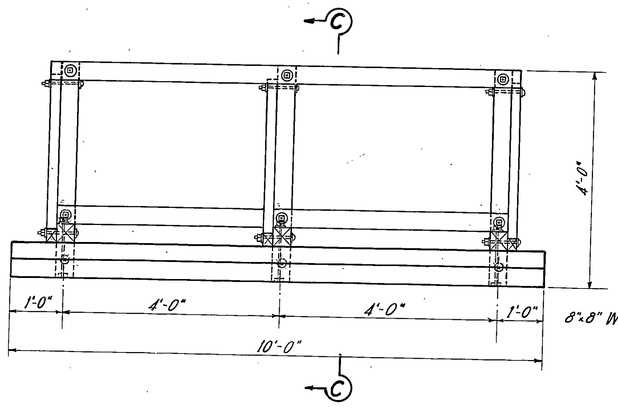
Unit 2

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S.Bd	43	F	7	9

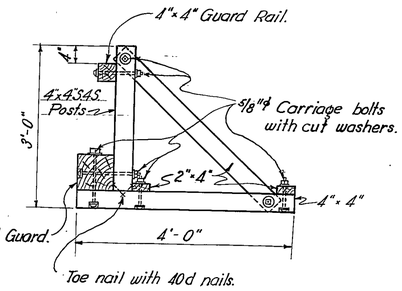
A. Rawson
STRUCTURAL ENGINEER-LEGAL OFFICER — BRIDGE ENGINEER

APPROVED May, 19, 1939.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT



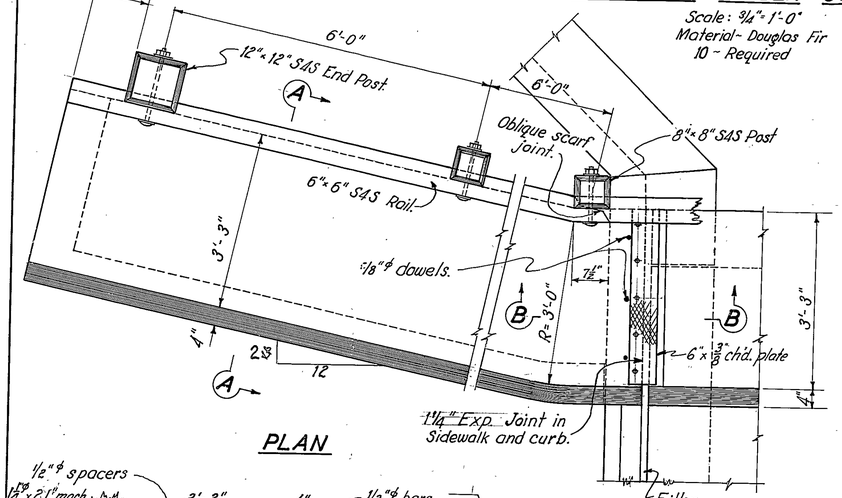
PLAN



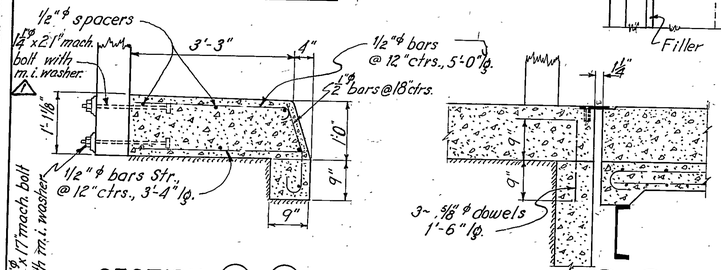
SECTION Ⓒ-Ⓒ

PORTABLE TIMBER GUARD RAIL

Scale: 3/4"=1'-0"
Material- Douglas Fir
10 - Required



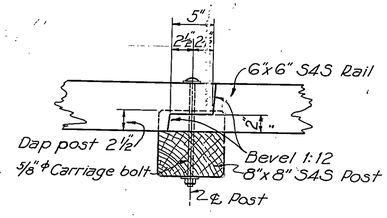
PLAN



SECTION Ⓐ-Ⓐ

SECTION Ⓑ-Ⓑ

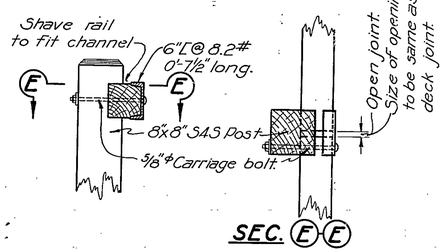
DETAILS OF RAIL FLARE
Scale: 3/4" = 1'-0"



TIMBER RAIL SPLICE
Scale 1½"=1'-0"

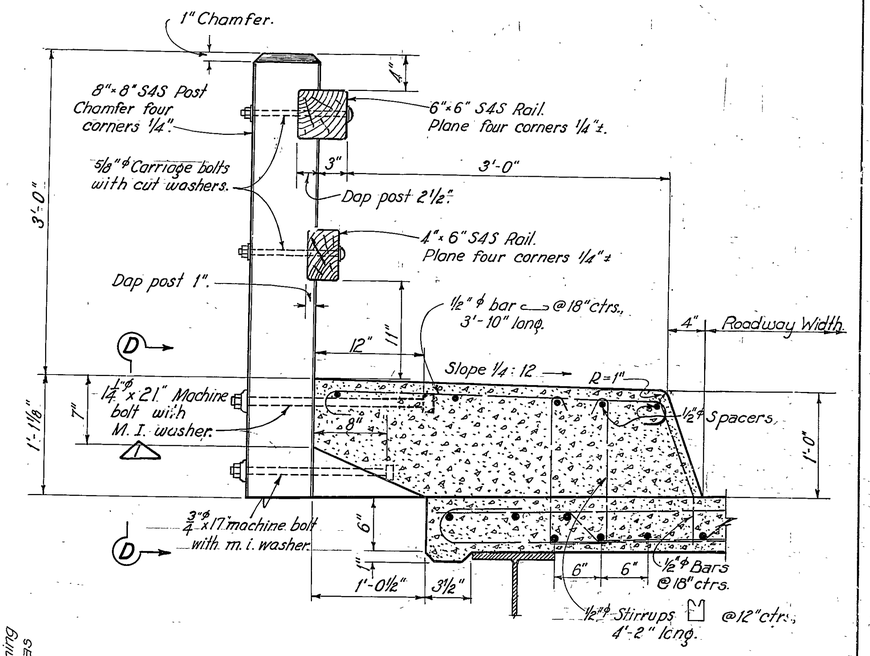


VIEW Ⓓ-Ⓓ
Scale: 1½"=1'-0"



SEC. Ⓔ-Ⓔ

EXPANSION JOINT IN RAILS
Joints to be located at posts nearest expansion joints in deck.
Scale: 1"=1'-0"



DETAILS - TIMBER RAIL WITH CONCRETE CURB
Scale: 1½"=1'-0"

AS BUILT 3060
CORRECTIONS BY G.R.C.
DATE 10/29/43 3060

SD1112

Note:
All hardware to be galvanized.

MARK	DATE	DESCRIPTION	BY	CHK
⚠	9/15/39	Chg'd. upper post bolt to 1½" dia.	A.T.I.	

REVISIONS

BRIDGE ACROSS SANTA ANA RIVER
RAILING DETAILS

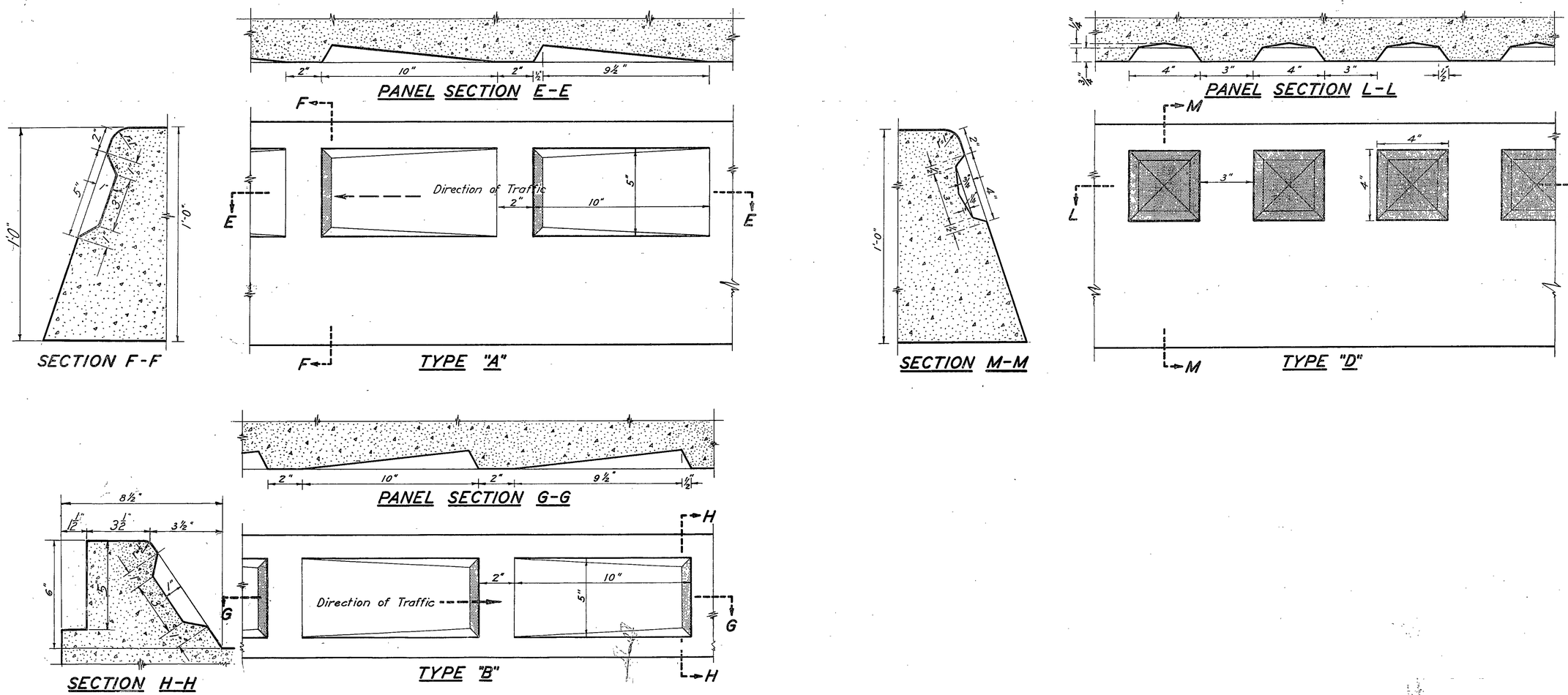
SCALE: As Noted	FILE NO.
BRIDGE NO. 54--	DRAWING NO. C-987-78

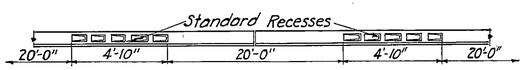
FED. ROAD DIST. NO.	STATE	FAP PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	292-C Unit 2	1940	10	10

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	S. Bd.	43	F	9	9

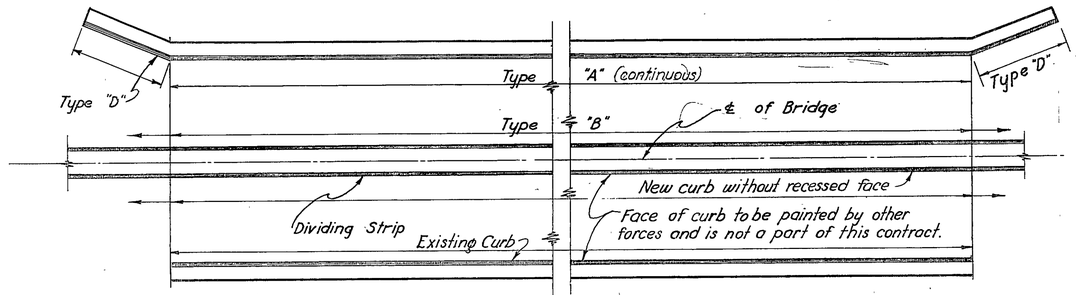
STRUCTURAL ENGINEER - LICENSE 1414 BRIDGE ENGINEER

APPROVED May, 19, 1939.





TYPE "B" DIVIDING STRIP



DIVIDED ROADWAY

TYPICAL INSTALLATIONS

Scale: 1"=10'-0"

3060

3060

SD1113

Note:
For treatment of Shaded Areas refer to Special Provisions.

AS BUILT SK-71

CORRECTIONS ... G.R.C.

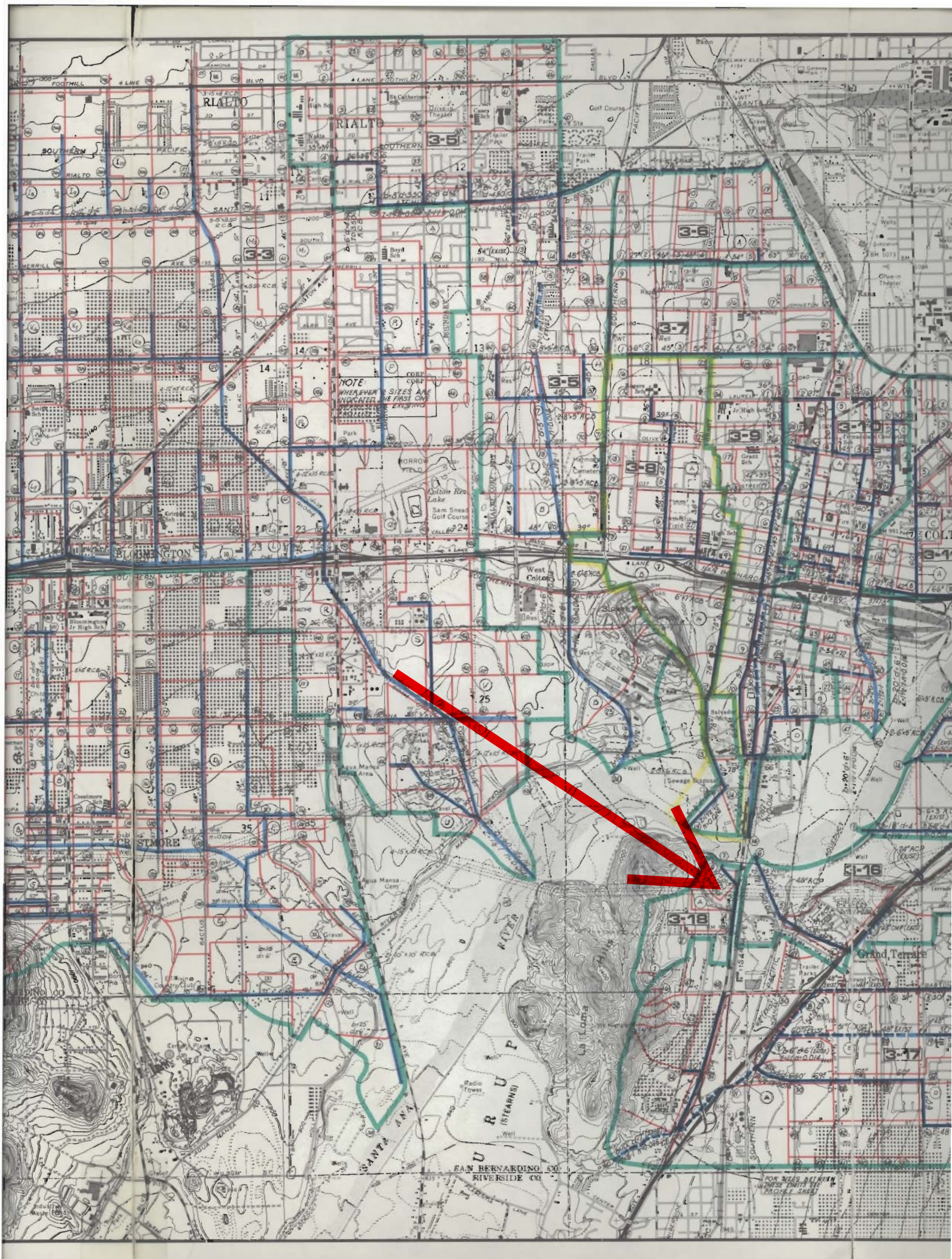
DATE 12/28/43

BRIDGE ACROSS SANTA ANA RIVER	
RECESSED CURB FACES	
SCALE 1" = 0'-3"	FILE NO.
BRIDGE NO. ~~54-267~~	DRAWING NO C-987-9

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
BRIDGE DEPARTMENT

DESIGN DEPT	INITIAL	DATE
Designed by		
Checked by	FGG	5-39
Drawn by	[illegible]	5-38
Traced by	[illegible]	5-38
Checked by		
Quantities by	RSB	5-39
Quantity Chk.	B.B.	5-39

Design Correct
L. C. Hollister
Engr. of Design
Contin. Details Correct
Contin. Engr. Bridges


RIALTO
RIALTO
3-5
3-3
3-6
3-7
3-5
3-9
3-10
3-8
NOTE
WHEREVER 2 SIZES ARE INDICATED THE FIRST ONE EXISTING
Colton Res Lake
Sam Snead Golf Course
BLOOMINGTON
West Colton
Bloomington Jr High Sch
CRESTMORE
3-16
3-18
Grand Terrace
3-17
SANTA ANA
RIVER
SAN BERNARDINO CO
RIVERSIDE CO
FOR SIZES BETWEEN THESE DMITS SEE PROFILE SHEET

Home Flood Control Facilities

Modify Map Sign In

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Details | Basemap

Share Print Measure Find address or place

About Content Legend

Legend

Basins and Dams

Channels

San Bernardino County Parcels

20000-50

Parcels

World Transportation

World Transportation



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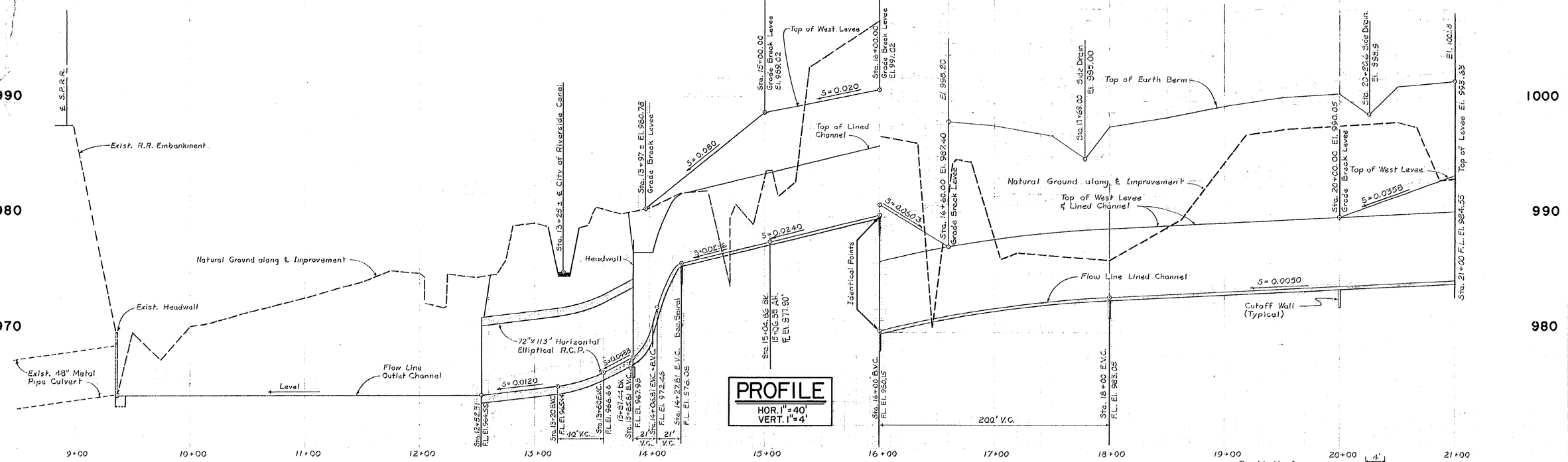
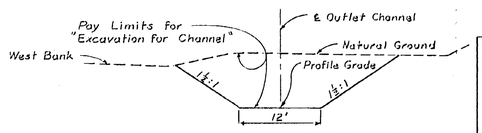
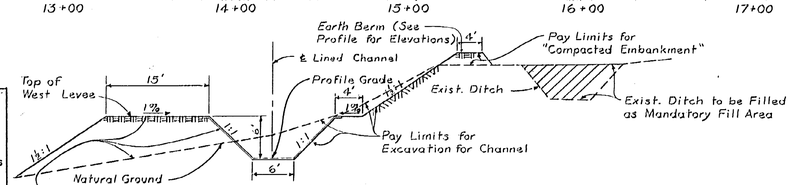


PROFILE
HOR. 1" = 40'
VERT. 1" = 4'

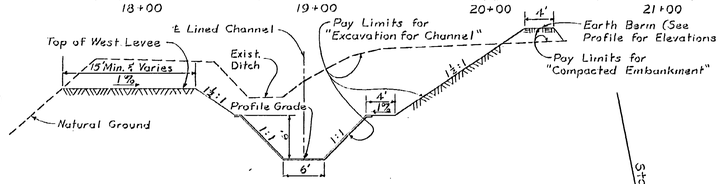


TYPICAL OUTLET CHANNEL SECTION
1" = 10'

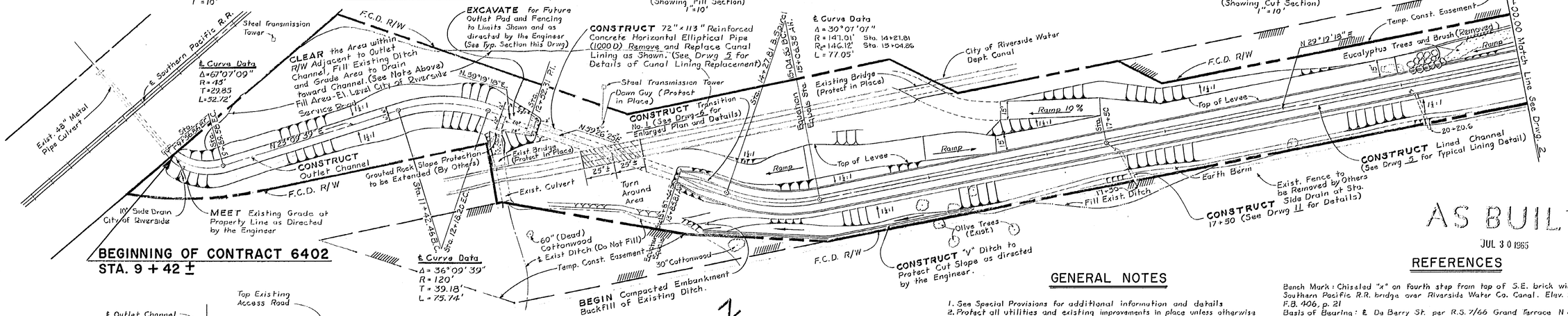
NOTE: Excavated Material may be Placed within the R/W Adjacent to the Outlet Channel to an Elevation not to Exceed that of the Existing Ground at the Northwest R/W Line. Material so Placed shall Meet all Requirements for Mandatory Fill and shall be Graded to Drain toward the Channel.



TYPICAL LINED CHANNEL
(Showing Fill Section)
1" = 10'

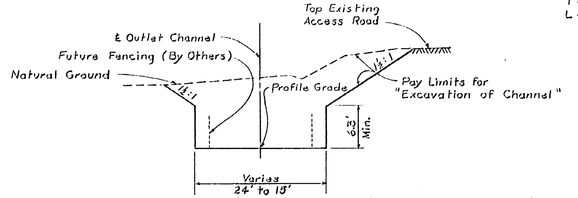


TYPICAL LINED CHANNEL
(Showing Cut Section)
1" = 10'



BEGINNING OF CONTRACT 6402
STA. 9 + 42 ±

PLAN
1" = 40'



TYPICAL OUTLET PAD SECTION
(Looking Upstream)
1" = 10'

NOTE:
Revisions-Grand Terrace F.B. 475/18, 24, 29, 44, 45, 11, 12

GENERAL NOTES

1. See Special Provisions for additional information and details
2. Protect all utilities and existing improvements in place unless otherwise directed by the Engineer or noted on these plans. Where relocation of underground facilities are required, the Contractor shall co-ordinate construction as necessary and approved by the Engineer.
3. See S.P. 170 for pipe bedding details.
4. Remove and waste existing fencing, trees, brush and objectionable material located within F.C.D. R/W as required for construction unless otherwise noted.
5. All Temporary Construction Easements shown on these plans shall be used as approved by the Engineer. Upon completion of their use the Contractor shall, to the satisfaction of the Engineer, remove all equipment and debris and shall restore the property to its original condition.
6. The Contractor's attention is directed to existing timber bridges crossing the City of Riverside Water Department canal in the area of contract work. These bridges are the property of the Water Department. If the Contractor elects to use them, he does so at his own risk and expense and will assume all responsibility for any damage to them resulting from his operations.
7. See S.P. 175 B, 175 C, 175 E, and the Special Provisions for Traffic Control.

REFERENCES

Bench Mark: Chiseled "x" on fourth step from top of S.E. brick wing wall of Southern Pacific R.R. bridge over Riverside Water Co. Canal. Elev. 984.33, F.B. 406, p. 21
Basis of Bearing: ℄ Da Barry St. per R.S. 7/66 Grand Terrace N 89°58'06"E
For additional R/W data not shown on these drwgs, see F.C.D. R/W map 2-803-1
Standard Plats: 170

AS BUILT
JUL 30 1965

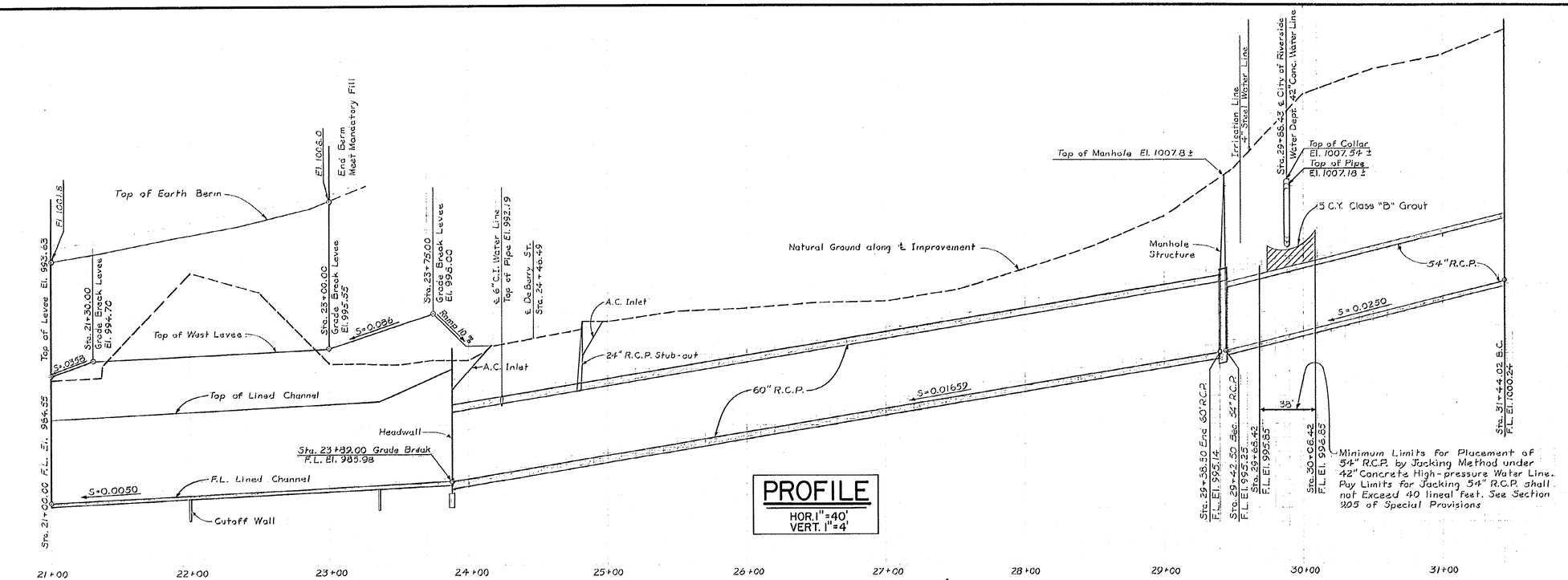
REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT
COLTON DRAINAGE
GRAND TERRACE S. D.
PLAN & PROFILE
S.P.R.R. TO STA. 21+00.00

DRAWN BY M.G.M.	CHECKED BY A.K.	APPROVED BY	M. A. Walsh, CHIEF ENGINEER
SUBMITTED BY	ASST. FLOOD CONTROL ENGR.		
RECOMMENDED BY	FLOOD CONTROL ENGR.	DATE 4-1-64	SCALE AS NOTED
		FILE NO. 2-803-1	DRWG. NO. 1 of 11

CONTRACT No. 6402 Sht. 1 of 11

SAN BDNO BLUEPRINT CO



PLAN
1"=40'

AS BUILT
JUL 30 1965

REVISIONS		
MARK	DATE	DESCRIPTION

DRAWN BY M.G.M. CHECKED BY A.K.

SUBMITTED BY ASST. FLOOD CONTROL ENGR.

RECOMMENDED BY FLOOD CONTROL ENGR.

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S. D.

PLAN & PROFILE

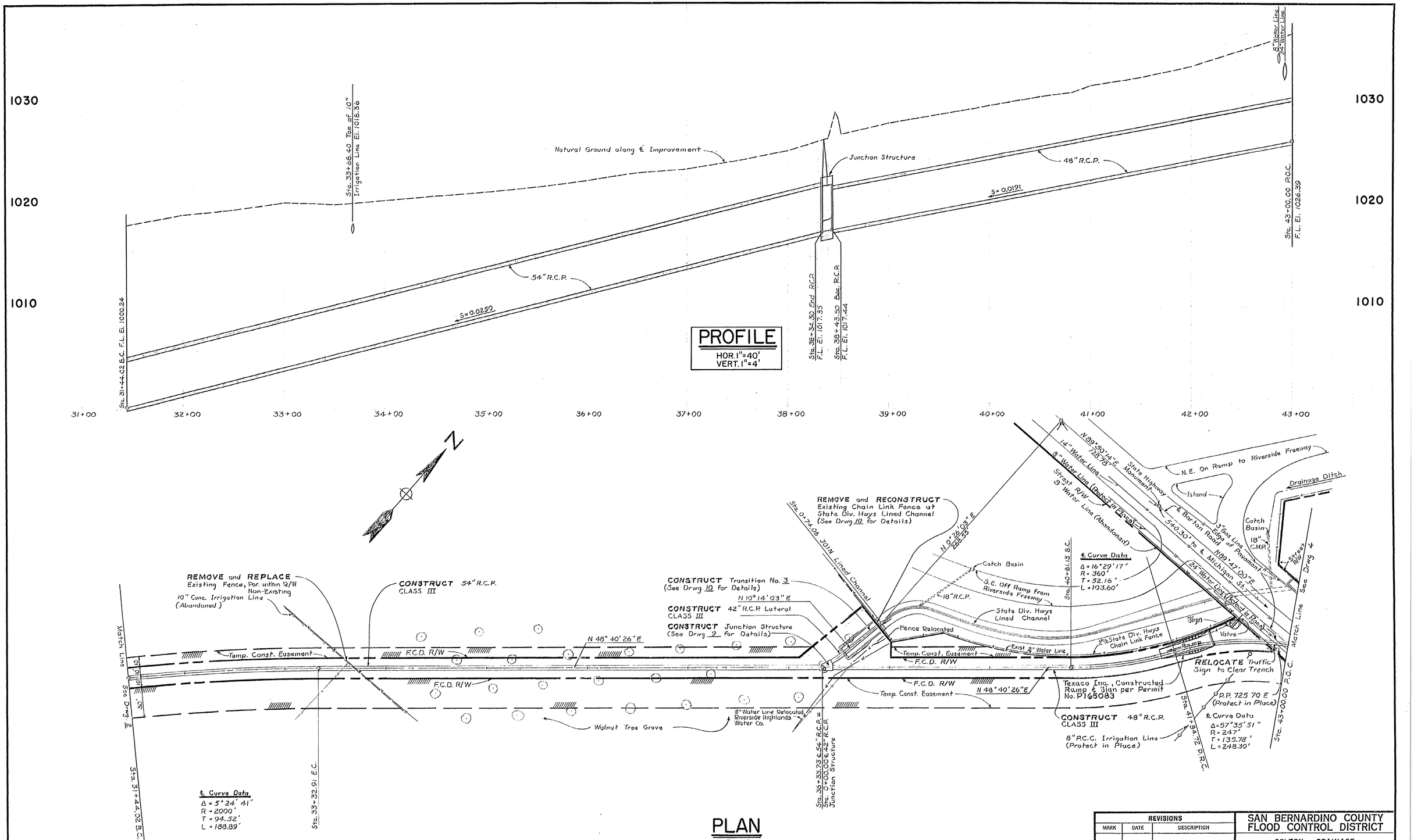
STA. 21+00.00 TO STA. 31+44.02

APPROVED BY CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4-1-64	AS NOTED	2-803-1	2 of 11

CONTRACT No. 6402 Sht. 2 of 11

SAN BONO BLUEPRINT CO.



PROFILE

HOR. 1"=40'
VERT. 1"=4'

PLAN

1"=40'

AS BUILT

JUL 30 1965

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S. D.

PLAN & PROFILE

STA. 31+44.02 TO STA. 43+00.00

DRAWN BY M.G.M. CHECKED BY A.K.

SUBMITTED BY ASS'T. FLOOD CONTROL ENGR.

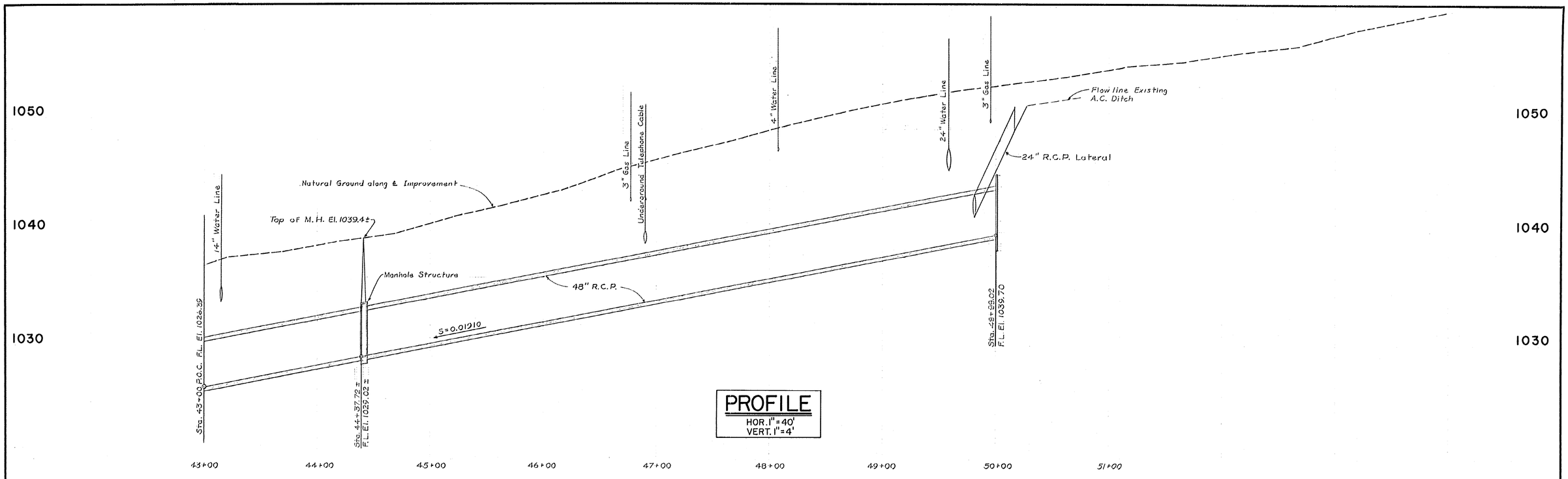
RECOMMENDED BY FLOOD CONTROL ENGR.

APPROVED BY M. O. Nielsen CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4-1-64	AS NOTED	2-803-1	3 of 11

CONTRACT No. 6402 Sht. 3 of 11

SAN BDNO BLUEPRINT CO.



PROFILE

HOR. 1" = 40'
VERT. 1" = 4'

PLAN

1" = 40'

NOTE: There is an Abandoned 24" Steel Water Line approximately 6' ± south of ℄ Barton Road — Previously used by Riverside Highland Water Company.

AS BUILT
JUL 30 1965

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S. D.

PLAN & PROFILE

STA. 43+00.00 TO STA. 50+00.00

DRAWN BY M.G.M. CHECKED BY A.K.

SUBMITTED BY ASST. FLOOD CONTROL ENGR.

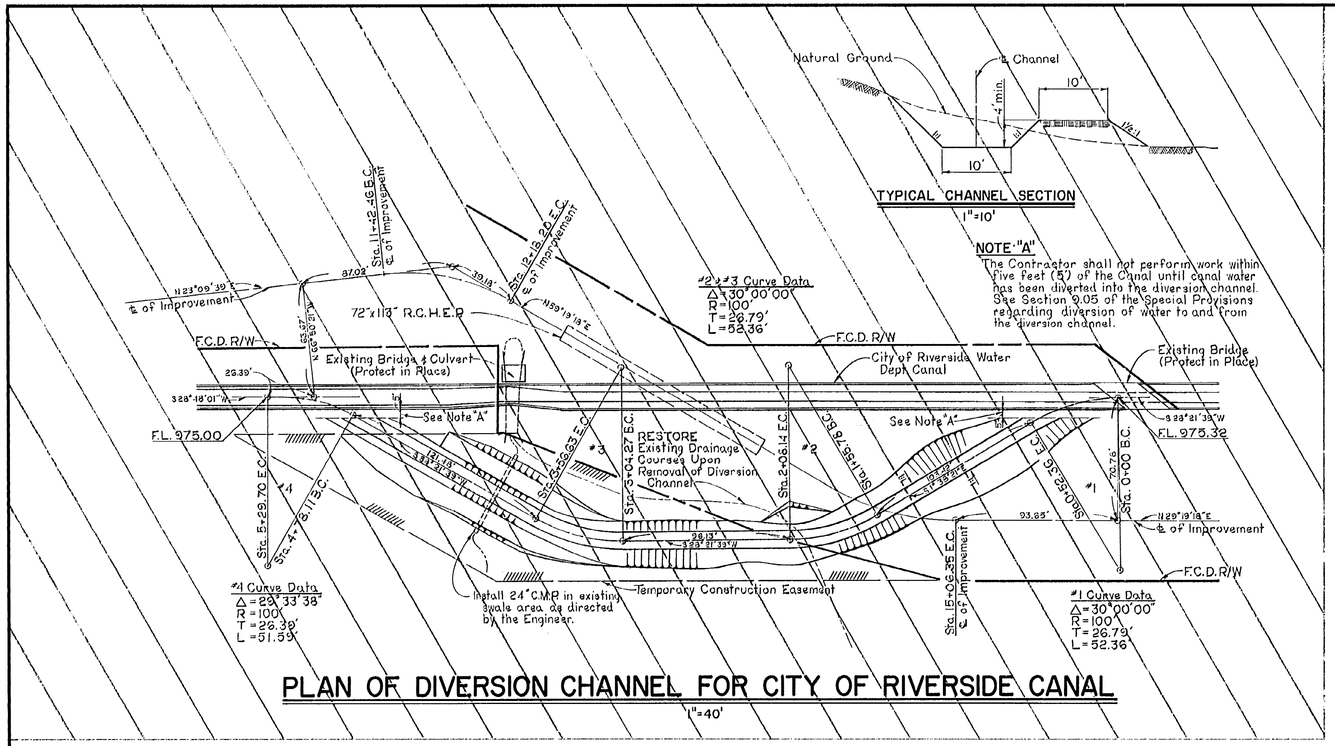
RECOMMENDED BY FLOOD CONTROL ENGR.

APPROVED BY CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4-1-64	AS NOTED	2-803-1	4 of 11

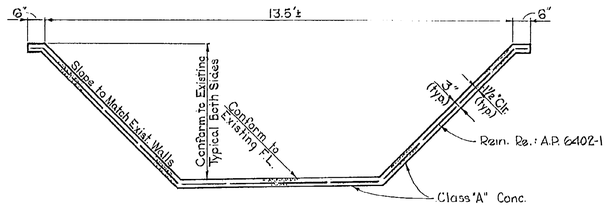
CONTRACT No. 6402 Sht. 4 of 11

SAN BDNO BLUEPRINT CO.



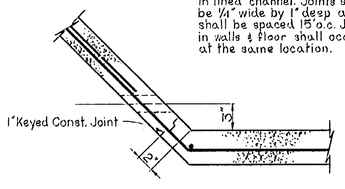
PLAN OF DIVERSION CHANNEL FOR CITY OF RIVERSIDE CANAL

1"=40'

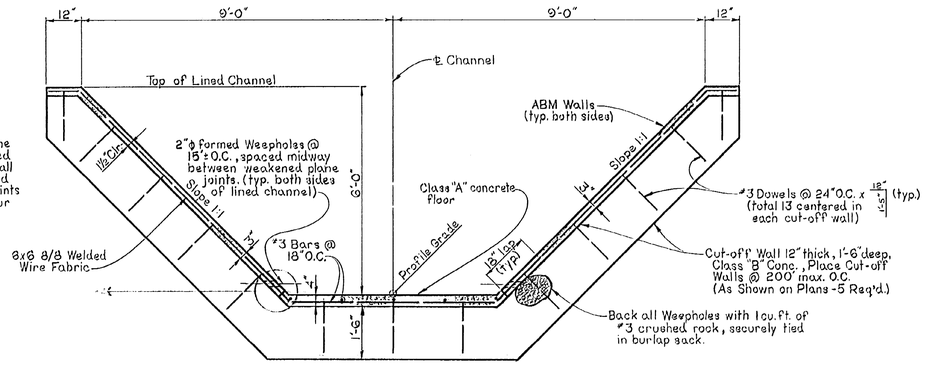


TYPICAL LINING REPLACEMENT DETAIL

(CITY OF RIVERSIDE CANAL)
1/2"=1'-0"



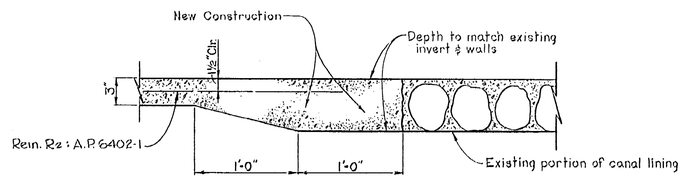
CONSTRUCTION JOINT
1-1/2"=1'-0"



TYPICAL CHANNEL LINING DETAIL-ABM WALLS

1/2"=1'-0"

(SEE AP6402-1 FOR ALTERNATE DETAIL WITH 4" SLOPE PAVED WALLS)



JOINT DETAIL

(CITY OF RIVERSIDE CANAL)
1-1/2"=1'-0"

GENERAL NOTES

1. All Structures shall be Class "A" Concrete, f'_c=3,000 p.s.i., unless otherwise noted.
2. All Reinforcing Bars shall be intermediate grade f_s=20,000 p.s.i. and shall be deformed according to A.S.T.M. A305-56T.
3. Embedment is clear to outside of main reinforcement and is 2" unless otherwise noted.
4. Where Reinforcing Bars are spliced, they shall have a min. 24 dia. lap.
5. Wire Mesh Reinforcement shall lap a minimum of one mesh spacing.
6. All exposed edges of concrete structures shall be chamfered ¾" unless otherwise noted.
7. Backfill behind all concrete structures shall not be placed until a minimum compressive strength of 2,500 p.s.i. has been attained.
8. Pipe at structures shall be trimmed to the final shape & length before concrete is poured.

AS BUILT
JUL 30 1965

S.P. 165, AP6402-1

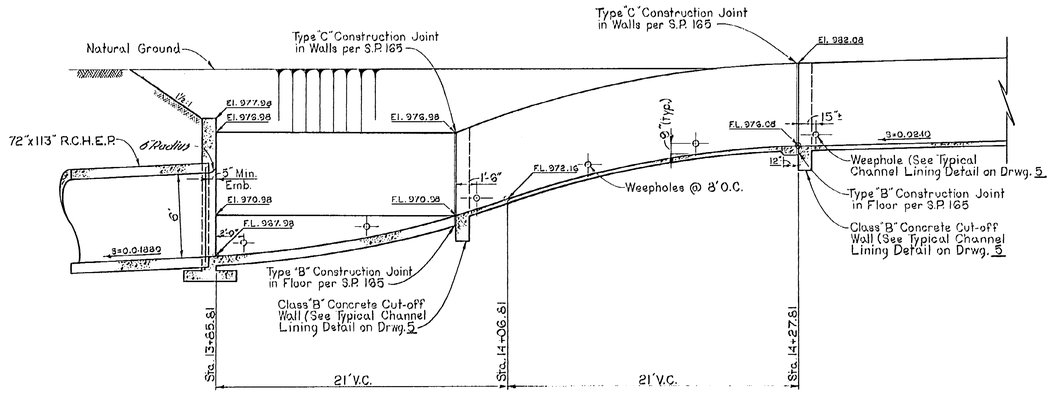
REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT
COLTON DRAINAGE
GRAND TERRACE S.D.
DIVERSION CHANNEL & TYPICAL CANAL & CHANNEL DETAILS

DRAWN BY C.B. | CHECKED BY A.K.
SUBMITTED BY ASST. FLOOD CONTROL ENGR.
RECOMMENDED BY FLOOD CONTROL ENGR.
APPROVED BY CHIEF ENGINEER

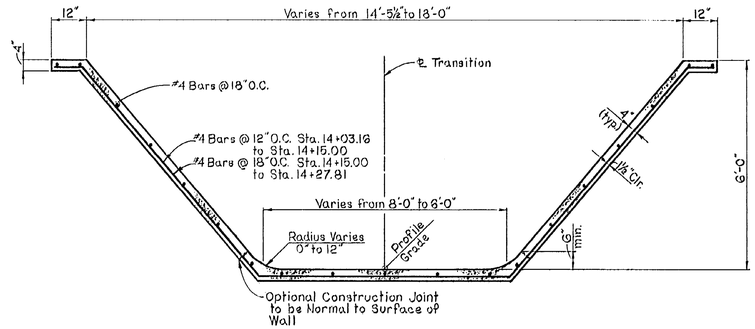
DATE	SCALE	FILE NO.	DRWG. NO.
4/1/64	AS NOTED	2-803-1	5 of 11

CONTRACT No. 6402 Sht. 5 of 11



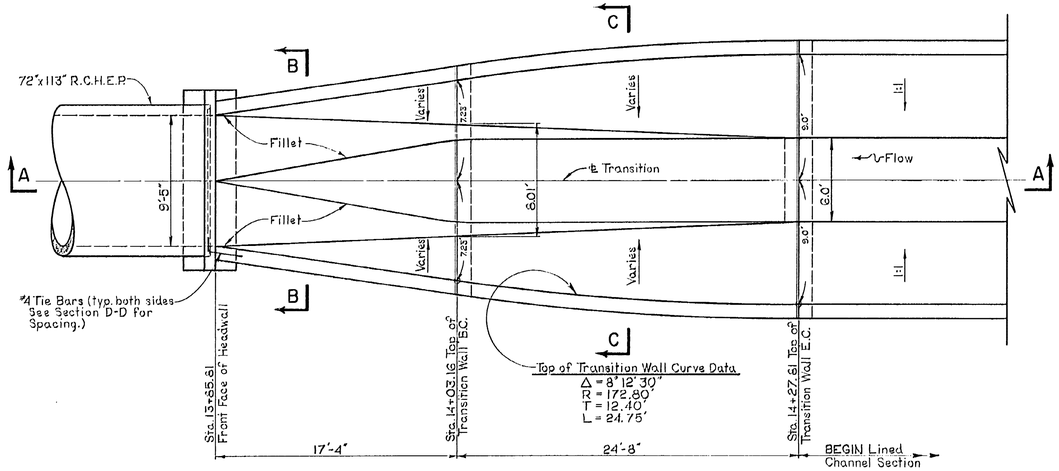
SECTION A-A

1"=5'



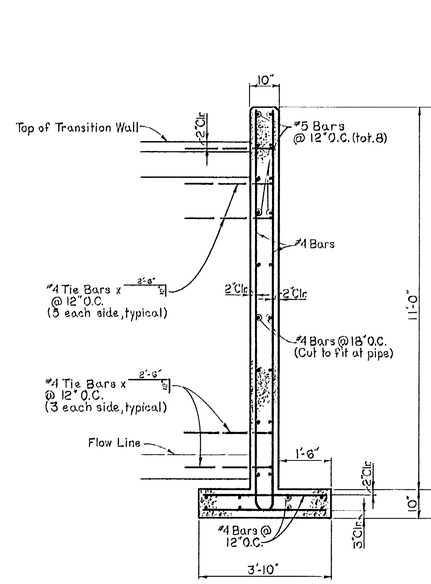
SECTION C-C

(STA. 14+03.16 TO STA. 14+27.81)
1/2"=1'-0"



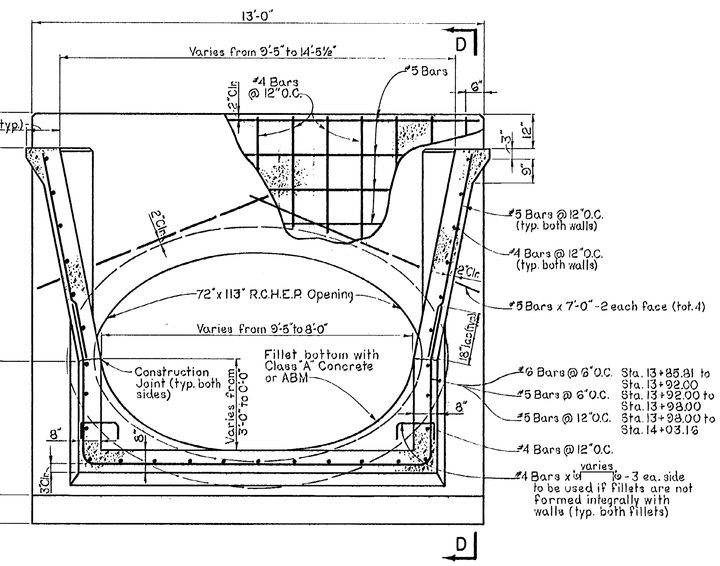
PLAN

1"=5'



SECTION D-D

1/2"=1'-0"



SECTION B-B

(STA. 13+85.81 TO STA. 14+03.16)
1/2"=1'-0"

S.P. 165

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S.D.

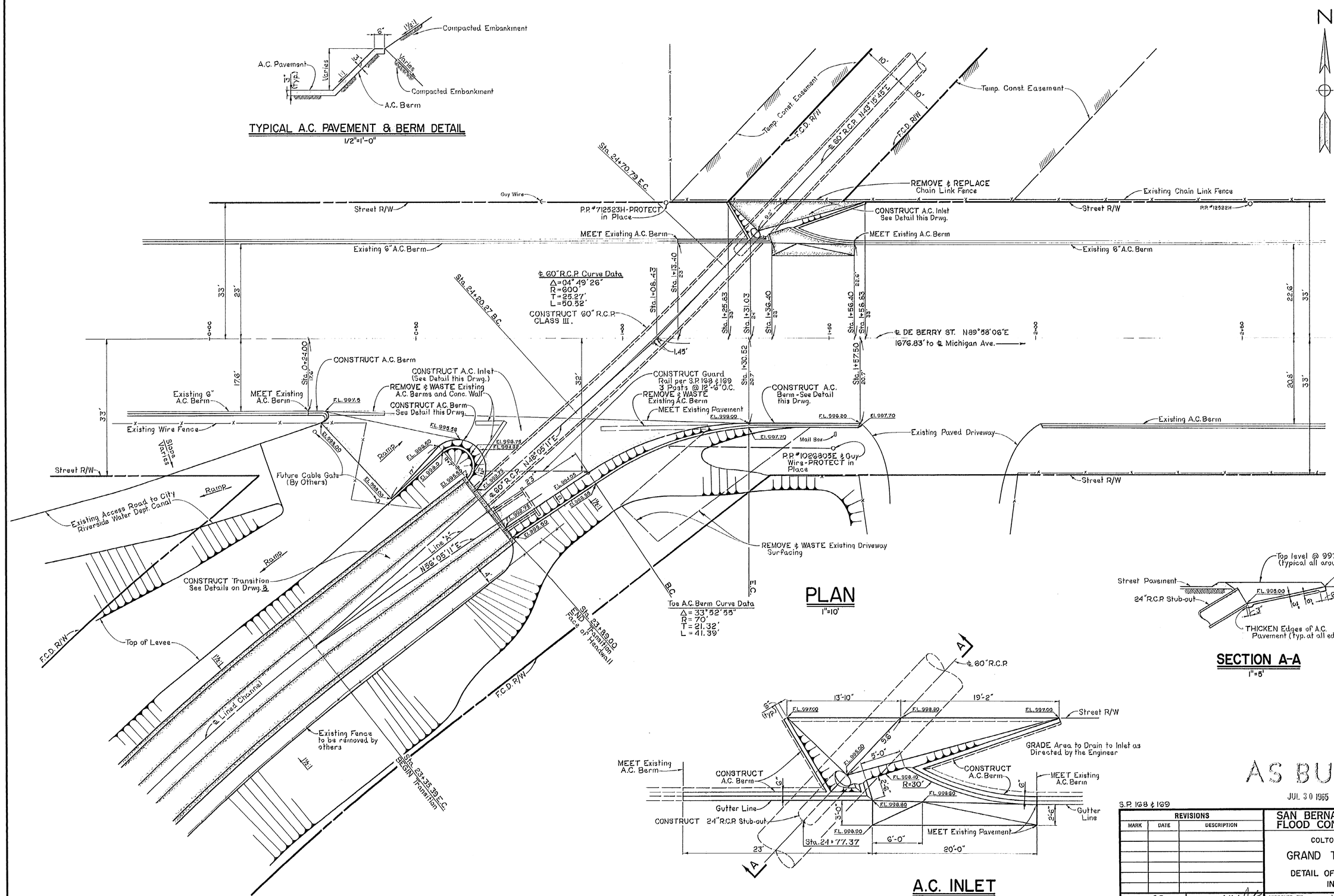
TRANSITION No. 1

AS BUILT
JUL 30 1965

DRAWN BY C.B.	CHECKED BY A.K.	APPROVED BY M. A. Nichols, CHIEF ENGINEER	
SUBMITTED BY [signature] ASS'T. FLOOD CONTROL ENGR.			
RECOMMENDED BY [signature] FLOOD CONTROL ENGR.			

DATE	SCALE	FILE NO.	DRWG. NO.
4/1/64	AS NOTED	2-803-1	6 of 11

CONTRACT No. 6402 Sht. 6 of 11



AS BUILT

JUL 30 1965

S.P. 168 & 169

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S.D.

DETAIL OF DE BERRY ST. INLETS

DRAWN BY C.B. CHECKED BY A.K.

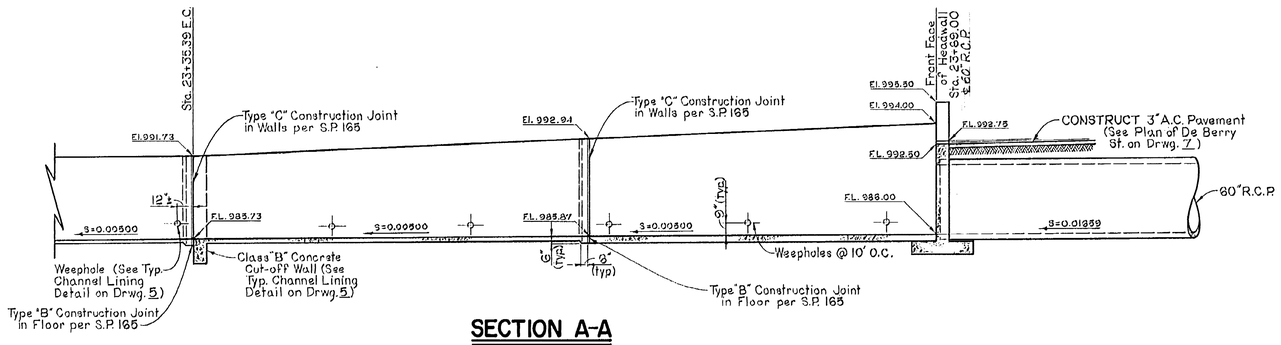
SUBMITTED BY — ASST. FLOOD CONTROL ENGR.

RECOMMENDED BY — FLOOD CONTROL ENGR.

APPROVED BY — CHIEF ENGINEER

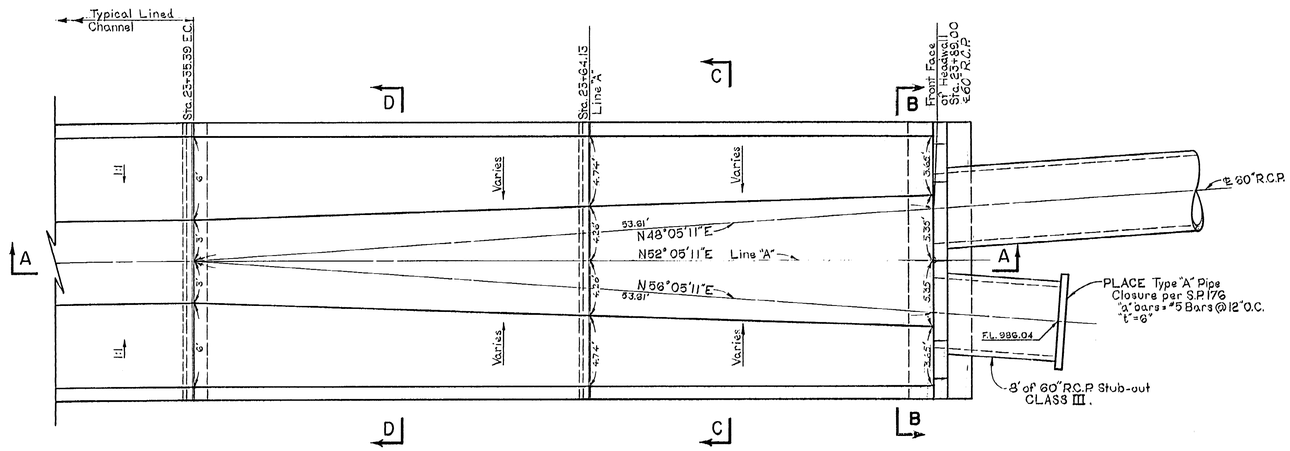
DATE	SCALE	FILE NO.	DRWG. NO.
4/1/64	AS NOTED	2 803 1	7 of 11

CONTRACT No. 6402 Sht. 7 of 11



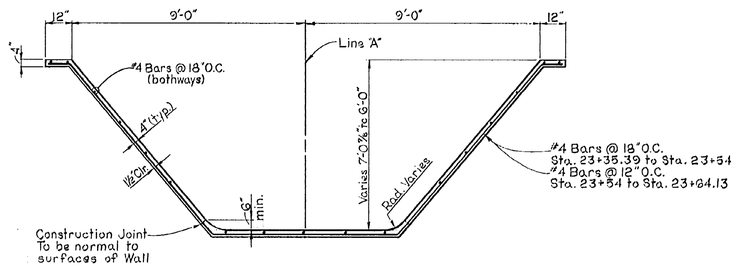
SECTION A-A

1"=5'



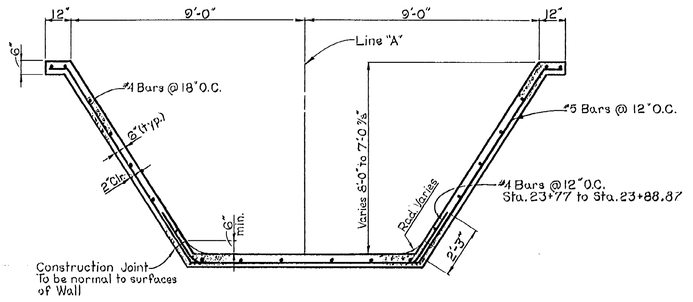
PLAN

1"=5'



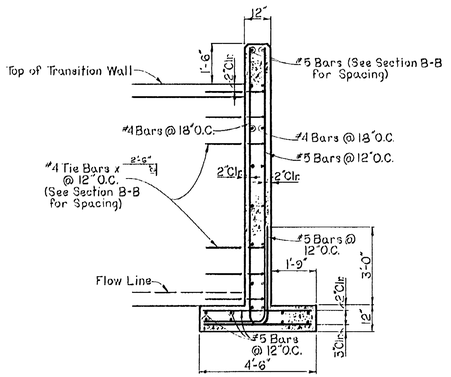
SECTION D-D

STA. 23+35.39 TO STA. 23+64.13 (Line "A")
3/8"=1'-0"



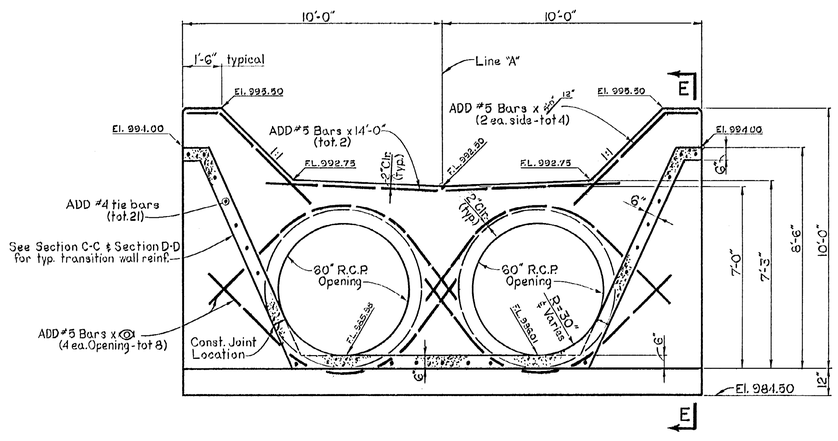
SECTION C-C

STA. 23+64.13 TO STA. 23+88.87 (Line "A")
3/8"=1'-0"



SECTION E-E

3/8"=1'-0"



SECTION B-B

3/8"=1'-0"

AS BUILT
JUL 30 1965

S.P. 165 & 176

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

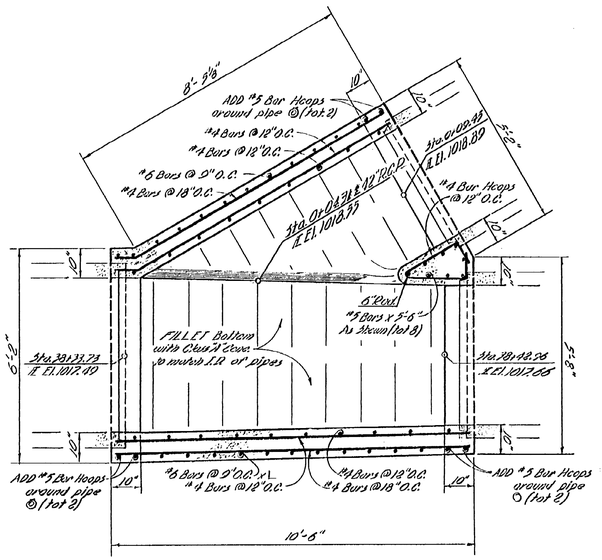
GRAND TERRACE S.D.

TRANSITION No. 2

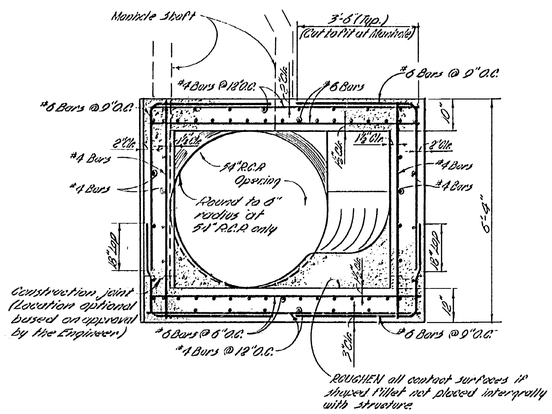
DRAWN BY C.B. CHECKED BY A.K.
SUBMITTED BY ASS'T. FLOOD CONTROL ENGR.
RECOMMENDED BY FLOOD CONTROL ENGR.
APPROVED BY CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4/1/64	AS NOTED	2-803-1	8 of 11

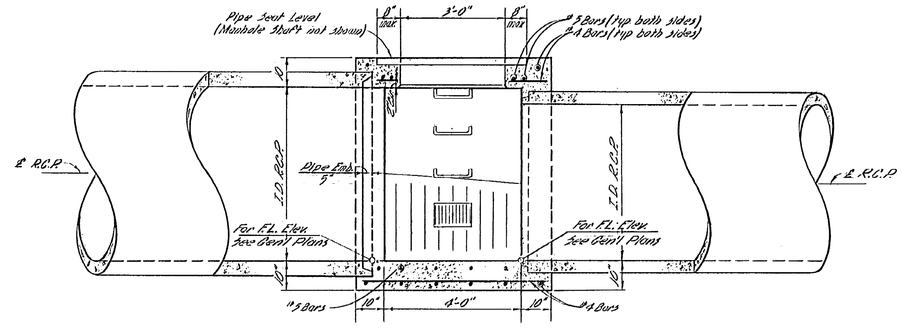
CONTRACT No. 6402 Sht. 8 of 11



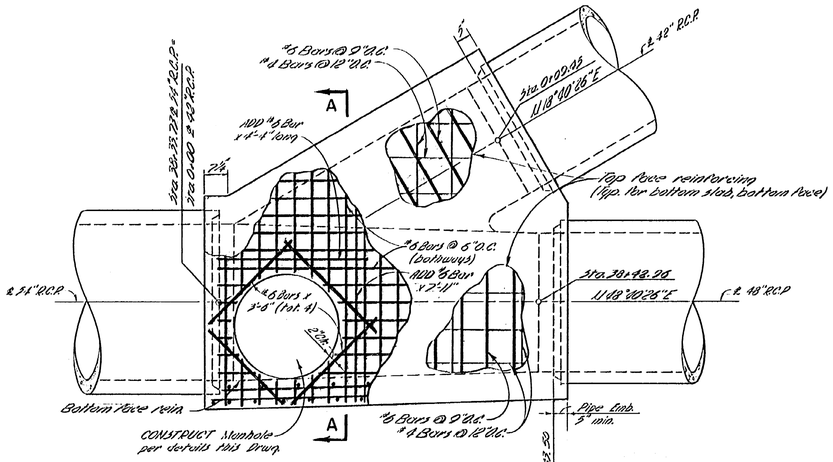
SECTIONAL PLAN



SECTION A-A

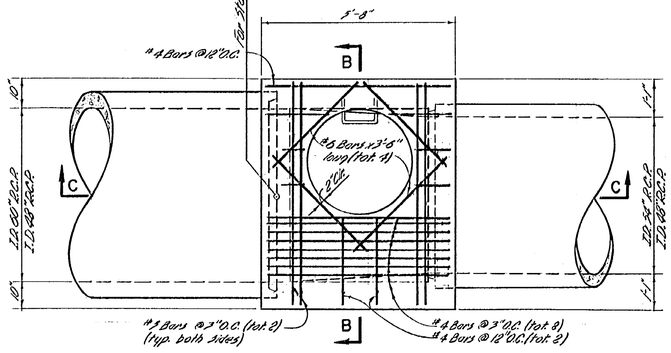


SECTION C-C



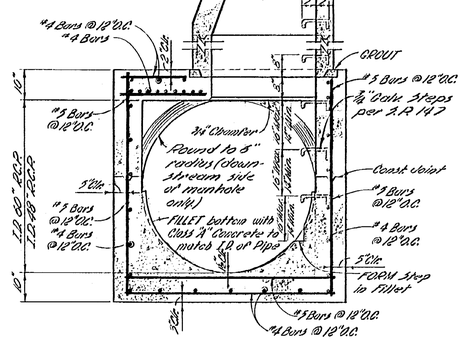
PLAN

(SHOWING TOP SLAB REINFORCING ONLY)



PLAN

(SHOWING TOP SLAB MAIN REINFORCING ONLY)



SECTION B-B

TYPICAL MANHOLE STRUCTURE

1/2"=1'-0"

S.P. 147, 148A, 120 & 128

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S. D.

JUNCTION & MANHOLE STRUCTURES

DRAWN BY J. B. | CHECKED BY A.K.

SUBMITTED BY — ASST. FLOOD CONTROL ENGR.

RECOMMENDED BY — FLOOD CONTROL ENGR.

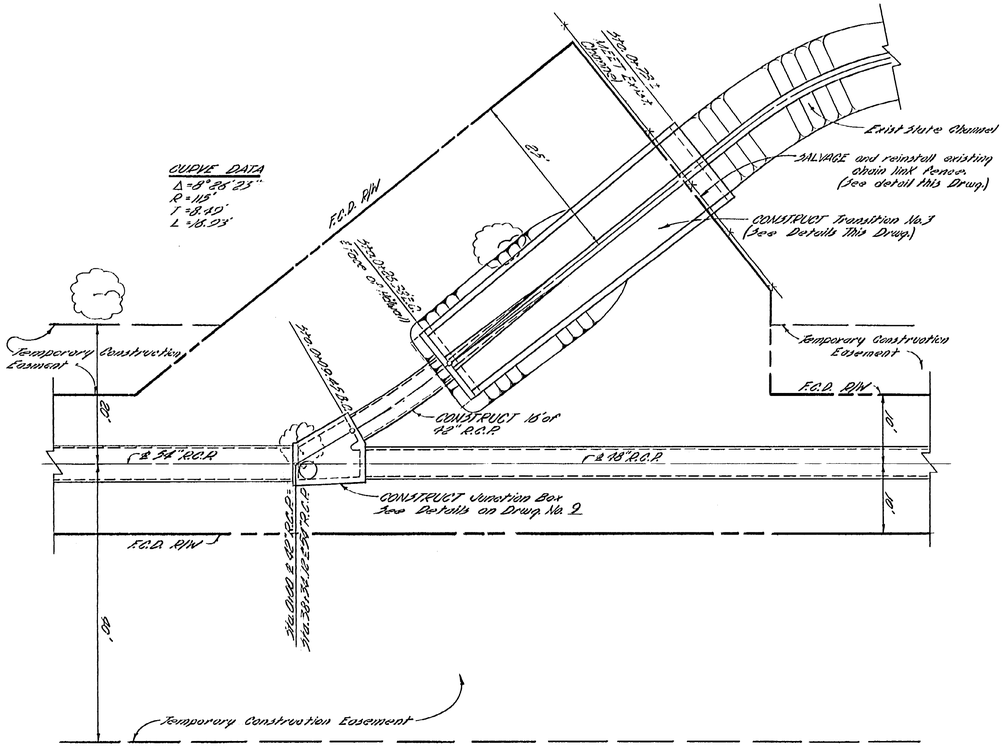
APPROVED BY W. A. Nicholas, CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4-1-64	1/2"=1'-0"	2-A03-1	9 of 11

AS BUILT

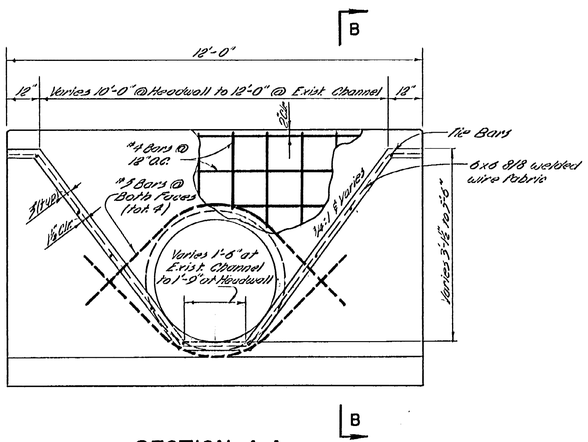
JUL 30 1965

CONTRACT No. 6402 Sht 2 of 11



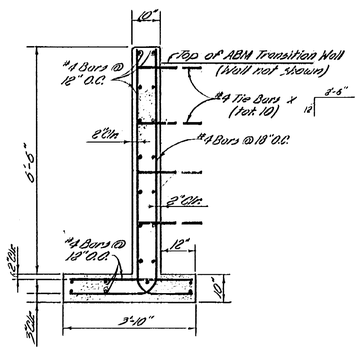
ENLARGED PLAN

1" = 10'



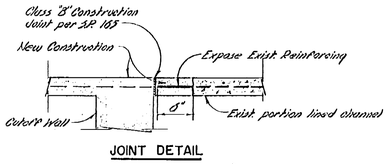
SECTION A-A

1/2" = 1' 0"

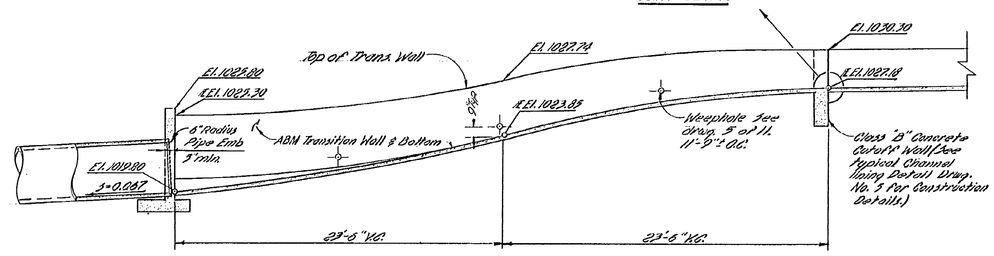


SECTION B-B

1/2" = 1' 0"

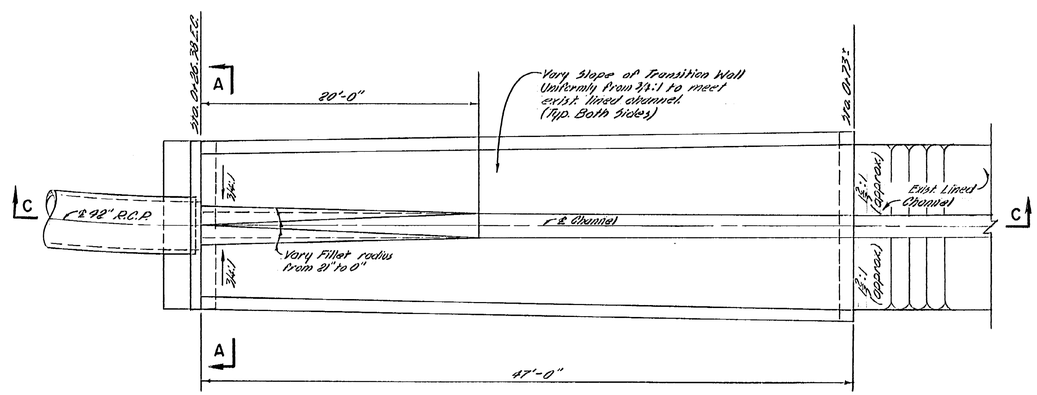


JOINT DETAIL



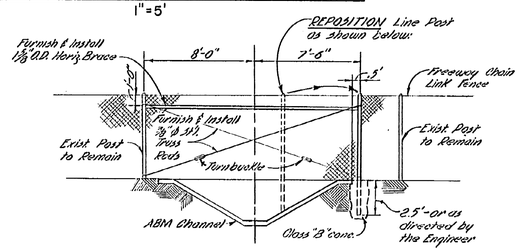
SECTION C-C

1" = 5'



PLAN OF TRANSITION NO. 3

1" = 5'



FENCE MODIFICATION AT TRANSITION NO. 3

1" = 5'

AS BUILT

JUL 30 1965

S.P. 103

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S. D.

ENLARGED PLAN AT STATE CHANNEL AND TRANSITION NO. 3

DRAWN BY J.B. | CHECKED BY A.K.

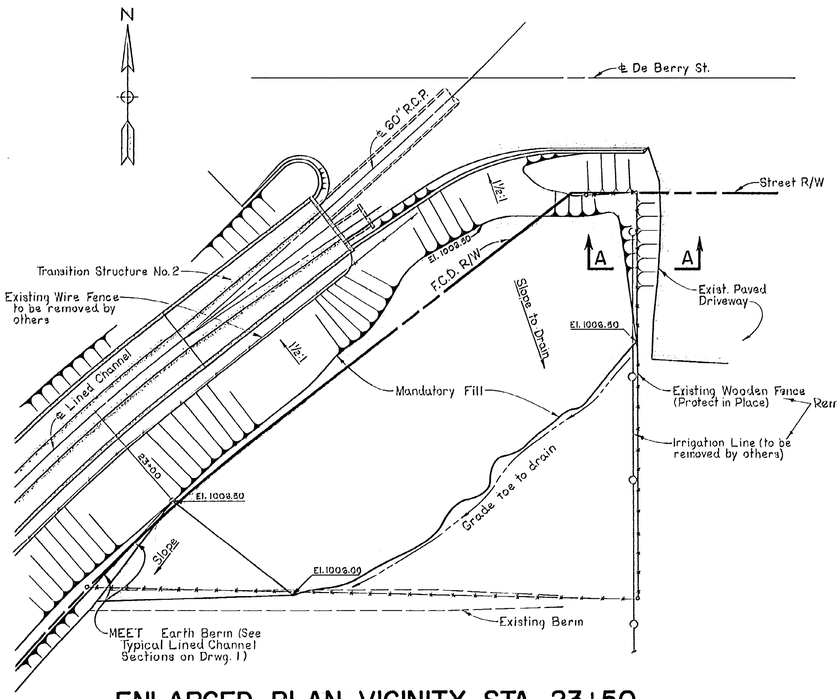
SUBMITTED BY ASST. FLOOD CONTROL ENGR.

RECOMMENDED BY FLOOD CONTROL ENGR.

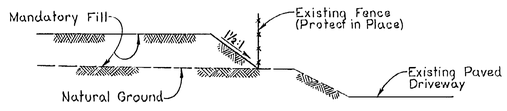
APPROVED BY CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4-1-64	AS NOTED	2-803-1	10 of 11

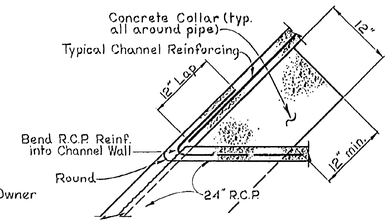
CONTRACT No. 6402 Sht 10 of 11

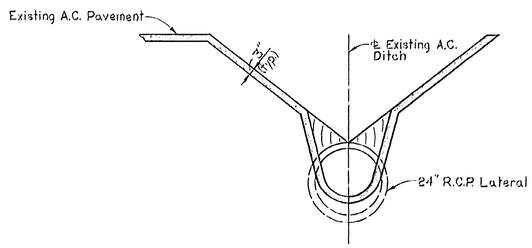


ENLARGED PLAN VICINITY STA. 23+50
1"=20'

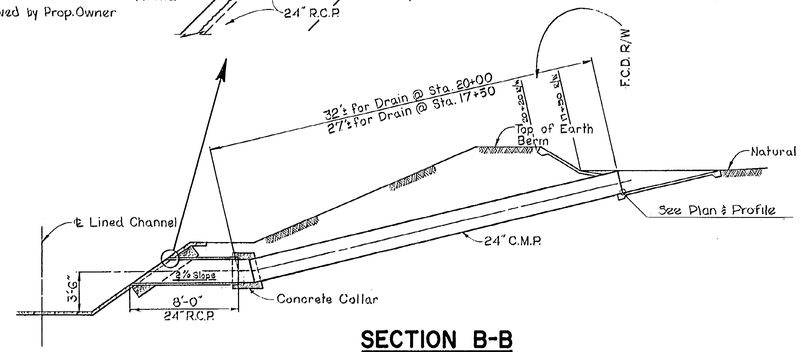


SECTION A-A
1"=5'

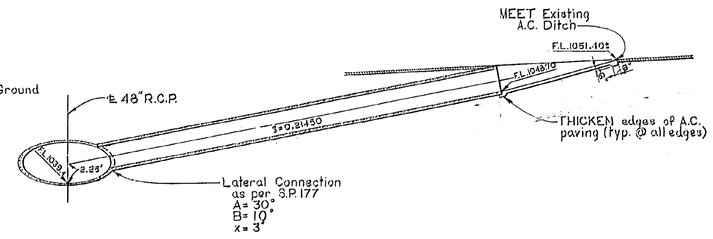




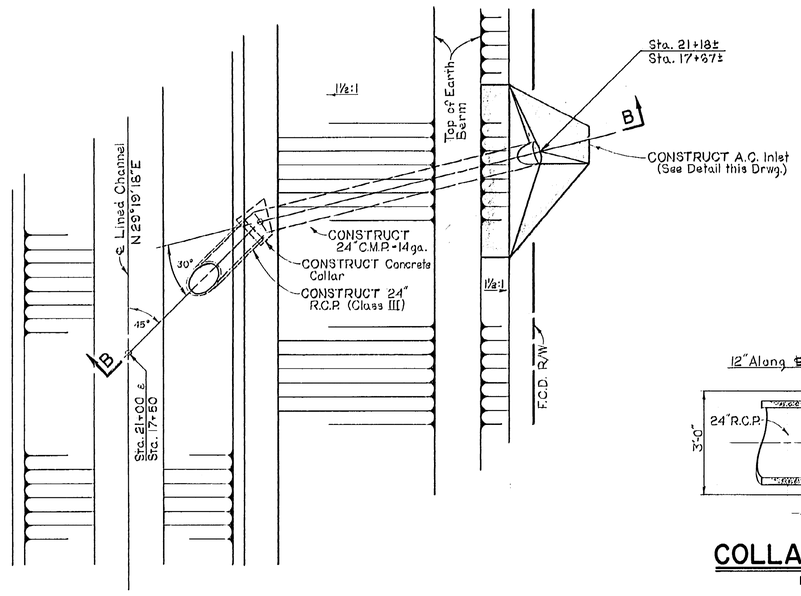
SECTION D-D
1/2"=1'-0"



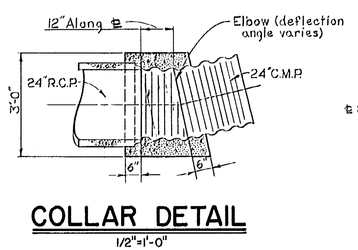
SECTION B-B
1"=6'



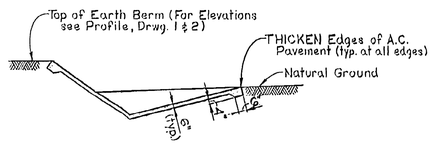
SECTION E-E
1"=6'



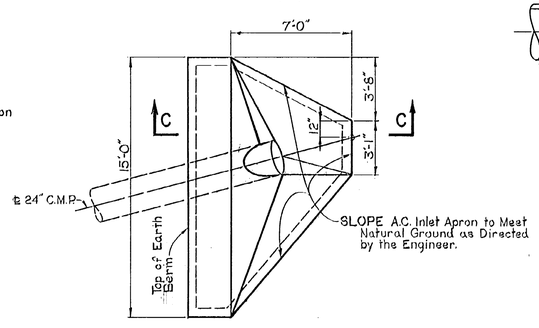
CHANNEL SIDE DRAINS
STA. 17+50 & STA. 21+00
1"=6'



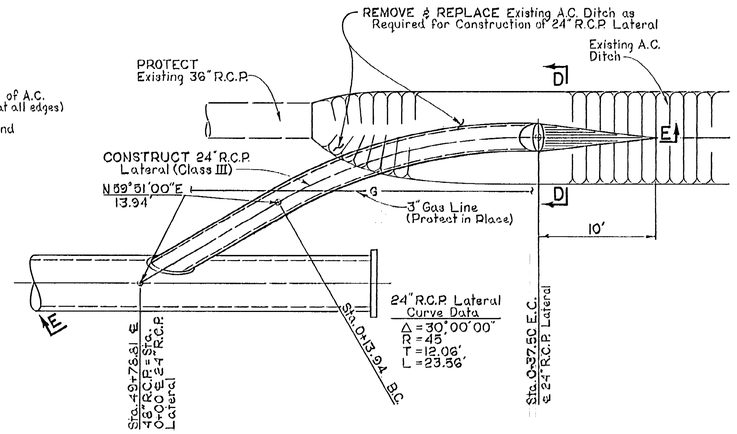
COLLAR DETAIL
1/2"=1'-0"



SECTION C-C
1"=4'



A.C. INLET DETAIL
1"=4'



BARTON ROAD INLET
1"=6'

AS BUILT
JUL 30 1965

S.P. 177

REVISIONS		
MARK	DATE	DESCRIPTION

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

COLTON DRAINAGE

GRAND TERRACE S.D.

MISCELLANEOUS DETAILS

DRAWN BY C.B. | CHECKED BY A.K.

SUBMITTED BY _____ ASST. FLOOD CONTROL ENGR.

RECOMMENDED BY _____ FLOOD CONTROL ENGR.

APPROVED BY M. C. Nichols, CHIEF ENGINEER

DATE	SCALE	FILE NO.	DRWG. NO.
4/1/64	AS NOTED	2-803-1	11 of 11

CONTRACT No. 6402 Sht. 11 of 11

National Flood Hazard Layer FIRMette

FEMA



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 — Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

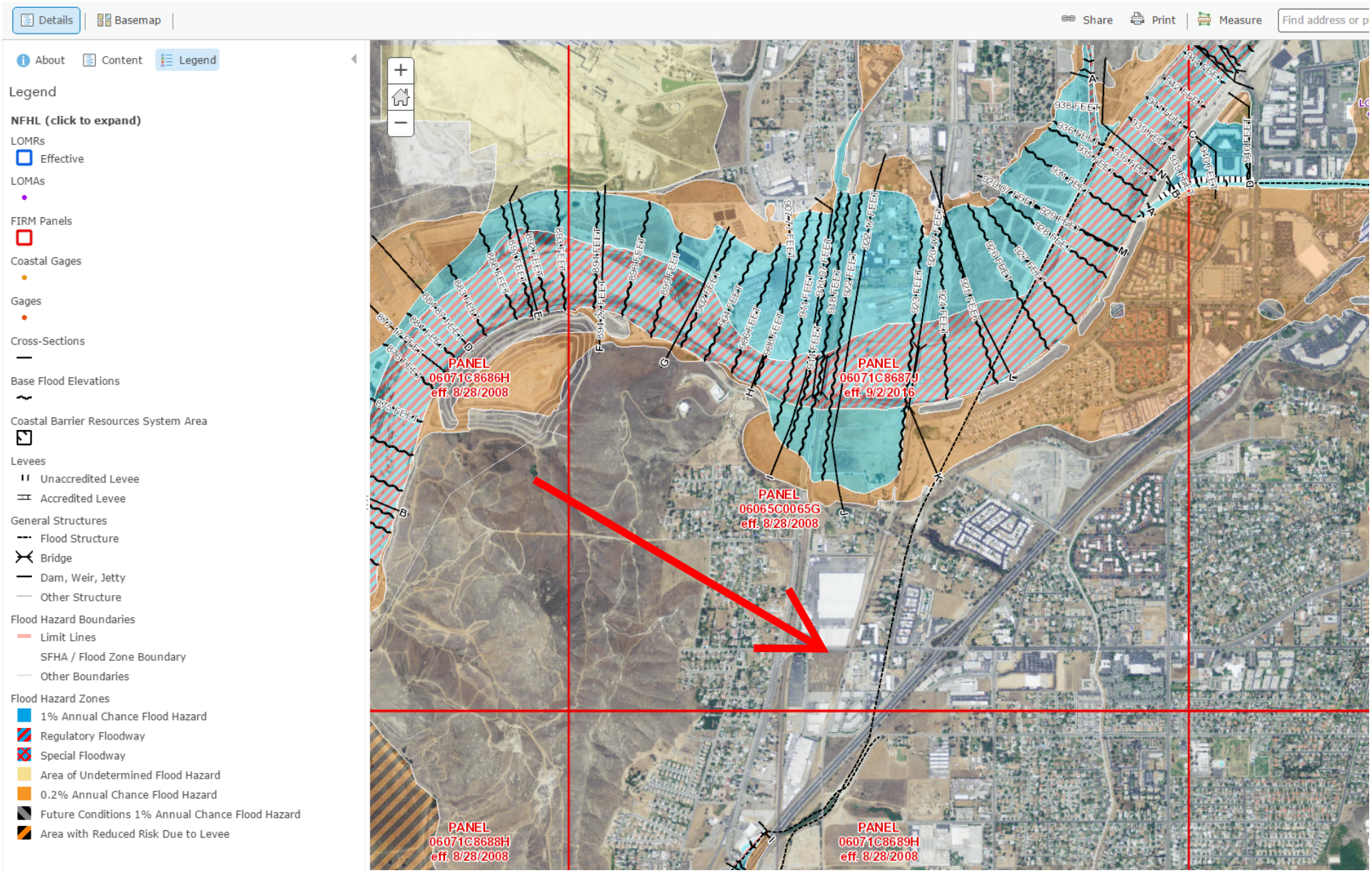
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/10/2018 at 1:30:34 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

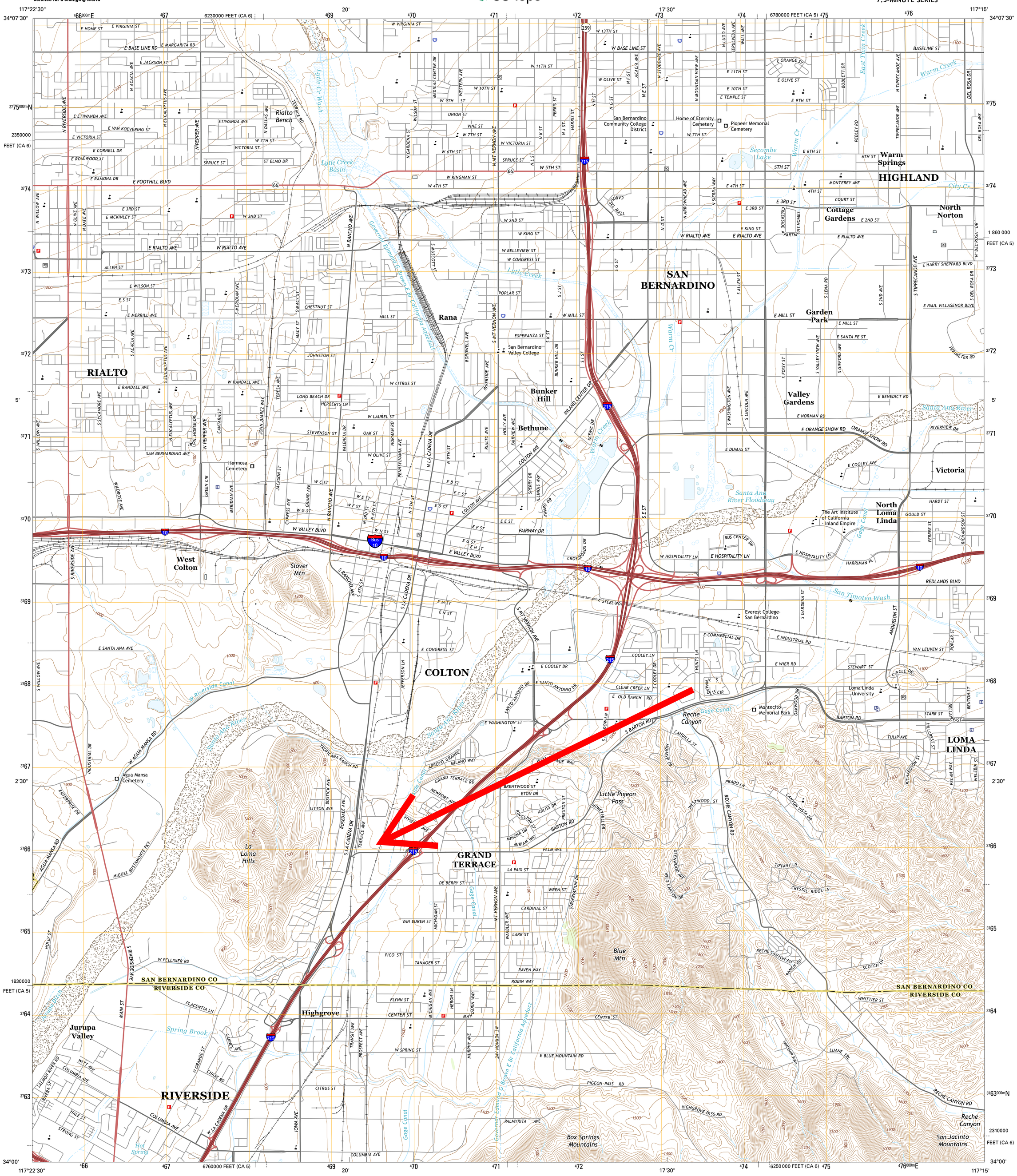
Home ▾ FEMA's National Flood Hazard Layer (Official)



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

SAN BERNARDINO SOUTH QUADRANGLE
CALIFORNIA
7.5-MINUTE SERIES



Produced by the United States Geological Survey

North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid: Universal Transverse Mercator, Zone 11S
10 000-foot ticks: California Coordinate System of 1983 (zones 5 and 6)

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery	NAIP, May 2012
Roads	HERE, ©2013 - 2014
Names	GNIS, 2015
Hydrography	National Hydrography Dataset, 2012
Contours	National Elevation Dataset, 1999
Boundaries	Multiple sources; see metadata file 1972 - 2015
Public Land Survey System	BLM, 2011

MN
GN
12° 4'
214 MILS
0° 10'
3 MILS
UTM GRID AND 2015 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
MT
Grid Zone Designation
11S

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.18



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	4WD
Interstate Route	US Route
State Route	

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES
1 Devore
2 San Bernardino North
3 Harrison Mountain
4 Fontana
5 Redlands
6 Riverside West
7 Riverside East
8 Sunnymead

SAN BERNARDINO SOUTH, CA
2015

City of Colton
Sanitary Sewer Boundary Map

COLTON
Public Utilities

TOP BLACK number represents the pipe diamater.
BOTTOM BLACK number represents the pipe length.
GREEN represents the man hole number.

Legend

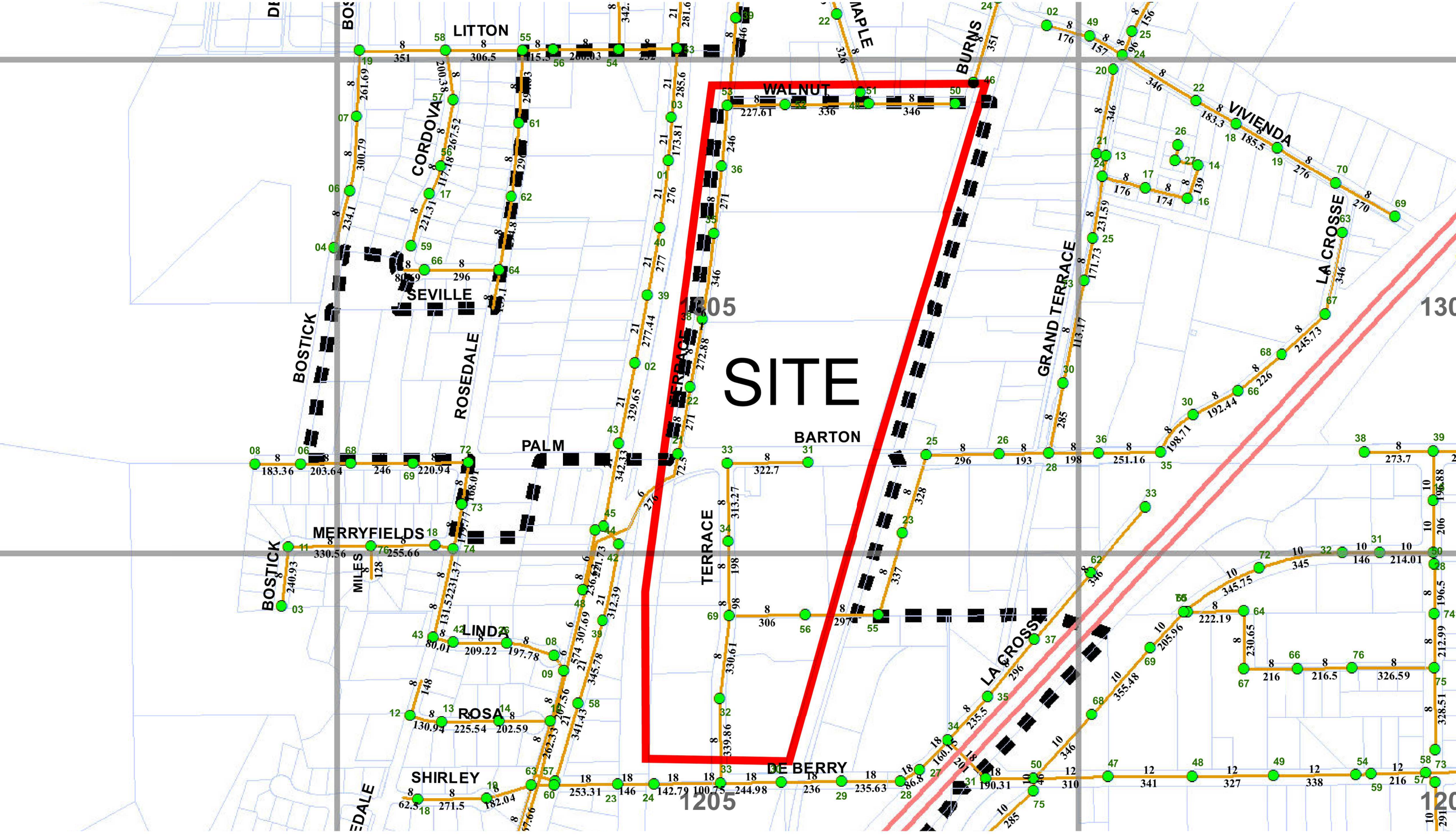
- Manholes
- Sewerlines
- Parcels
- City Boundary
- County Property

N

Scale 1" : 750'

SITE

SewerMH.mxd


SITE
LITTON
CORDOVA
SEVILLE
BOSTICK
ROSEDALE
WALNUT
MAPLE
BURNS
VIVIENDA
GRAND TERRACE
LA CROSSE
PALM
BARTON
TERRACE
MERRYFIELDS
MILES
LINDA
ROSA
SHIRLEY
DE BERRY
1205

City of Colton
Water and Wastewater System and Facilities



Legend

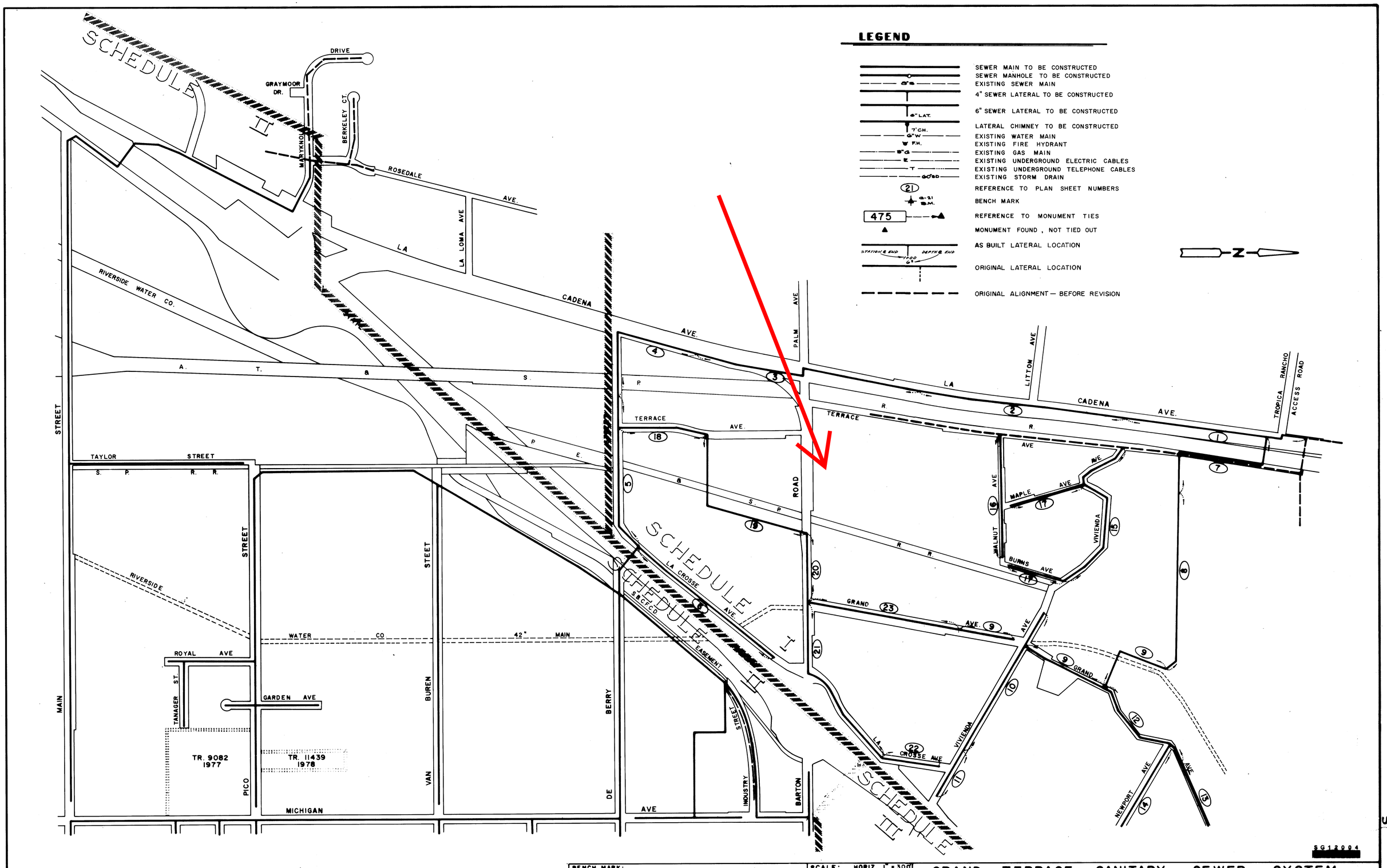
- Valves
- Water Mainlines
- Sewer Manholes
- Sewerlines
- Parcels
- City Boundary
- Hydrants

N

Feet

0 75 150 300 450 600

Date: 10/19/2017



BENCH MARK:			SCALE: HORIZ. 1" = 300'	
			W.O. 73-104	DATE
			DESIGNED P.W.	9/74
			DRAWN B.W., P.H., V.S.	10/74
NO.	DATE	INITIAL	DESCRIPTION	APP'VD.
REVISIONS			CHECKED J.K.	10/74

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT No. 1

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

APPROVED BY
R.C.E. No 21775
DATE 10-28-74

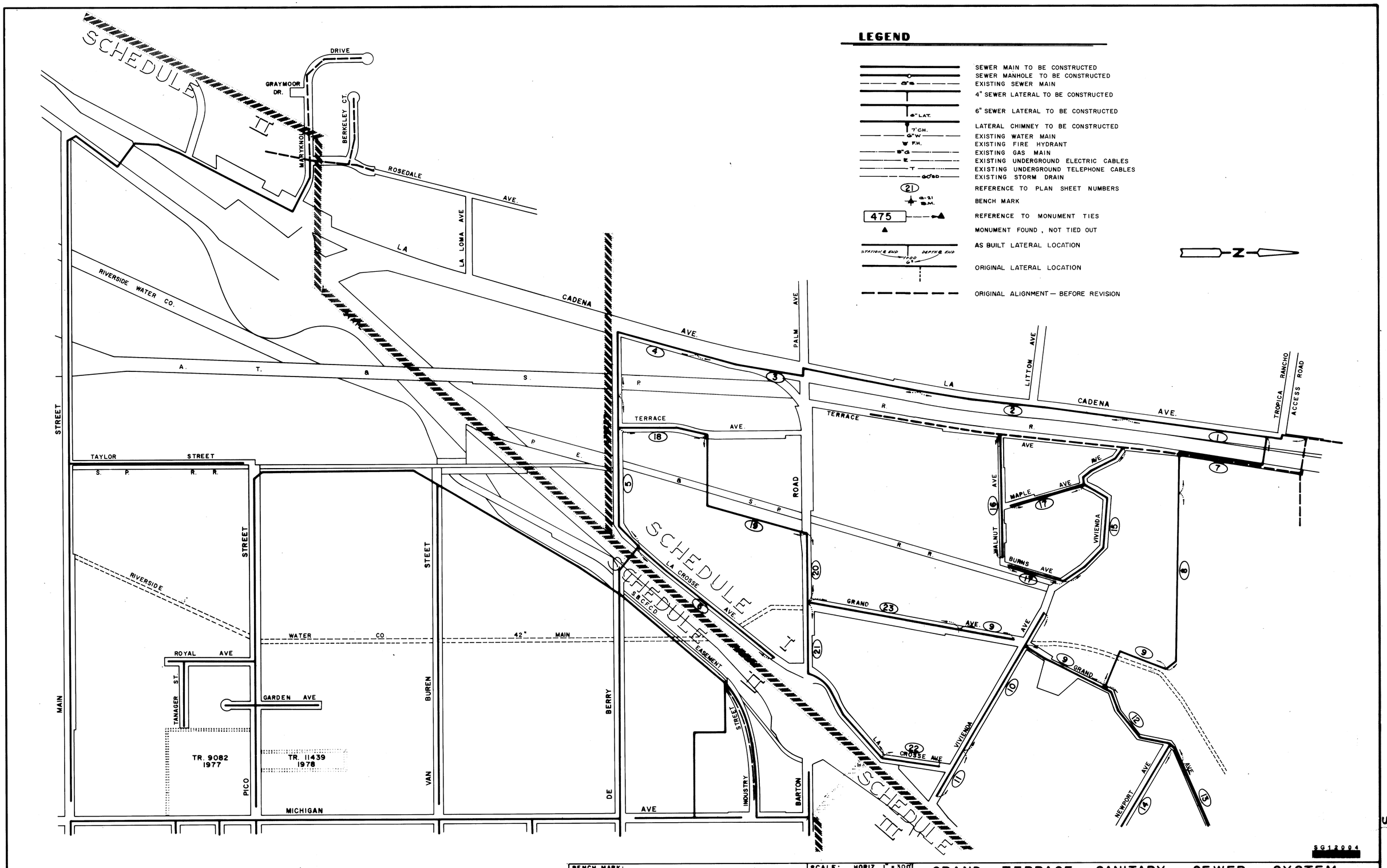
INDEX MAP

COUNTY APPROVAL
CHIEF OF ENGINEERING DIVISION
DATE 1 Nov 74

SHEET A OF SHEETS
DWG. NO. 73-104

U-5

S-7.



BENCH MARK:			SCALE: HORIZ. 1" = 300'	
NO.	DATE	INITIAL	DESCRIPTION	APP'VD.
REVISIONS				

		DATE
W.O. 73-104		
DESIGNED	P.W.	9/74
DRAWN	B.W., P.H., V.S.	10/74
CHECKED	J.K.	10/74

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT No. 1

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

APPROVED BY
R.C.E. No 21775
DATE 10-28-74

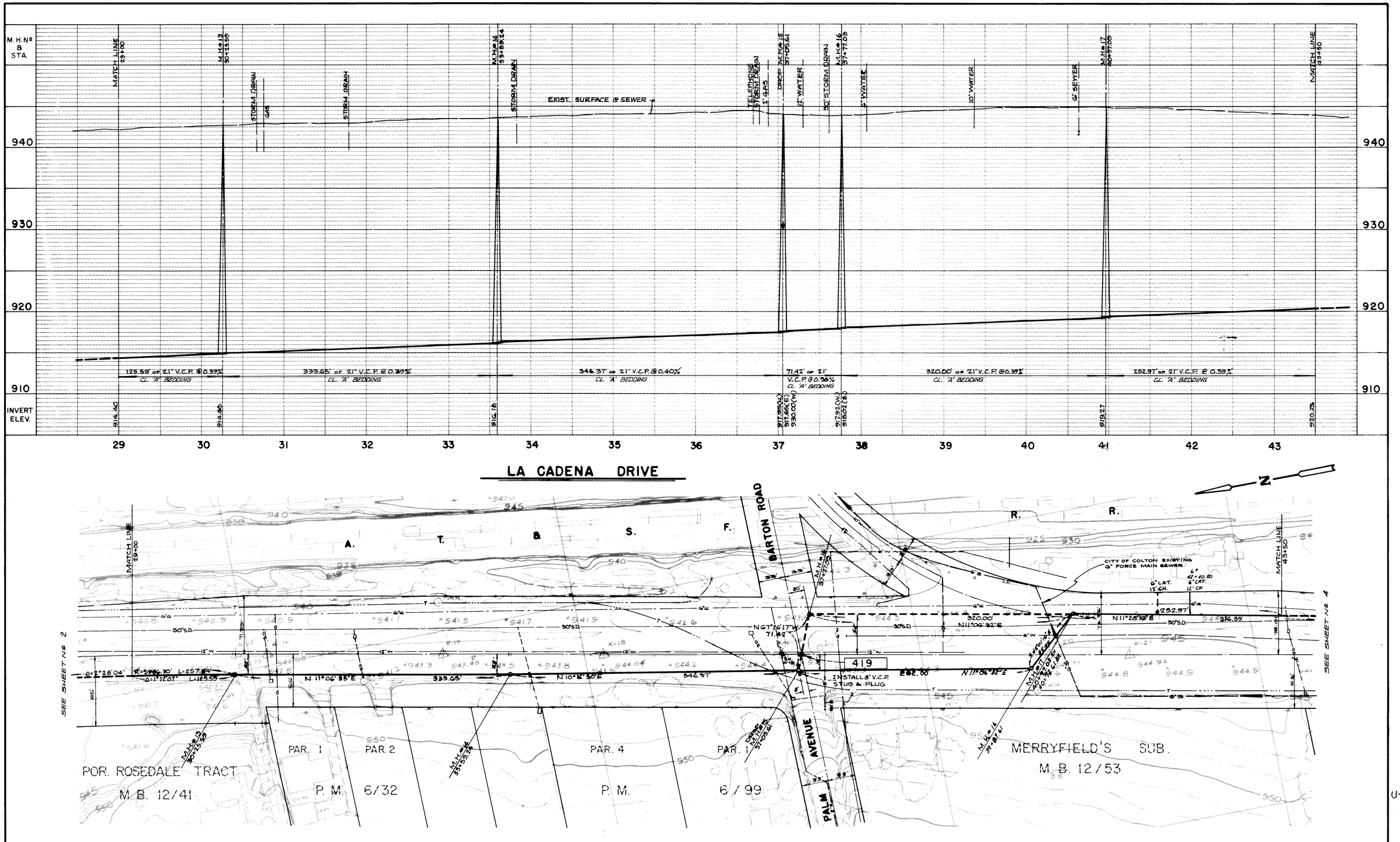
INDEX MAP

COUNTY APPROVAL
CHIEF OF SURVEY DISTRICT DIVISION
DATE 1 Nov 74

SHEET A OF SHEETS
DWG. NO. 73-104

U-5

S-7.



U-10

SG12009

BENCH MARK: K-19; ELEV. 943.93; LOCATE AT THE INTERSECTION OF PALM AVE. & LA CADENA DR., SPIKE & TIN PER A.A. WEBB F.B. # 1080, PG. 82.

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

NO.	DATE	INITIAL	DESCRIPTION	APP'VD.

REVISIONS

		DATE
W.O.	73-104	
DESIGNED	P.W.	5/74
DRAWN	B.W., P.H., V.S.	10/74
CHECKED	J.K.	10/74

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT Nº. 1

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

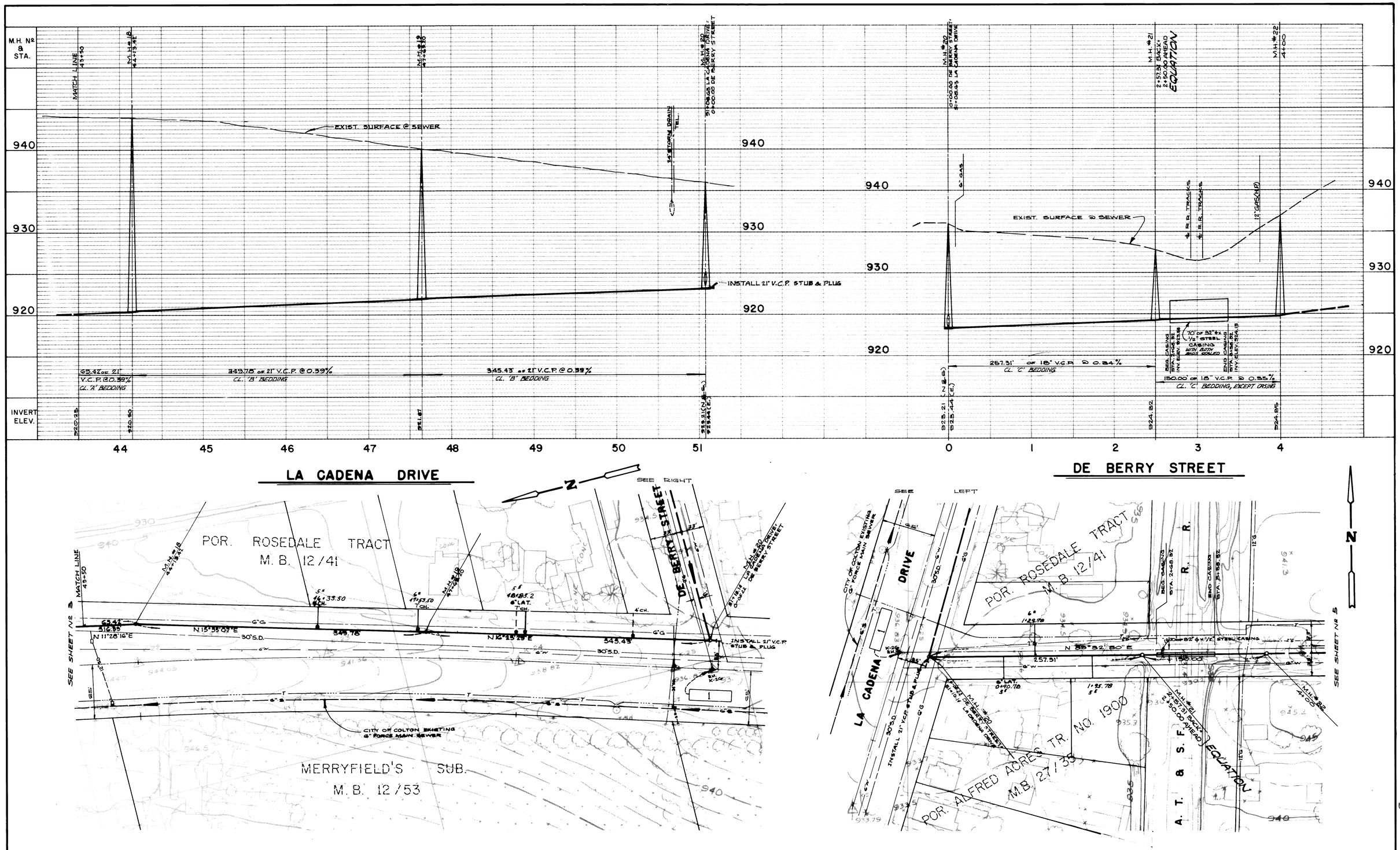
APPROVED BY
A.C.E. Nº 21775
DATE 10-28-74

LA CADENA DRIVE

COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 3-24-75

SHEET 3 OF 24 SHEETS
DWG. NO. 73-104

S-I



SG12010

BENCH MARK: K-26; ELEV. 935.67; LOCATED AT THE INTERSECTION OF LA CADENA DR. & DE BERRY ST., SPIKE & TIN PER A.A. WEBB F.B. # 1050, PG. 54.				SCALE: HORIZ. 1" = 50' VERT. 1" = 5'	GRAND TERRACE SANITARY SEWER SYSTEM	
					SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H	
					ASSESSMENT DISTRICT Nº. 1	
				W.O. 73-104	DATE	
				DESIGNED P.W.	9/74	
				DRAWN B.W., P.H., V.S.	10/74	
NO.	DATE	INITIAL	DESCRIPTION	APP'VD.	CHECKED J.K.	10/74
REVISIONS						

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

APPROVED BY
R.C.E. Nº 21775
DATE 10-28-74

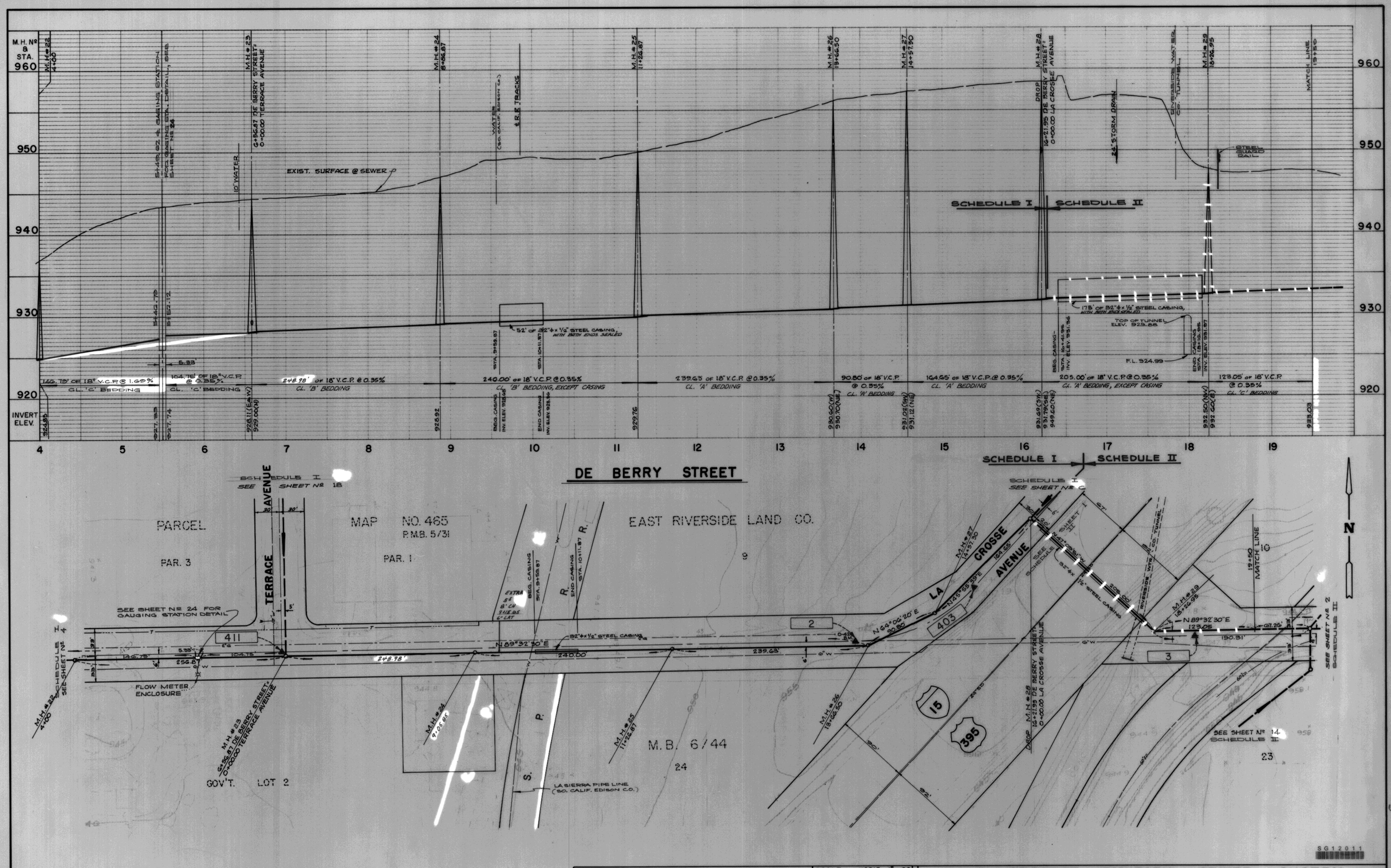
LA CADENA DRIVE
DE BERRY STREET

COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 3-24-75

SHEET 4 OF 24 SHEETS
DWG. NO. 73-104

U-11

S-1

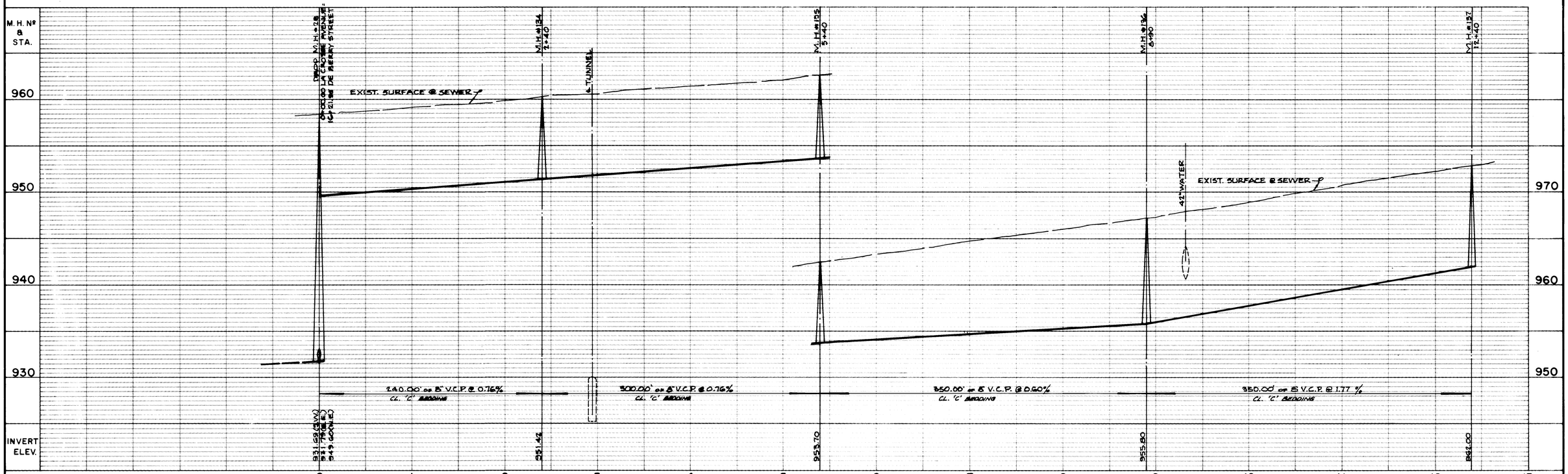


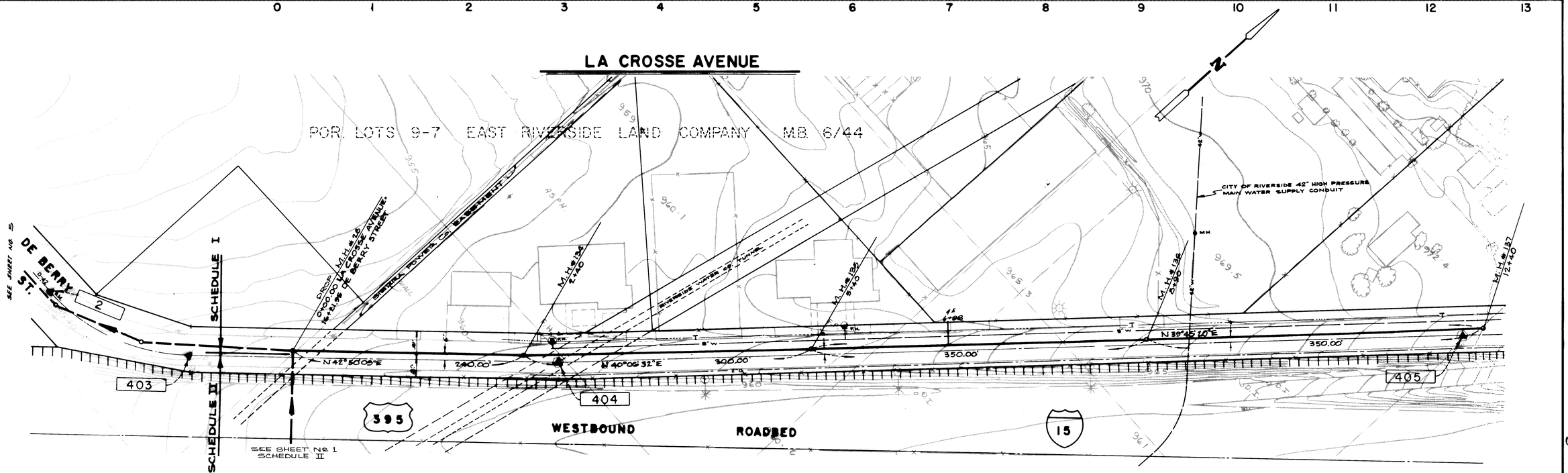
SG12011

BENCH MARK: D-42; ELEV. 954.60; LOCATED AT THE INTERSECTION OF DE BERRY ST. & FRONTAGE RD., BRASS DISK IN WELL PER A.A. WEBB F.B. # 1050, PG. 55.	SCALE: HORIZ. 1" = 50' VERT. 1" = 5'	GRAND TERRACE SANITARY SEWER SYSTEM				
		SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H				
		ASSESSMENT DISTRICT Nº. 1				
NO. / DATE / INITIAL / DESCRIPTION / APP'VD.	W.O. 73-104 / DATE	ALBERT A. WEBB ASSOCIATES CONSULTING ENGINEERS 330 North "D" Street Suite 110 San Bernardino California	APPROVED BY R.C.E. Nº 21775 DATE 10-28-74	DE BERRY STREET	SHEET 5 OF 24 SHEETS	
REVISIONS	DESIGNED P.W. 9/74			COUNTY APPROVAL CHIEF OF SPECIAL DISTRICTS DIVISION DATE 3-24-75	DWG. NO. 73-104	
	DRAWN B.W., P.H., V.S. 10/74					
	CHECKED J.K. 10/74					

U-12

S-1





U-13

SG12012

BENCH MARK: D-42; ELEV. 954.90; LOCATED AT THE INTERSECTION OF DE BERRY ST. & LA CROSSE AVENUE; BRASS CAP PER A.A. WEBB P.B.# 1050 PG. 55.

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

NO.	DATE	INITIAL	DESCRIPTION	APP'VD.
			REVISIONS	

	DATE
W.O. 73-104	
DESIGNED P.W.	9/74
DRAWN B.W., P.H., V.S.	10/74
CHECKED J.K.	10/74

Approved By:
Mr. Wesley Nylen
Chief Utility Engineer, Water
City of Riverside

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT Nº. 1

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

APPROVED BY
R.C.E. Nº 21775
DATE 10-28-74

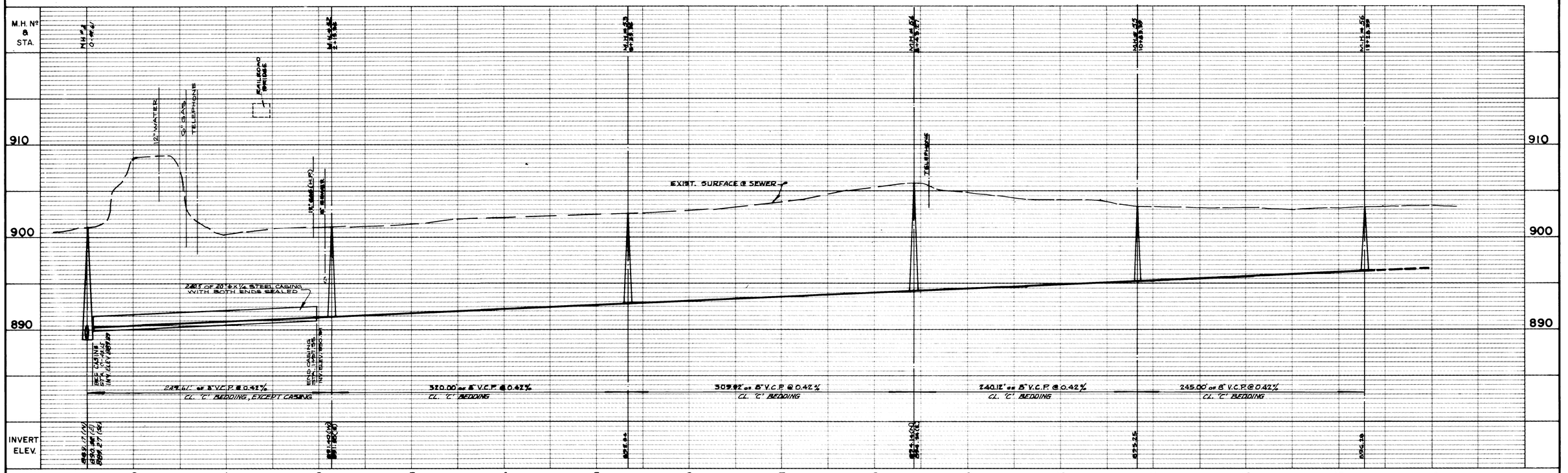
LA CROSSE AVENUE

COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 3-24-75

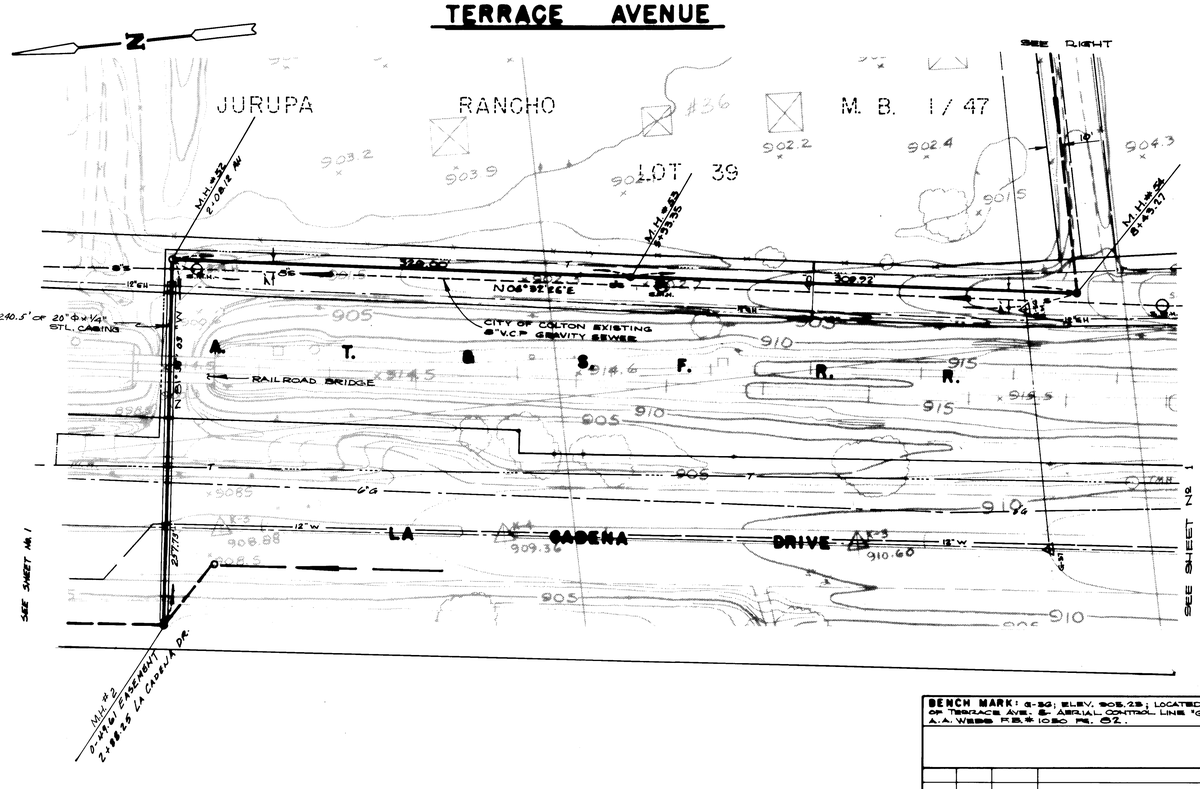
SHEET G OF 24 SHEETS

DWG. NO. 73-104

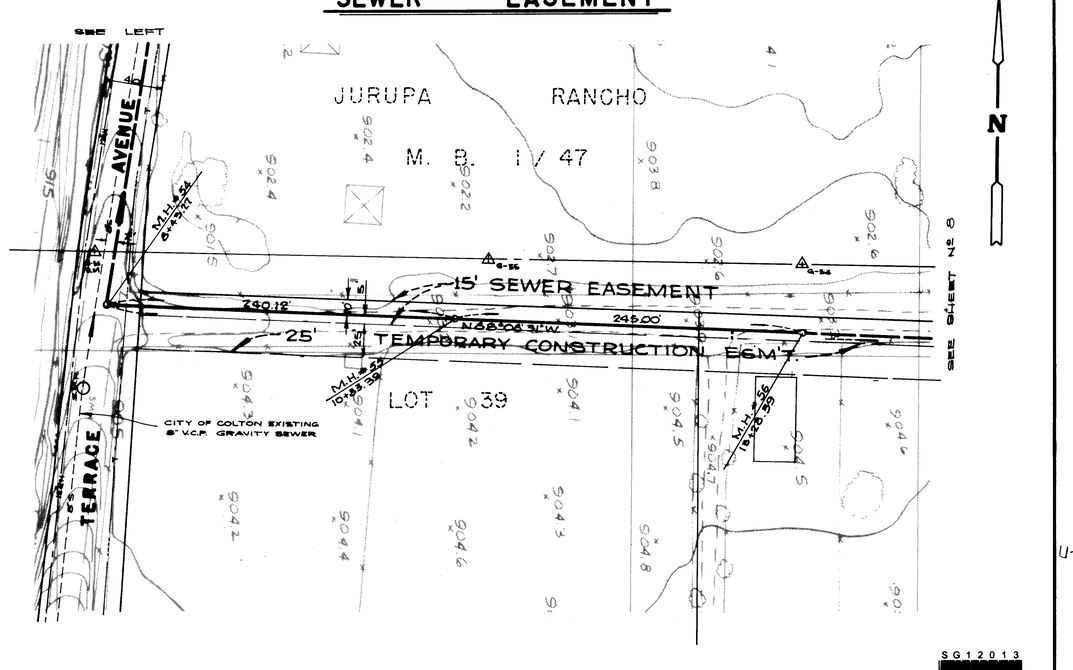
S-I



TERRACE AVENUE



SEWER EASEMENT



SG12013

BENCH MARK: G-32; ELEV. 905.25; LOCATED AT THE INTERSECTION OF TERRACE AVE. & AERIAL CONTROL LINE "G", SPIKE & TIN PER A.A. WEBB P.B.# 1050 PG. 62.

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

NO.	DATE	INITIAL	DESCRIPTION	APP'VD.
REVISIONS				

		DATE
W.O.	73-104	
DESIGNED	P.W.	9/74
DRAWN	B.W., P.H., V.S.	10/74
CHECKED	J.K.	10/74

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT Nº. 1

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

APPROVED BY
R.C.E. Nº 21775
DATE 10-28-74

TERRACE AVENUE & SEWER EASEMENT

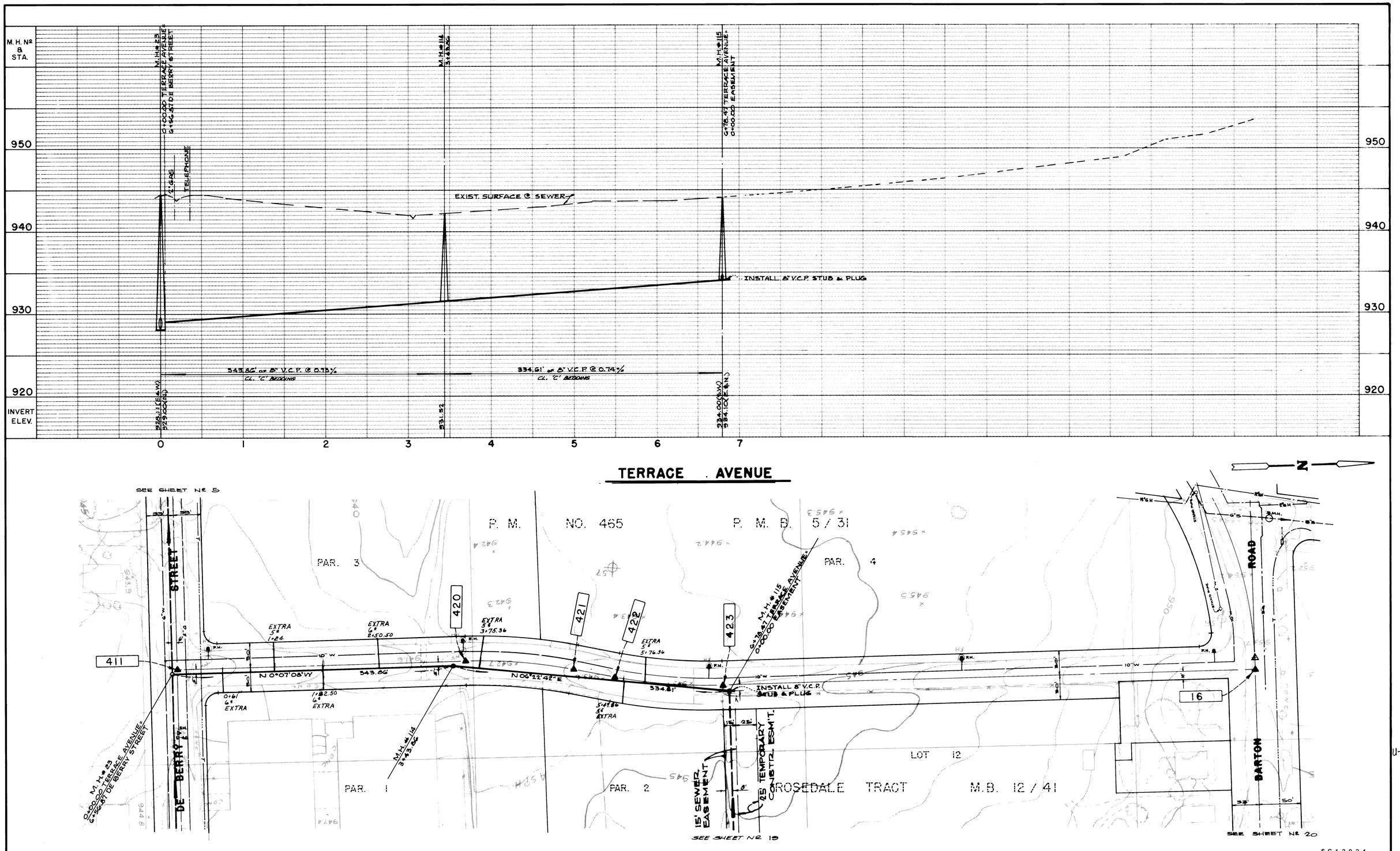
SHEET 7 OF 24 SHEETS

COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 8-5-75

DWG. NO. 73-104

U-14

5-I



U-25

SG12024

BENCH MARK: D-46; ELEV. 944.80; LOCATED NEAR THE INTERSECTION OF DE BERRY ST. & TERRACE AVE., SPIKE & TIN PER A.A. WEBB F.B. & 1050 PG. 54.

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT Nº. 1

NO.	DATE	INITIAL	DESCRIPTION	APP'VD.

REVISIONS

		DATE
W.O.	73-104	
DESIGNED	P.W.	9/74
DRAWN	B.W., P.H., V.S.	10/74
CHECKED	J.K.	10/74

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

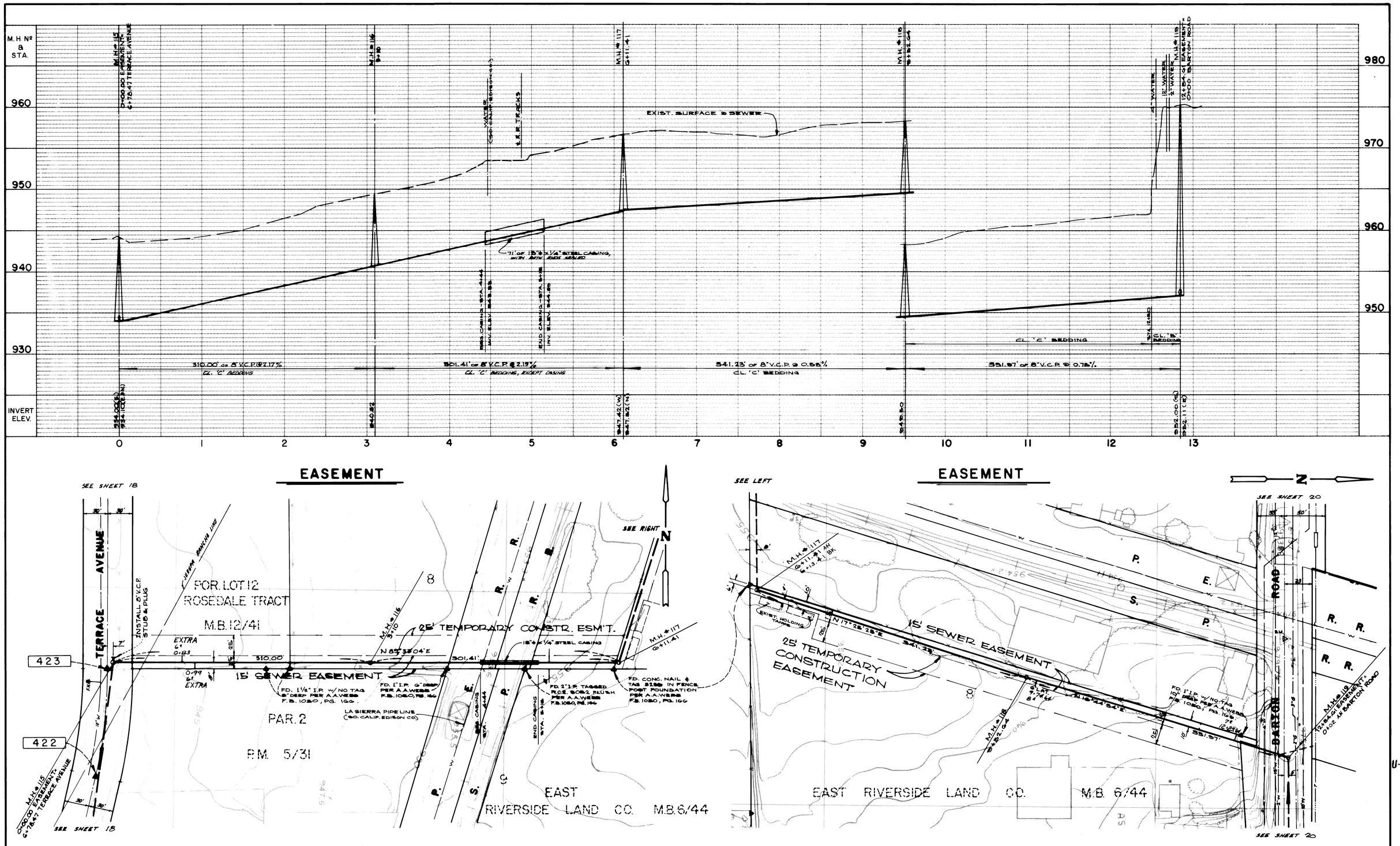
APPROVED BY
R.C.E. Nº 21775
DATE 10-28-74

TERRACE AVENUE

COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 2-26-75

SHEET 18 OF 24 SHEETS
DWG. NO. 73-104

S-I

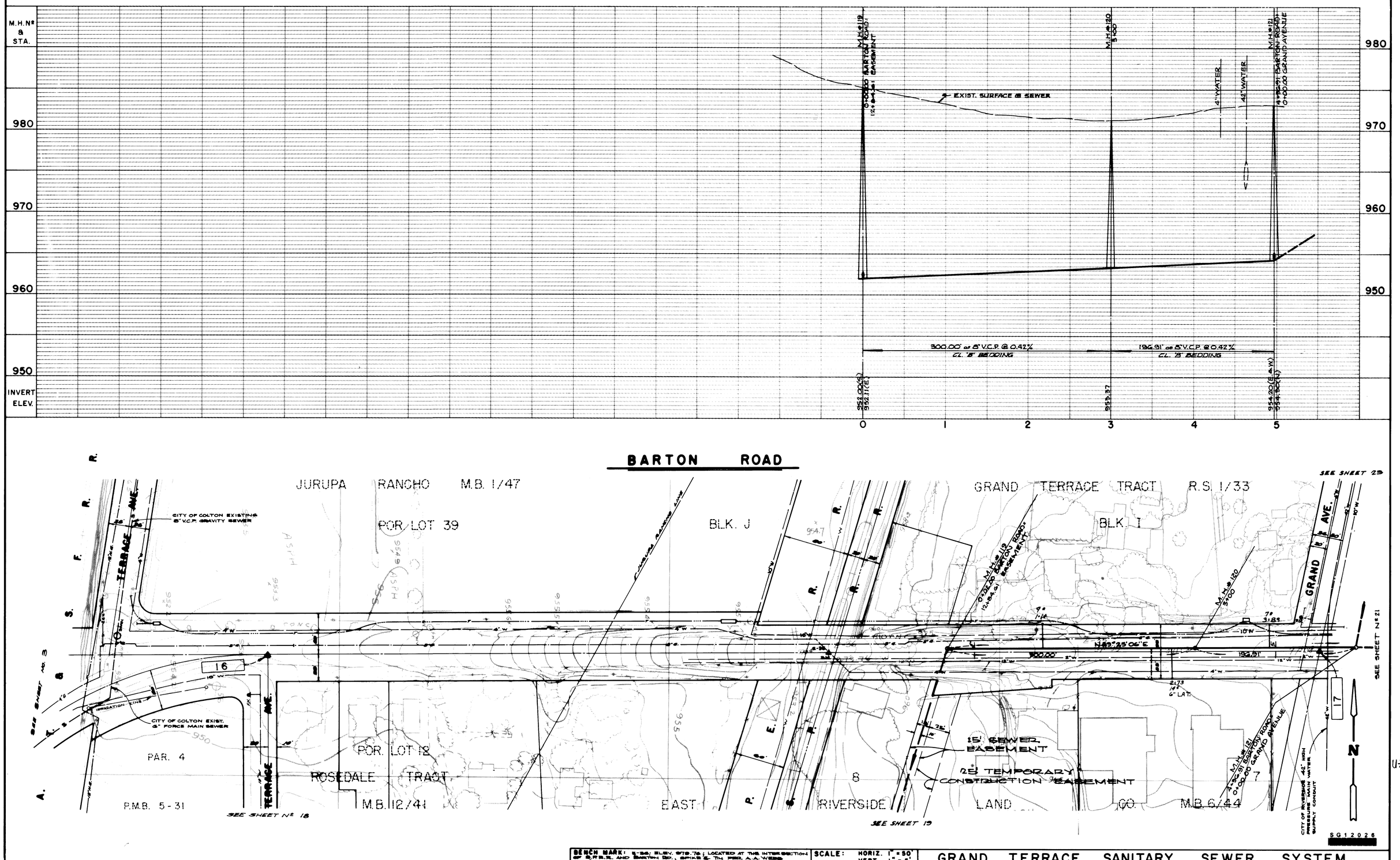


U-26

SG12025

BENCH MARK: E-36; ELEV. 979.76; LOCATED AT THE INTERSECTION OF S.P.R.R. AND BARTON RD., SPIKE & TIN PER A.A. WEBB F.B. #1050 PG. 69.	SCALE: HORIZ. 1" = 50' VERT. 1" = 5'	GRAND TERRACE SANITARY SEWER SYSTEM		
		SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H		
		ASSESSMENT DISTRICT Nº. 1		
	W.O. 73-104	DATE	ALBERT A. WEBB ASSOCIATES CONSULTING ENGINEERS 330 North "D" Street Suite 110 San Bernardino California	APPROVED BY R.C.E. Nº 21775 DATE 10-28-74
	DESIGNED P.W.	9/74		EASEMENT
	DRAWN B.W., P.H., V.S.	10/74		COUNTY APPROVAL CHIEF OF SPECIAL DISTRICTS DIVISION DATE 3-24-76
NO. DATE INITIAL DESCRIPTION APP'VD.	CHECKED J.K.	10/74		SHEET 19 OF 24 SHEETS DWG. NO. 73-104
REVISIONS				

S-I



U-27

BENCH MARK: 5-36; ELEV. 979.76; LOCATED AT THE INTERSECTION OF S.P.R.R. AND BARTON RD., SPIKE & TIN PER A.A. WEBB F.B. #1050 PG. 69.

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT Nº. 1

NO.	DATE	INITIAL	DESCRIPTION	APP'VD.

REVISIONS

		DATE
W.O.	73-104	
DESIGNED	P.W.	9/74
DRAWN	B.W., P.H., V.S.	10/74
CHECKED	J.K.	10/74

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

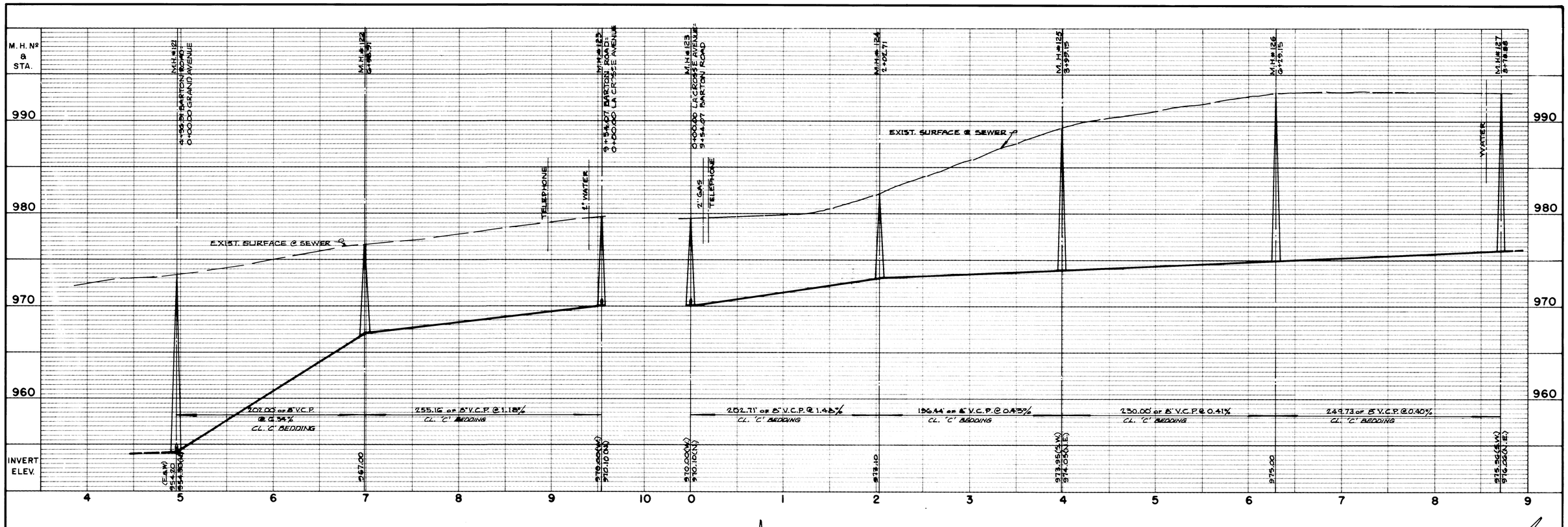
APPROVED BY
R.C.E. Nº 21775
DATE 10-28-74

BARTON ROAD

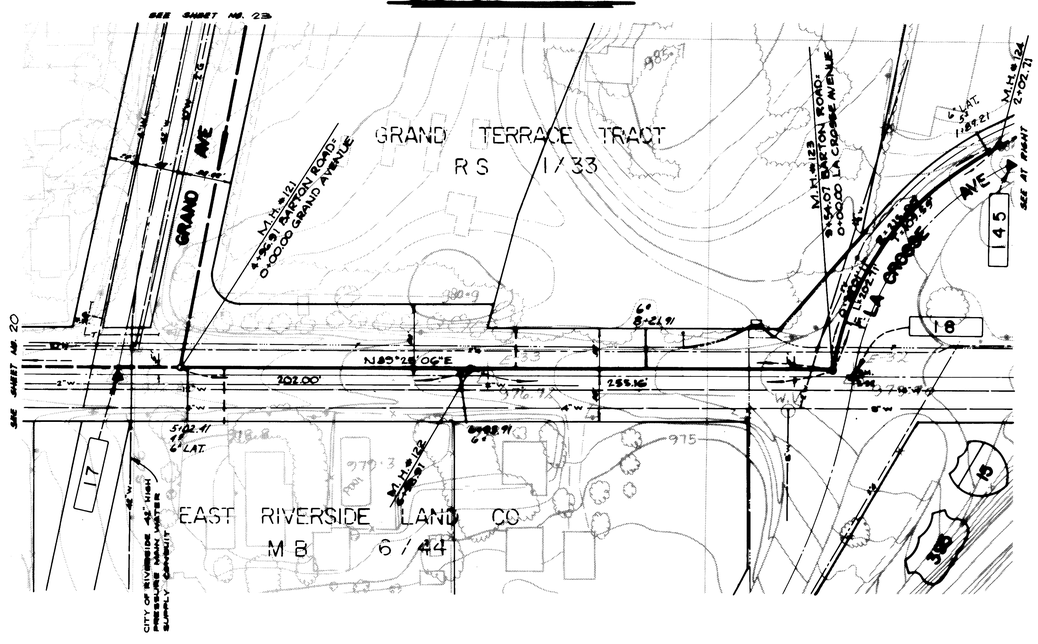
COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 3-24-75

SHEET 20 OF 24 SHEETS
DWG. NO. 73-104

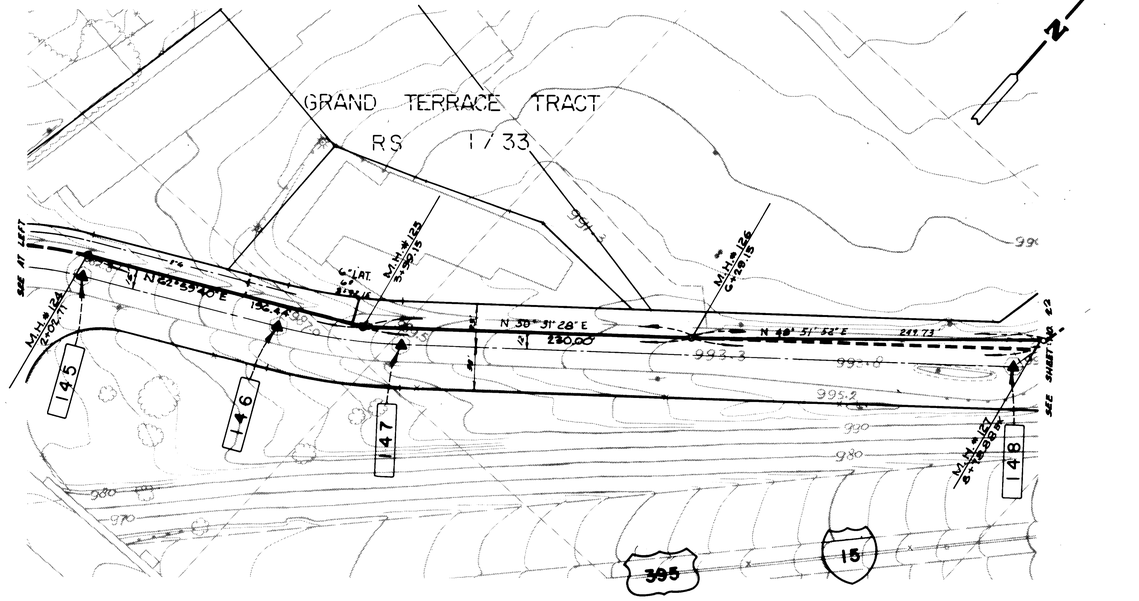
S-I



BARTON ROAD



LA CROSSE AVE



U-28

SG12027

BENCH MARK: E-32; ELEV. 978.90; LOCATED AT THE INTERSECTION OF BARTON RD. & LA CROSSE AVE., BRASS DISK IN WELL PER A.A. WEBB RB. #1050, PG. 69.

SCALE: HORIZ. 1" = 50' VERT. 1" = 5'

Approved By:
Mr. Wesley Hylen
Chief Utility Engineer, Water
City of Riverside

NO.	DATE	INITIAL	DESCRIPTION	APP'VD.

REVISIONS

		DATE
W.O.	73-104	
DESIGNED	P.W.	9/74
DRAWN	B.W., P.H., V.S.	10/74
CHECKED	J.K.	10/74

GRAND TERRACE SANITARY SEWER SYSTEM

SAN BERNARDINO COUNTY — COUNTY SERVICE AREA 70 — IMPROVEMENT ZONE H

ASSESSMENT DISTRICT Nº. 1

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
330 North "D" Street Suite 110
San Bernardino California

APPROVED BY
R.C.E. Nº 21775
DATE 10-28-74

BARTON ROAD
LA CROSSE AVENUE

COUNTY APPROVAL
CHIEF OF SPECIAL DISTRICTS DIVISION
DATE 8-24-76

SHEET 21 OF 24 SHEETS
DWG. NO. 73-104

S-I

City of Colton
Water and Wastewater System and Facilities



Legend

- Valves
- Water Mainlines
- Sewer Manholes
- Sewerlines
- Parcels
- City Boundary
- Hydrants

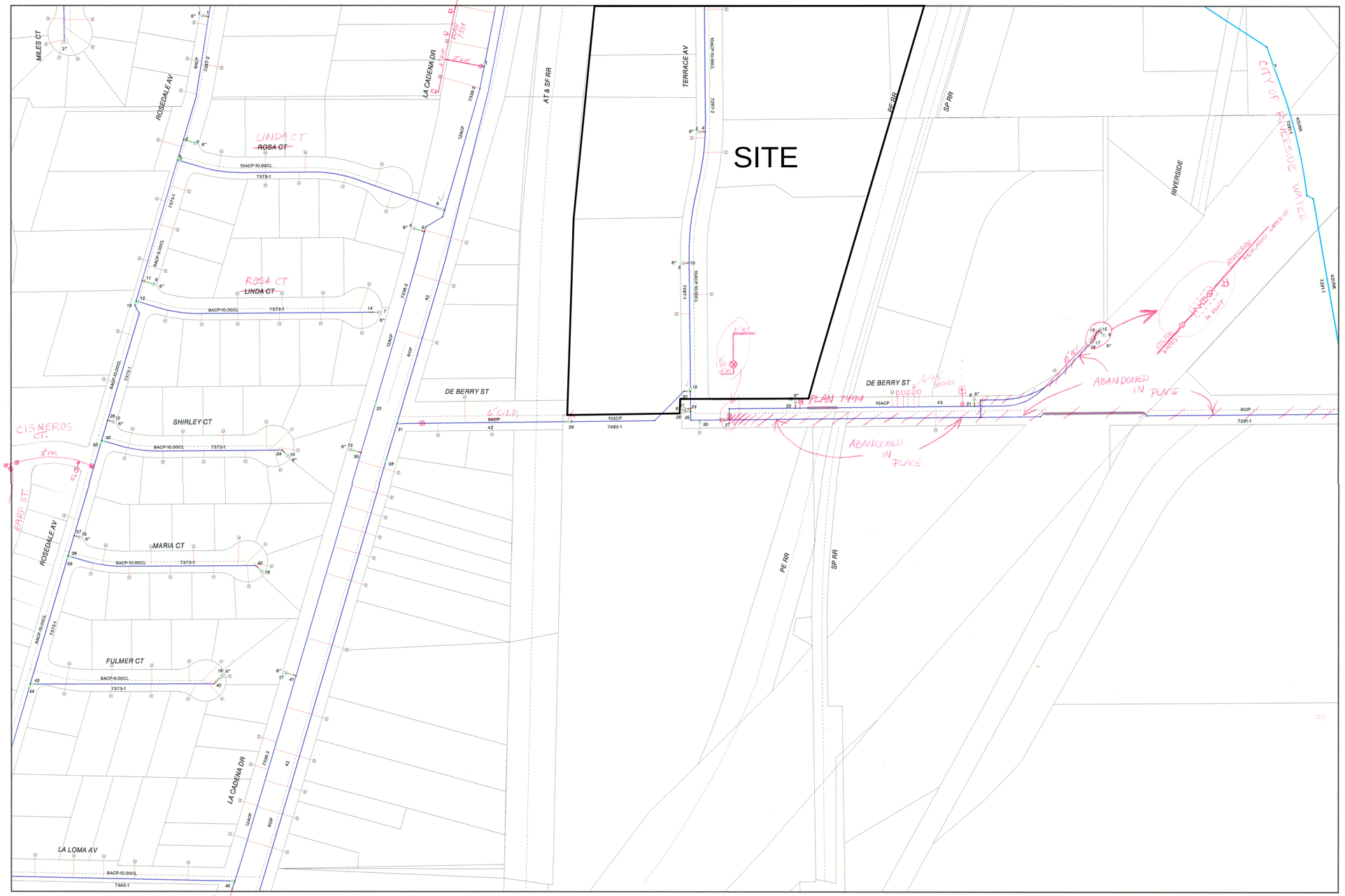
N

Feet

0 75 150 300 450 600

Date: 10/19/2017

7-8



1205 - Water System

Nodes

- AC Auto Control Valve
- AR Air Release Valve
- BD Bottom Drain
- BF Backflow Device
- BO Blowoff Valve
- BV Butterfly Valve
- CS Corporation Stop
- CV Detector Check Valve
- DC Double Check Valve
- DE Dead End
- EI Emergency Intertie
- FH Fire Hydrant
- FI Fitting
- FV Foot Valve
- GV Gate Valve
- ME Meter
- NU Null Node
- PR Pressure Regulating Station
- PS Pump Station
- RE Reducer
- RS Reservoir
- SM Service Meter
- SP Sampling Point
- TBM Turbine Meter
- TO Turnout
- WE Well

Main Pipes

- Distribution Main
- Transmission Main
- Hydrant Lateral
- Fire Service
- Private Fire Service

Service Pipes

- Municipal
- Residential
- Commercial

Landbase Lines

- Street Centerline
- Parcel Line

- Easement
- Steel Casing
- Concrete Encasement

Scale 1:100

Nobel Systems

Date Plotted August 09, 2000

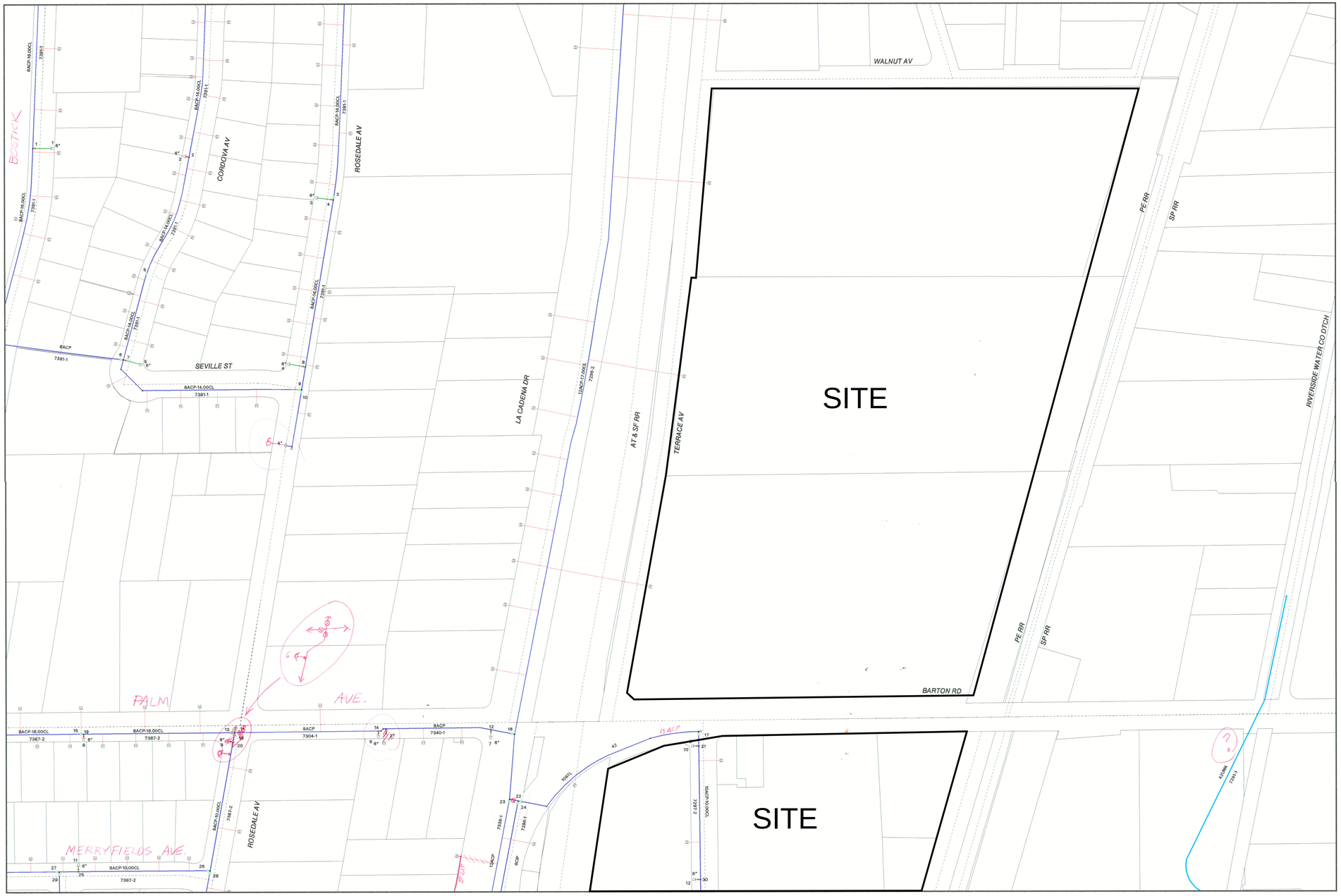
7-6

1405

1304

1306

1205



1305 - Water System

Nodes

- AC Auto Control Valve
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- BV Butterfly Valve
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- Municipal
- Residential
- Commercial

Landbase Lines

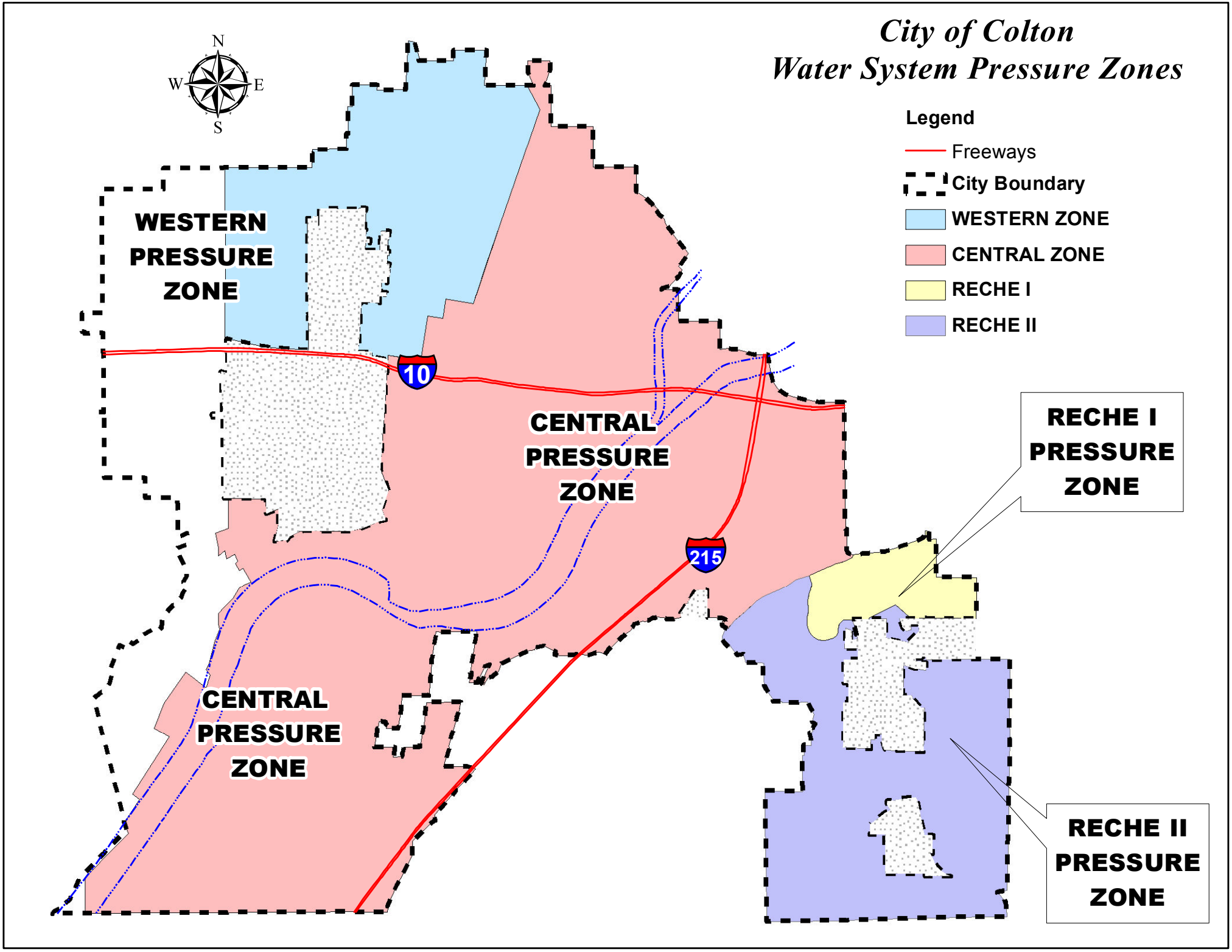
- Street Centerline
- Parcel Line

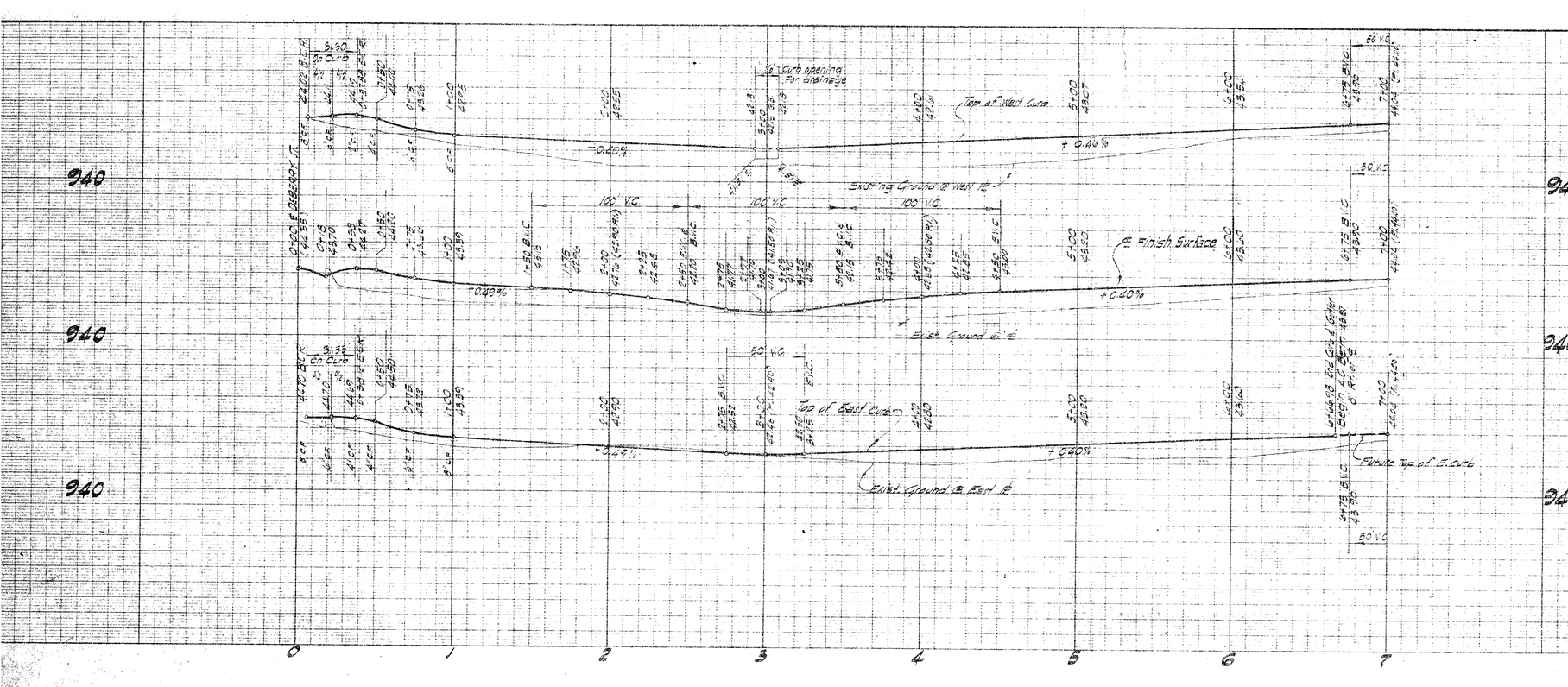
- Easement
- Steel Casing
- Concrete Encasement

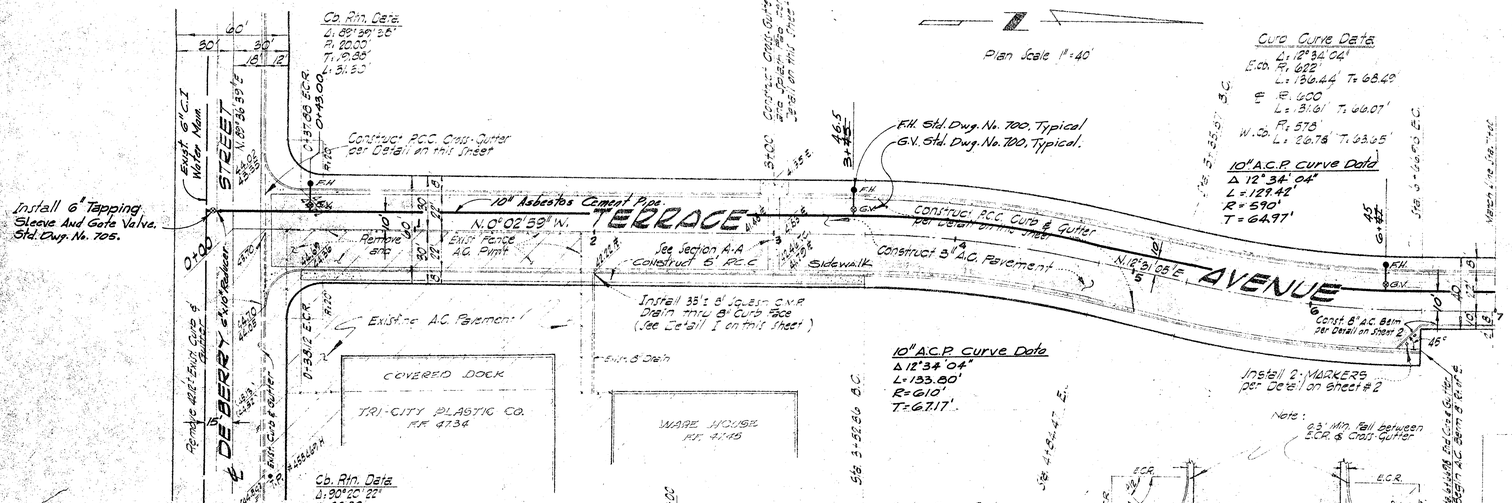
Scale 1:100

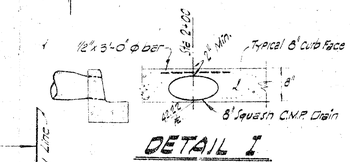
Nobel Systems

Date Plotted August 09, 2000

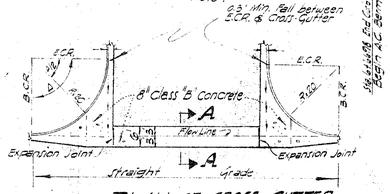

City of Colton
Water System Pressure Zones
N
W
E
S
Legend
Freeways
City Boundary
WESTERN ZONE
CENTRAL ZONE
RECHE I
RECHE II
WESTERN PRESSURE ZONE
CENTRAL PRESSURE ZONE
CENTRAL PRESSURE ZONE
RECHE I PRESSURE ZONE
RECHE II PRESSURE ZONE
10
215



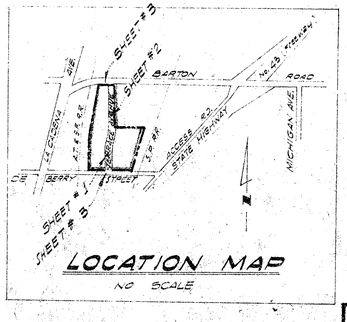




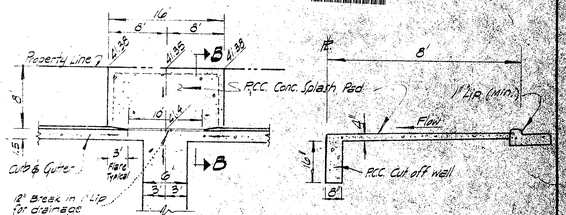
DETAIL 1
No scale



PLAN OF CROSS GUTTER
Scale 1"=20'



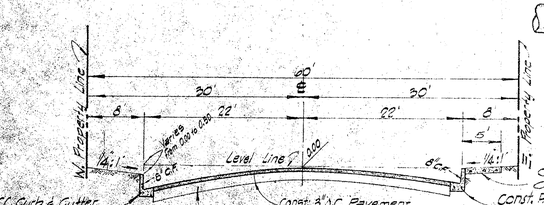
LOCATION MAP
NO SCALE



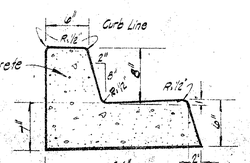
PLAN
Scale 1"=10'

SECTION B-B
Scale 1"=3'

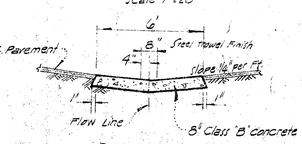
SPLASH PAD DETAIL



TYPICAL SECTION
TERRACE AVENUE
From Sta. 0+00 to Sta. 6+69.98



P.C.C. CURB and GUTTER DETAIL
Scale 1"=10'



SECTION A-A
Scale 1"=4'

CROSS-GUTTER DETAIL

BENCH MARK

Set chiz'd top of curb, North curb line on DEBERRY ST. - Line with West edge Loading Dock of Existing Building.

ELEV. 944.no

GENERAL NOTES:

1. All construction shall conform to current specifications and Standard Drawings of the City of Colton, Public Works Department.
2. Location of Driveway approaches shall be determined in the field by the City Engineer.
3. All utilities in the way of construction to be relocated by others.

AS BUILT
DATE 3-17-70 BY: D.E.F.

WATER PLAN
TERRACE AVENUE

APPROVED:
DATE
R.C.E. NO. 15575

PLAN NO. SHEET 1 OF 3

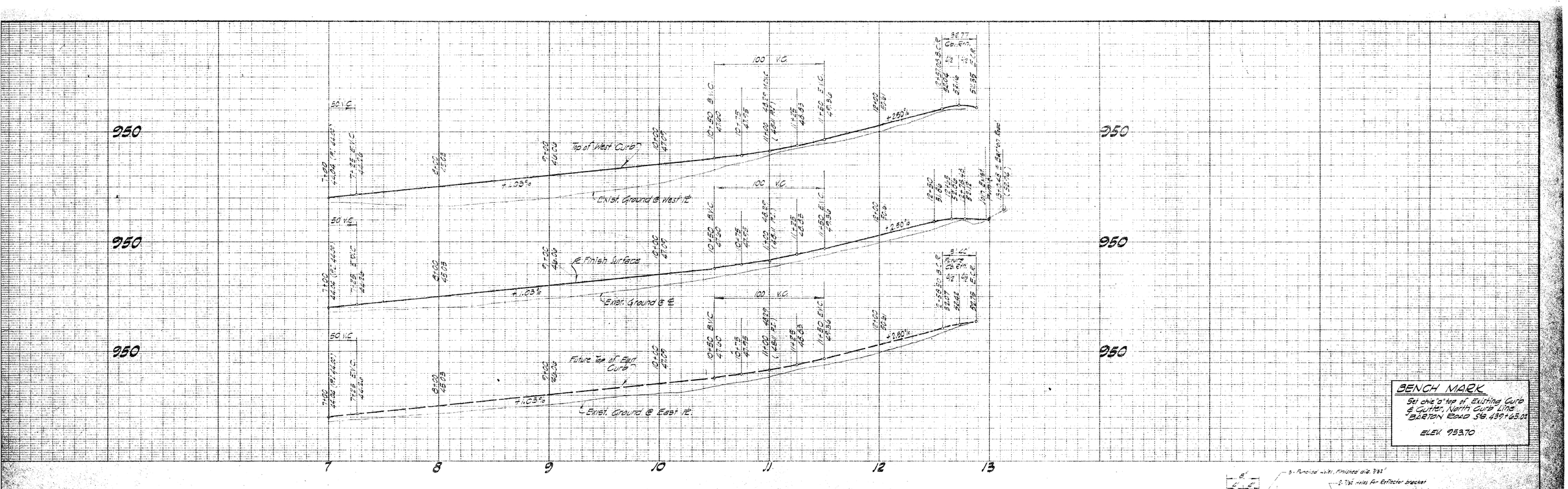
PREPARED IN THE OFFICE OF:
JOSEPH E. BONADIMAN & ASSOCIATES
CIVIL ENGINEERING & PLANNING
1265 KENDALL DRIVE
SAN BERNARDINO, CALIFORNIA
CIVIL ENGINEER R.C.E. 53446 4-7-68

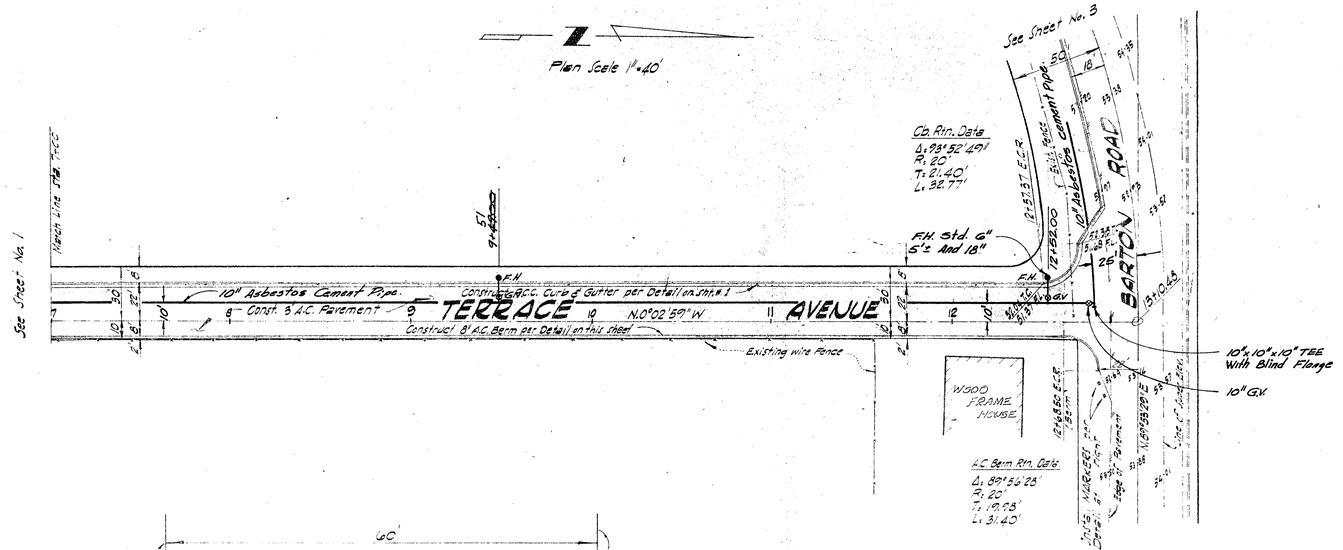
CITY OF COLTON
PUBLIC WORKS

PLAN OF PROFILE OF
TERRACE AVENUE

REVISIONS	DATE	APP'D

SCALE: HORIZ. 1"=40' VERT. 1"=4'
DRAWN J.E.
CHECKED D.C.H.
APPROVED
CITY ENGINEER R.C.E. 15575
DESIGNED R.F.
TRACED R.F.
DATE
PLAN NO. 7297
SHEET 2 OF 3




Plan Scale 1"=40'
See Sheet No. 3
See Sheet No. 1
Match Line Sta. 7+00
10" Asbestos Cement Pipe
Const. 8' A.C. Pavement
Const. P.C.C. Curb & Gutter per Detail on Sht. # 1
TERRACE AVENUE
N.0°02'59"W.
Construct 8' A.C. Berm per Detail on this sheet
Existing wire Fence
F.H. Std. 6" S.t. And 18"
10" Asbestos Cement Pipe
BARTON ROAD
10"x10"x10" TEE With Blind Flange
10" G.V.
WOOD FRAME HOUSE
Cb. Rtn. Data
Δ: 98°52'49"
R: 20'
T: 21.40'
L: 32.77'
A.C. Berm Rtn. Data
Δ: 89°56'28"
R: 20'
T: 19.98'
L: 31.40'
Sta. 6+66.98 P.C.C.
Sta. 7+00 P.C.C.
Sta. 13+10.48 P.C.C.
Sta. 13+42.48 P.C.C.
Sta. 13+44.48 P.C.C.
Sta. 13+76.48 P.C.C.
Sta. 13+78.48 P.C.C.
Sta. 14+10.48 P.C.C.
Sta. 14+12.48 P.C.C.
Sta. 14+44.48 P.C.C.
Sta. 14+46.48 P.C.C.
Sta. 14+78.48 P.C.C.
Sta. 14+80.48 P.C.C.
Sta. 15+12.48 P.C.C.
Sta. 15+14.48 P.C.C.
Sta. 15+46.48 P.C.C.
Sta. 15+48.48 P.C.C.
Sta. 15+80.48 P.C.C.
Sta. 15+82.48 P.C.C.
Sta. 16+14.48 P.C.C.
Sta. 16+16.48 P.C.C.
Sta. 16+48.48 P.C.C.
Sta. 16+50.48 P.C.C.
Sta. 16+82.48 P.C.C.
Sta. 16+84.48 P.C.C.
Sta. 17+16.48 P.C.C.
Sta. 17+18.48 P.C.C.
Sta. 17+50.48 P.C.C.
Sta. 17+52.48 P.C.C.
Sta. 17+84.48 P.C.C.
Sta. 17+86.48 P.C.C.
Sta. 18+18.48 P.C.C.
Sta. 18+20.48 P.C.C.
Sta. 18+52.48 P.C.C.
Sta. 18+54.48 P.C.C.
Sta. 18+86.48 P.C.C.
Sta. 18+88.48 P.C.C.
Sta. 19+20.48 P.C.C.
Sta. 19+22.48 P.C.C.
Sta. 19+54.48 P.C.C.
Sta. 19+56.48 P.C.C.
Sta. 19+88.48 P.C.C.
Sta. 19+90.48 P.C.C.
Sta. 20+22.48 P.C.C.
Sta. 20+24.48 P.C.C.
Sta. 20+56.48 P.C.C.
Sta. 20+58.48 P.C.C.
Sta. 20+90.48 P.C.C.
Sta. 20+92.48 P.C.C.
Sta. 21+24.48 P.C.C.
Sta. 21+26.48 P.C.C.
Sta. 21+58.48 P.C.C.
Sta. 21+60.48 P.C.C.
Sta. 21+92.48 P.C.C.
Sta. 21+94.48 P.C.C.
Sta. 22+26.48 P.C.C.
Sta. 22+28.48 P.C.C.
Sta. 22+60.48 P.C.C.
Sta. 22+62.48 P.C.C.
Sta. 22+94.48 P.C.C.
Sta. 22+96.48 P.C.C.
Sta. 23+28.48 P.C.C.
Sta. 23+30.48 P.C.C.
Sta. 23+62.48 P.C.C.
Sta. 23+64.48 P.C.C.
Sta. 23+96.48 P.C.C.
Sta. 23+98.48 P.C.C.
Sta. 24+30.48 P.C.C.
Sta. 24+32.48 P.C.C.
Sta. 24+64.48 P.C.C.
Sta. 24+66.48 P.C.C.
Sta. 24+98.48 P.C.C.
Sta. 25+00.48 P.C.C.
Sta. 25+32.48 P.C.C.
Sta. 25+34.48 P.C.C.
Sta. 25+66.48 P.C.C.
Sta. 25+68.48 P.C.C.
Sta. 26+00.48 P.C.C.
Sta. 26+02.48 P.C.C.
Sta. 26+34.48 P.C.C.
Sta. 26+36.48 P.C.C.
Sta. 26+68.48 P.C.C.
Sta. 26+70.48 P.C.C.
Sta. 27+02.48 P.C.C.
Sta. 27+04.48 P.C.C.
Sta. 27+36.48 P.C.C.
Sta. 27+38.48 P.C.C.
Sta. 27+70.48 P.C.C.
Sta. 27+72.48 P.C.C.
Sta. 28+04.48 P.C.C.
Sta. 28+06.48 P.C.C.
Sta. 28+38.48 P.C.C.
Sta. 28+40.48 P.C.C.
Sta. 28+72.48 P.C.C.
Sta. 28+74.48 P.C.C.
Sta. 29+06.48 P.C.C.
Sta. 29+08.48 P.C.C.
Sta. 29+40.48 P.C.C.
Sta. 29+42.48 P.C.C.
Sta. 29+74.48 P.C.C.
Sta. 29+76.48 P.C.C.
Sta. 30+08.48 P.C.C.
Sta. 30+10.48 P.C.C.
Sta. 30+42.48 P.C.C.
Sta. 30+44.48 P.C.C.
Sta. 30+76.48 P.C.C.
Sta. 30+78.48 P.C.C.
Sta. 31+10.48 P.C.C.
Sta. 31+12.48 P.C.C.
Sta. 31+44.48 P.C.C.
Sta. 31+46.48 P.C.C.
Sta. 31+78.48 P.C.C.
Sta. 31+80.48 P.C.C.
Sta. 32+12.48 P.C.C.
Sta. 32+14.48 P.C.C.
Sta. 32+46.48 P.C.C.
Sta. 32+48.48 P.C.C.
Sta. 32+80.48 P.C.C.
Sta. 32+82.48 P.C.C.
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Sta. 125+62.48 P.C.C.
Sta. 125+64.48 P.C.C.
Sta. 125+96.48 P.C.C.
Sta. 125+98.48 P.C.C.
Sta. 126+30.48 P.C.C.
Sta. 126+32.48 P.C.C.
Sta. 126+64.48 P.C.C.
Sta. 126+66.48 P.C.C.
Sta. 126+98.48 P.C.C.
Sta. 127+00.48 P.C.C.
Sta. 127+32.48 P.C.C.
Sta. 127+34.48 P.C.C.
Sta. 127+66.48 P.C.C.
Sta. 127+68.48 P.C.C.
Sta. 128+00.48 P.C.C.
Sta. 128+02.48 P.C.C.
Sta. 128+34.48 P.C.C.
Sta. 128+36.48 P.C.C.
Sta. 128+68.48 P.C.C.
Sta. 128+70.48 P.C.C.
Sta. 129+02.48 P.C.C.
Sta. 129+04.48 P.C.C.
Sta. 129+36.48 P.C.C.
Sta. 129+38.48 P.C.C.
Sta. 129+70.48 P.C.C.
Sta. 129+72.48 P.C.C.
Sta. 130+04.48 P.C.C.
Sta. 130+06.48 P.C.C.
Sta. 130+38.48 P.C.C.
Sta. 130+40.48 P.C.C.
Sta. 130+72.48 P.C.C.
Sta. 130+74.48 P.C.C.
Sta. 131+06.48 P.C.C.
Sta. 131+08.48 P.C.C.
Sta. 131+40.48 P.C.C.
Sta. 131+42.48 P.C.C.
Sta. 131+74.48 P.C.C.
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Sta. 132+10.48 P.C.C.
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Sta. 132+78.48 P.C.C.
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Sta. 133+12.48 P.C.C.
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Sta. 153+18.48 P.C.C.
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Sta. 153+84.48 P.C.C.
Sta. 153+86.48 P.C.C.
Sta. 154+18.48 P.C.C.
Sta. 154+20.48 P.C.C.
Sta. 154+52.48 P.C.C.
Sta. 154+54.48 P.C.C.
Sta. 154+86.48 P.C.C.
Sta. 154+88.48 P.C.C.
Sta. 155+20.48 P.C.C.
Sta. 155+22.48 P.C.C.
Sta. 155+54.48 P.C.C.
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Sta. 155+90.48 P.C.C.
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Sta. 156+58.48 P.C.C.
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Sta. 156+92.48 P.C.C.
Sta. 157+24.48 P.C.C.
Sta. 157+26.48 P.C.C.
Sta. 157+58.48 P.C.C.
Sta. 157+60.48 P.C.C.
Sta. 157+92.48 P.C.C.
Sta. 157+

3 of 3

7297

DRAWING NUMBER

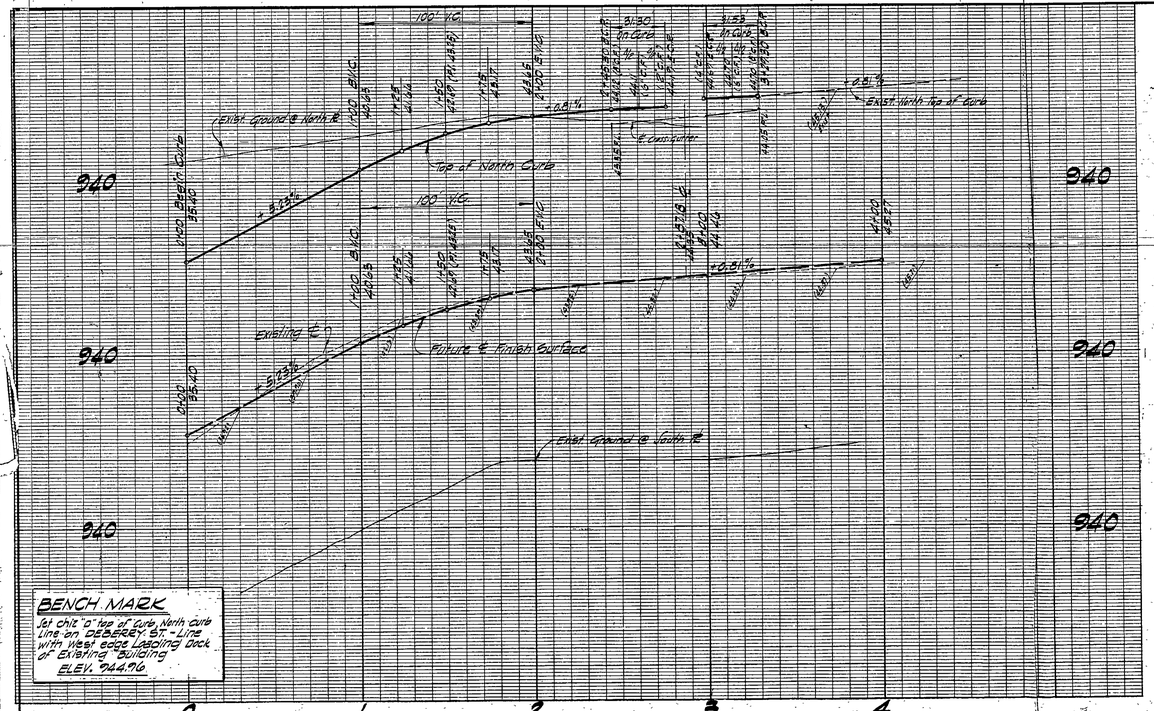
PLAN HOLD DESIGNATION · IRVINE COMPANY

REGISTERED PROFESSIONAL ENGINEER

DRAWING NUMBER 7297

PLAN HOLD DESIGNATION · IRVINE COMPANY

REGISTERED PROFESSIONAL ENGINEER



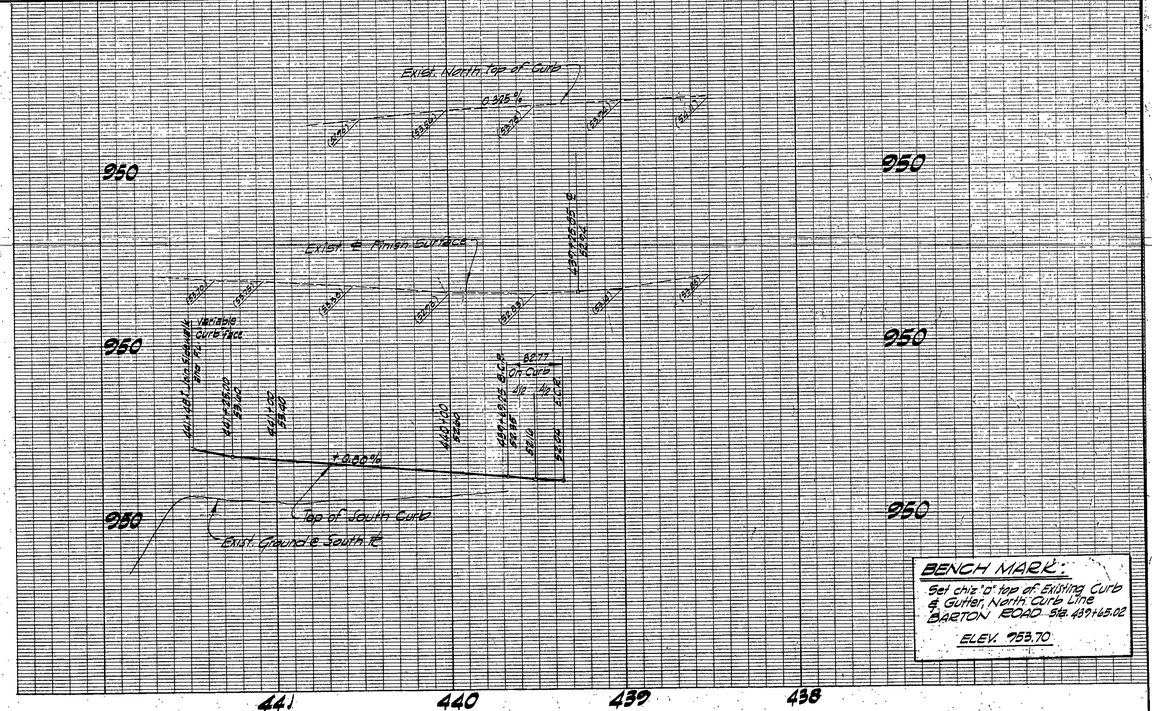
BENCH MARK

Set chiz "o" top of curb, North curb line on DEBERRY ST. ℄ line with West edge Loading Dock of Existing Building

ELEV. 944.96

NOTE:

Design of top of Curb taken from San Bernardino County Road Department Plan No. 289200-SA, 215-26 for DE BERRY STREET.



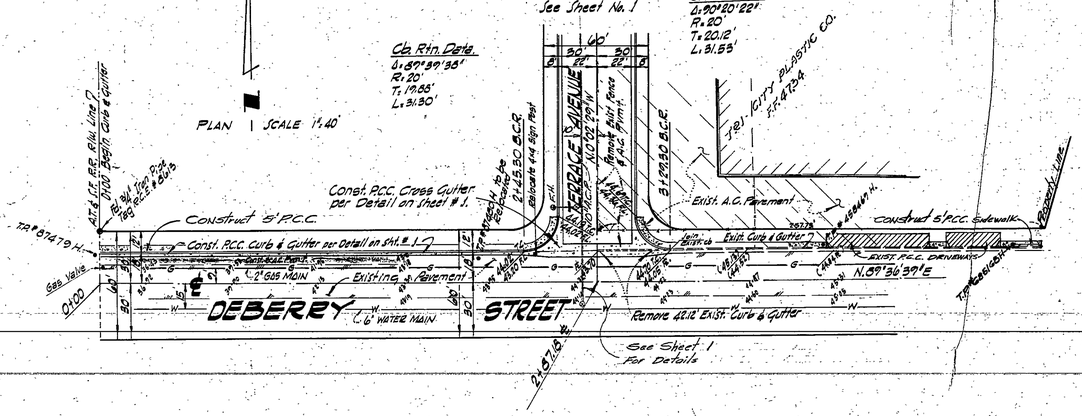
BENCH MARK:

Set chiz "o" top of Existing Curb & Gutter, North Curb Line BARTON ROAD Sta. 439+65.02

ELEV. 953.70

NOTE:

Design of Top of Curb taken from San Bernardino County Road Department Plan No. 156600 AC - 116-117 for BARTON ROAD.

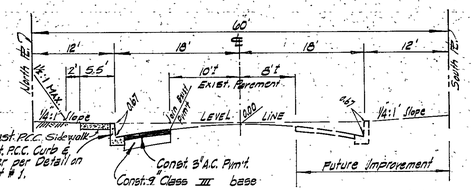


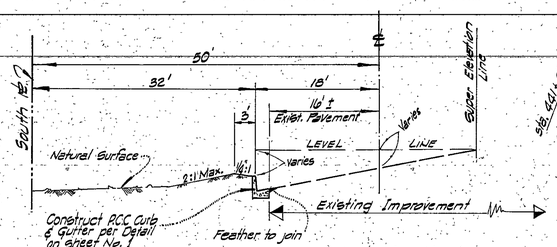
TYPICAL SECTION

DEBERRY STREET

From Sta. 0+00 to Sta. 2+87.18

Scale — Horiz. 1"=10' Vert. 1"=4'





TYPICAL SECTION

BARTON ROAD

From Sta. 439+69.25 180.75' to the West

Scale Horiz. 1"=10' Vert. 1"=4'

WATER PLAN	
TERRACE AVENUE	
APPROVED:	
DATE:	R.C.E. NO. 15575
PLAN NO.	SHEET 3 OF 3

AS BUILT

DATE 3-17-70 BY R.C.H.

CITY OF COLTON PUBLIC WORKS			
REVISIONS		DATE	APPR.
PLAN AND PROFILE OF DE BERRY ST. Between A.T.&S.F.R.R. & Southern Pacific R.R.	SCALE: HORIZ. 1"=40' VERT. 1"=4'	DRAWN J.C.	DESIGNED T.C.
		CHECKED D.C.H.	TRACED
			F.B.
APPROVED:			
CITY ENGINEER, R.C.E.			DATE
PLAN AND PROFILE OF BARTON ROAD Between A.T.&S.F.R.R. & Southern Pacific R.R.	PLAN NO. 7297		SHEET 3 OF 3

PREPARED IN THE OFFICE OF:

JOSEPH E. BONADIMAN & ASSOCIATES
CIVIL ENGINEERING & PLANNING
1265 KENDALL DRIVE
SAN BERNARDINO, CALIFORNIA

Joseph E. Bonadiman 4769
CIVIL ENGINEER-RCE: 5544

MICROFILMED

DRAWING NUMBER 1 OF 1

PLANHOLD CORPORATION • IRVINE, CALIFORNIA
RECORDED BY REQUEST OF
WHEN RECORDED MAIL TO
CITY OF COLTON
R02509

DRAWING NUMBER 7494

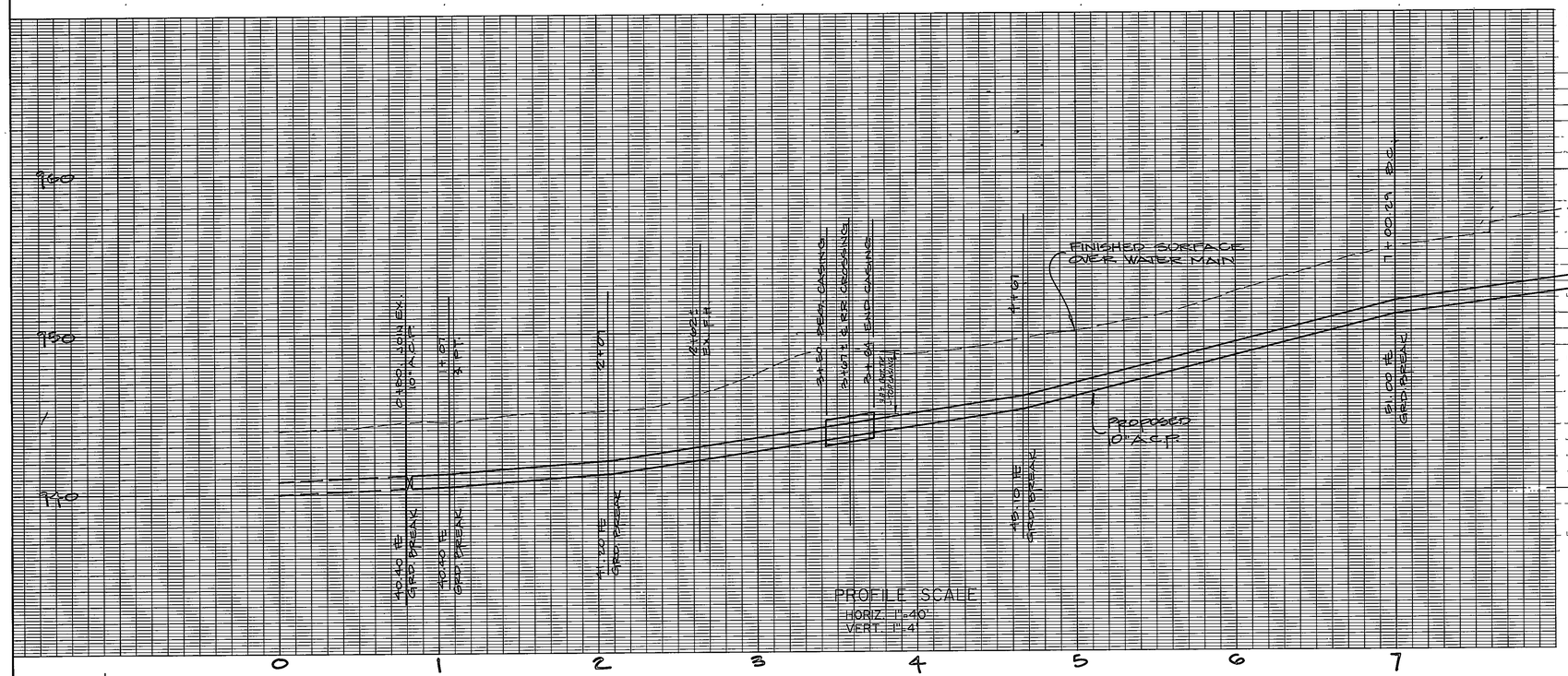
PLANHOLD CORPORATION • IRVINE, CALIFORNIA

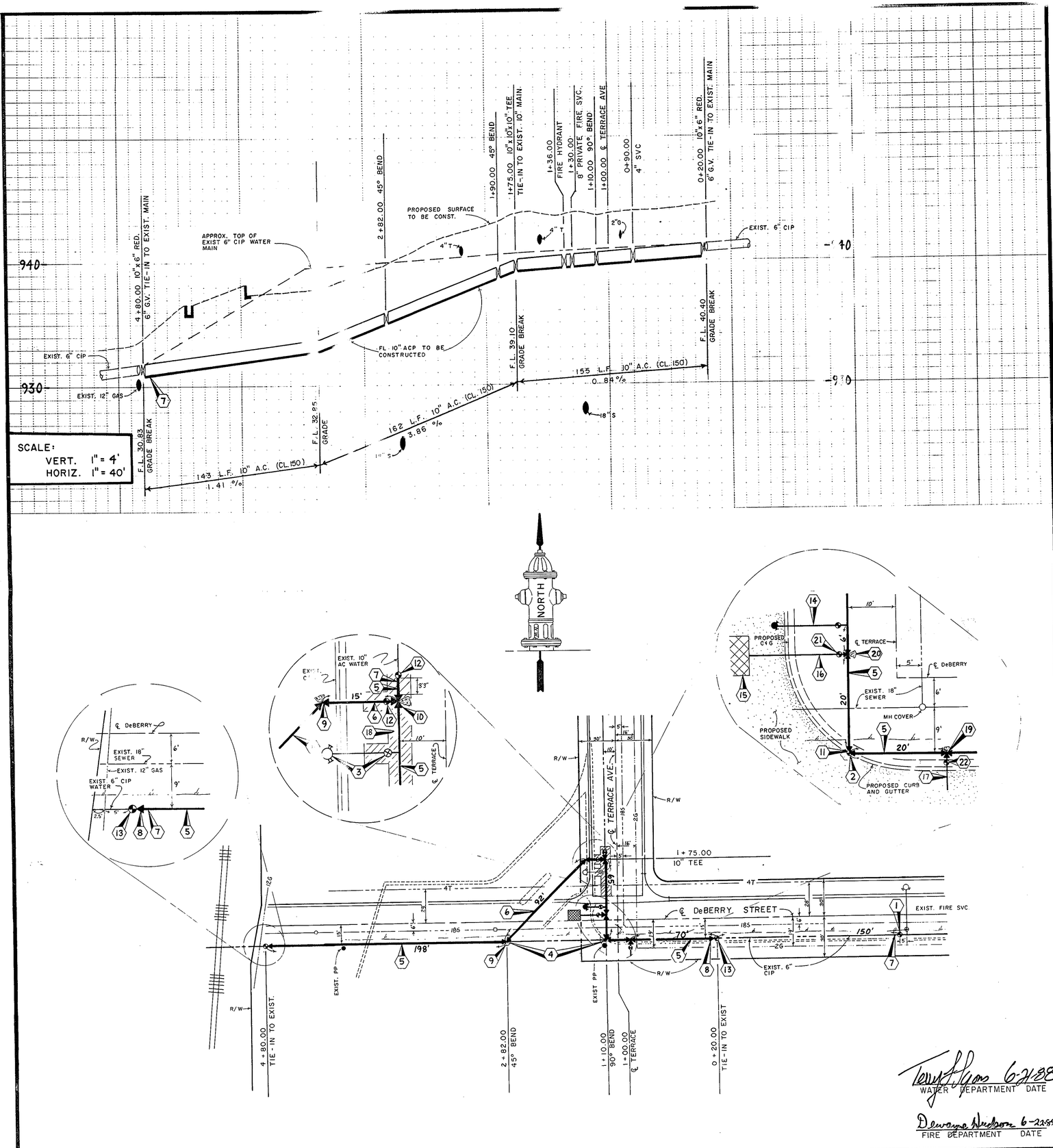
DRAWING NUMBER 1 OF 1

PLANHOLD CORPORATION • IRVINE, CALIFORNIA

DRAWING NUMBER 7494

PLANHOLD CORPORATION • IRVINE, CALIFORNIA





GENERAL NOTES

1. ALL WORK SHOWN ON THESE PLANS SHALL BE CONFORM TO THE STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION) AND IN ACCORDANCE WITH THE CITY OF COLTON PUBLIC WORKS STANDARD DETAIL DRAWINGS (LATEST EDITION).
2. WORK SHALL BE PERFORMED BY A CONTRACTOR LICENSED IN THE STATE OF CALIFORNIA, EXPERIENCED IN WATER UTILITY CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN CONSTRUCTION PERMIT FORM THE CITY OF COLTON PUBLIC WORKS PRIOR TO ANY CONSTRUCTION.
4. CONTRACTOR SHALL NOTIFY THE CITY OF COLTON PUBLIC WORKS 48 HOURS PRIOR TO COMMENCING WORK ON THE WATER UTILITY INSTALLATION.
5. NO EXISTING DISTRIBUTION SYSTEM VALVE SHALL BE OPERATED BY THE CONTRACTOR. CITY OF COLTON PUBLIC WORKS PERSONNEL WILL OPERATE ALL NECESSARY VALVES.
6. NO DEVIATIONS FROM THESE PLANS SHALL BE PERMITTED WITHOUT THE APPROVAL OF THE CITY OF COLTON PUBLIC WORKS AND THE OWNER'S ENGINEER.
7. FIRE FLOW FOR THIS PROJECT IS *4800* GPM AT *20* P.S.I. RESIDUAL.
8. THE OWNER'S ENGINEER SHALL PROVIDE LINE AND GRADE SURVEY STAKES FOR ALL WATER MAINS AND FIRE HYDRANT INSTALLATIONS.
9. TRACER WIRE SHALL BE INSTALLED ALONG ALL NON-FERROUS MAINLINE WATER PIPE. EXTEND TRACER WIRE AND TERMINATE AT VALVE BOX COVER.
10. "AS-BUILT" PLANS MUST BE PROVIDED TO THE CITY OF COLTON PUBLIC WORKS, OR LETTER IF NO SIGNIFICANT CHANGES HAVE BEEN MADE.
11. COMPACTION TESTS OF BACKFILL IN TRENCHES FOR ALL MAINS, RUNS, FIRE HYDRANTS, ETC., SHALL SHOW 90% RELATIVE COMPACTION.
12. COMPACTION REPORT TO BE SUBMITTED TO THE CITY OF COLTON PUBLIC WORKS PRIOR TO ANY SUBSEQUENT CONSTRUCTION.
13. PRESSURE TEST WATER LINES AT 50 P.S.I. ABOVE RATED WORKING PRESSURE.
14. LEAKAGE TEST SHALL BE PERFORMED AFTER PRESSURE TEST. THE RATE WORKING PRESSURE WILL BE MAINTAINED FOR A PERIOD OF FOUR HOURS. THE AMOUNT OF WATER REQUIRED TO MAINTAIN THAT PRESSURE WILL BE ACCURATELY MEASURED. MAXIMUM LEAKAGE ALLOWABLE IS TEN GALLONS PER INCH OF DIAMETER PER MILE OF PIPE PER 24 HOURS. REGARDLESS OF THE TEST RESULTS, ALL VISIBLE LEAKS SHALL BE REPAIRED.
15. CHLORINATION AND BACTERIA TESTING SHALL BE PERFORMED AFTER PRESSURE TESTING. WATER LINES SHALL BE CHLORINATED AT 50 P.P.M. FOR A PERIOD OF 24 HOURS, THEN FLUSHED AND REFILLED. 24 HOURS AFTER REFILLING, BACTERIA TEST SHALL BE TAKEN. TEST RESULTS SHALL BE APPROVED BY THE CITY OF COLTON. IF SYSTEM FAILS, RECHLORINATION AND TESTING IS REQUIRED UNTIL PASSING.

SPECIAL NOTE

All underground utilities shown on these plans were determined from a search of available records and the Engineers cannot know if the location and/or existence of these utilities is correct as of the date of Plans preparation. The Contractor shall be required to contact any and all utility Owners to verify and/or discover any utility that may conflict with construction, AND; the Contractor shall be responsible for making arrangements with each affected utility Owner regarding location, service, damage, repair and/or expenses involved in accommodating the utility during construction of Water Mains.

QUANTITY ESTIMATE

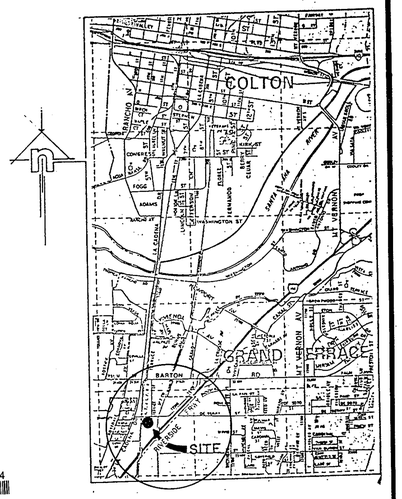
10" Class 150 AC Pipe	464 L.F.
8" Class 150 AC Pipe	25 L.F.
6" Class 150 AC Pipe	15 L.F.
4" Class 150 AC Pipe	25 L.F.
10"x10"x10" Tee	1 ea.
10"x10"x8" Tee	1 ea.
10"x10"x4" Tee	1 ea.
10"x6" Reducer	2 ea.
10" 90 Bend	1 ea.
10" 45 Bend	2 ea.
10" Gate Valve	1 ea.
6" Hot Tap Gate Valve	1 ea.
6" Gate Valve	2 ea.
3/4" Corporation Stop	3 ea.
8" Gate Valve	1 ea.
6" Fire Hydrant Assembly	1 ea.
4" Gate Valve	1 ea.

CONSTRUCTION NOTES

* ALL STANDARDS ARE PER CITY OF COLTON STANDARDS, LATEST EDITION.

(1) INSTALL 6" HOT TAP GATE VALVE.
(2) REMOVE AND SALVAGE GATE VALVE.
(3) REMOVE AND SALVAGE FIRE HYDRANT ASSEMBLY.
(4) DRAIN EXISTING 6" CIP AND ABANDON IN PLACE.
(5) REMOVE EXISTING 6" CIP AND REPLACE IN PLACE WITH 10" CLASS 150 ACP.
(6) INSTALL 10" CLASS 150 ACP.
(7) INSTALL 3/4" CORPORATION STOP FOR TESTING AND BLEEDING PURPOSES.
(8) INSTALL 10" X 6" REDUCER.
(9) INSTALL 10" 45° BEND AND THRUST BLOCKS PER STD. 703.
(10) INSTALL 10"X10"X10" TEE AND THRUST BLOCKS PER STD. 703.
(11) INSTALL 10"X10" 90° BEND AND THRUST BLOCKS PER STD. 703.
(12) INSTALL 10" GATE VALVE PER STD. 704 AND THRUST BLOCKS PER STD. 703.
(13) INSTALL 6" GATE VALVE PER STD. 704 AND THRUST BLOCKS PER STD. 703.
(14) INSTALL NEW FIRE HYDRANT PER STD. 700.
(15) INSTALL PRIVATE FIRE SERVICE PER STD. 708 -8' FROM CURB FACE.
(16) INSTALL 8" CIP.
(17) INSTALL 4" SERVICE CONNECTION PER STD. 702.
(18) a. TRENCH AND PAVEMENT REPAIR SHALL BE 3" AC OVER 6" CL 2 BASE OVER TRECH BACKFILL COMPACTED TO 90% RELATIVE.
b. ON TERRACE AVE- 10' WIDE X 1" THICK AC CAP OVER TRENCH PAVING AS SHOWN BY HACHURED AREA ONLY.
(19) INSTALL 10"X10"X4" TEE AND THRUST BLOCKS PER STD. 703.
(20) INSTALL 10"X10"X8" TEE AND THRUST BLOCKS PER STD. 703.
(21) INSTALL 8" GATE VALVE PER STD. 704 AND THRUST BLOCKS PER STD. 703.
(22) INSTALL 4" GATE VALVE PER STD. 704 AND THRUST BLOCKS PER STD. 703.

W10584



Terry Sloan 6-24-88
WATER DEPARTMENT DATE

Dewayne Hudson 6-22-88
FIRE DEPARTMENT DATE

J.N. BEELER AND ASSOCIATES
Land Surveying and Mapping
7410 Indiana Avenue, Suite 205
Riverside, California 92504
(714) 354-0123

JAMES L. DOTSON, CE 18165
Lic exp. 6/30/89

REGISTERED PROFESSIONAL ENGINEER JAMES L. DOTSON NO. 18165 CIVIL STATE OF CALIFORNIA

CITY OF COLTON
PUBLIC WORKS

WATER IMPROVEMENT PLANS
DeBERRY STREET
FOR
STATER BROS.

REVISIONS	DATE	APPR.

APPROVED
CITY ENGINEER RCE 13440

DRAWN M.K.
CHECKED
F.B.
DATE 6-24-88
WATER PLAN No. 7483
SHEET 1 of 1

Provo Engineering

22931 Savi Ranch Pkwy, Yorba Linda, CA 92887

714-393-3877

email: george.provencher@gmail.com

Hydrant Flow Test Report

Project	**Industrial Development - TEI project 3711**			Test date	**10/29/18**
Address	**495 S Terrace Ave (at Barton Road)**			Test time	**10:30**
City	**Colton**	State	**CA**	File no.	**T-1080**

Test hydrant location **Hydrant on the southwest corner of Barton Rd at Terrace Ave**

Hydr # _____ Elev (ft +/-) **Grade**

Flow hydrant location **Second hydrant south of Barton Rd on Terrace Ave**

Hydr # _____ Elev (ft +/-) **Grade**

Static Pressure **73** PSI Report Date **10/29/18**

Outlet	C-value	Diam	Pitot		Volume	
A	0.9	2.0	**0**	PSI	**0**	GPM
B	0.9	2.5	**38**	PSI	**1034**	GPM
C	0.9	3.0	**0**	PSI	**0**	GPM
D	0.83	4.0	**0**	PSI	**0**	GPM

Residual Pressure **69** PSI at an observed volume of **1034** GPM

Projected Pressure 20 PSI calculates to a volume of **4175** GPM

Although the results are accurate for the date and time given, they may not accurately reflect higher or lower readings which vary due to seasonal conditions and time of day.

Per NFPA 24-13, Table C.4.10.1(a), note 1, $Q=29.84 \times c(d)^2 (p)^{0.5}$

Per NFPA 24-13, Paragraph C.4.10.1.2, $Q_r = Q_f \times (h_r/h_f)^{0.54}$

Test by: George Provencher

Witness Ray Bruno (909) 370-5553
Fire Marshal
Colton Fire Department

Client James Wickenhaueser
Theines Engineering, Inc
14342 Firestone Blvd
La Mirada, CA 90638

cc: Jamesw-at-TheinesEng.com
Rbruno-at-confir.org

Symbols
(T) = Test hydrant
(F) = Flow hydrant

North



NO CHARGE

3711

COLTON GRAND TERRACE

SAN BERNARDINO CO. 192–2202–1

CONFIDENTIAL:
CRITICAL ENERGY INFRASTRUCTURE
This diagram contains information relating to Southern California Edison Company's electric transmission / distribution system. It is classified as Critical Energy Infrastructure Information as defined in 18 code of Federal Regulations section 388.113(c)(1).

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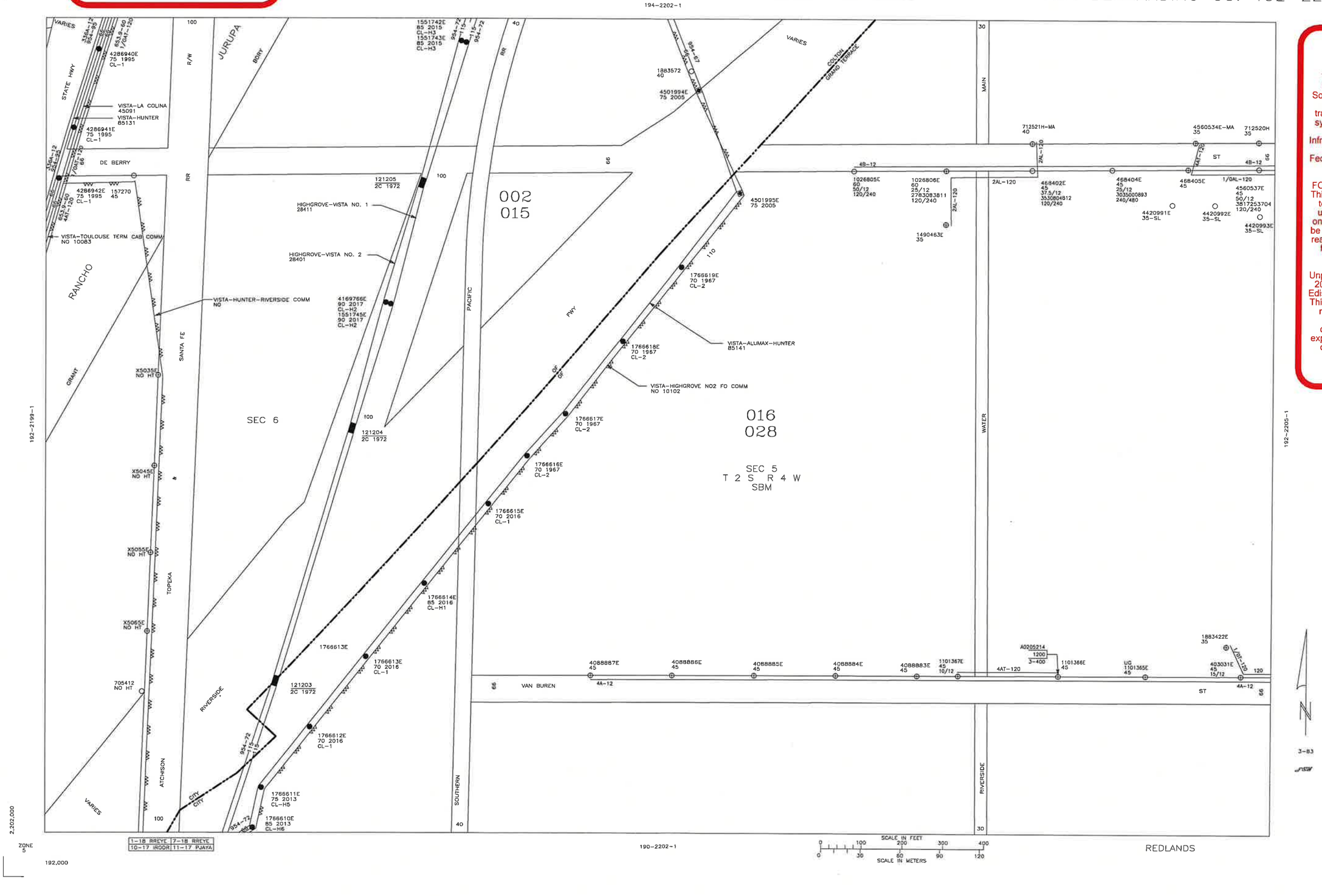
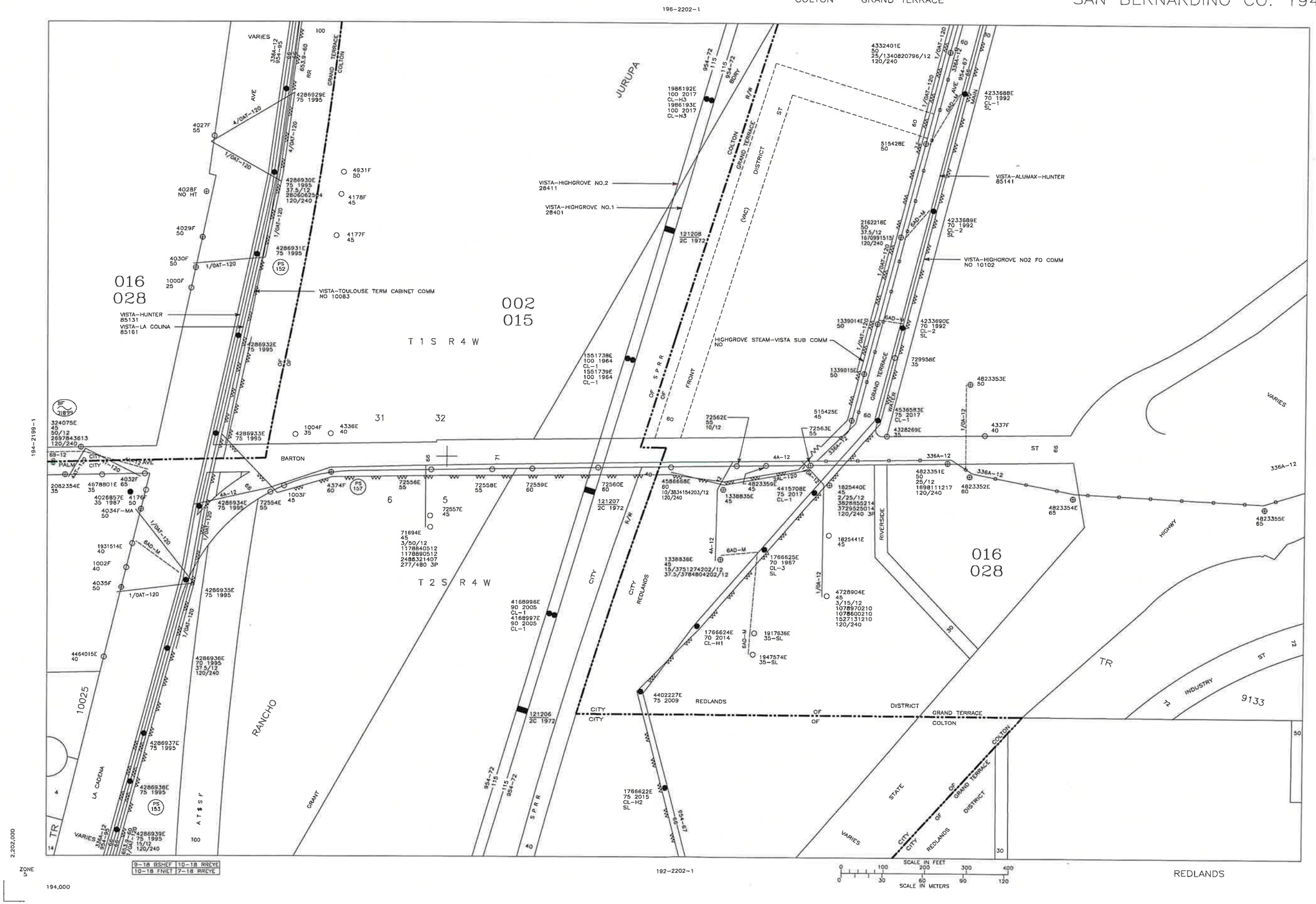


COLTON GRAND TERRACE SAN BERNARDINO CO. 194-2202-1



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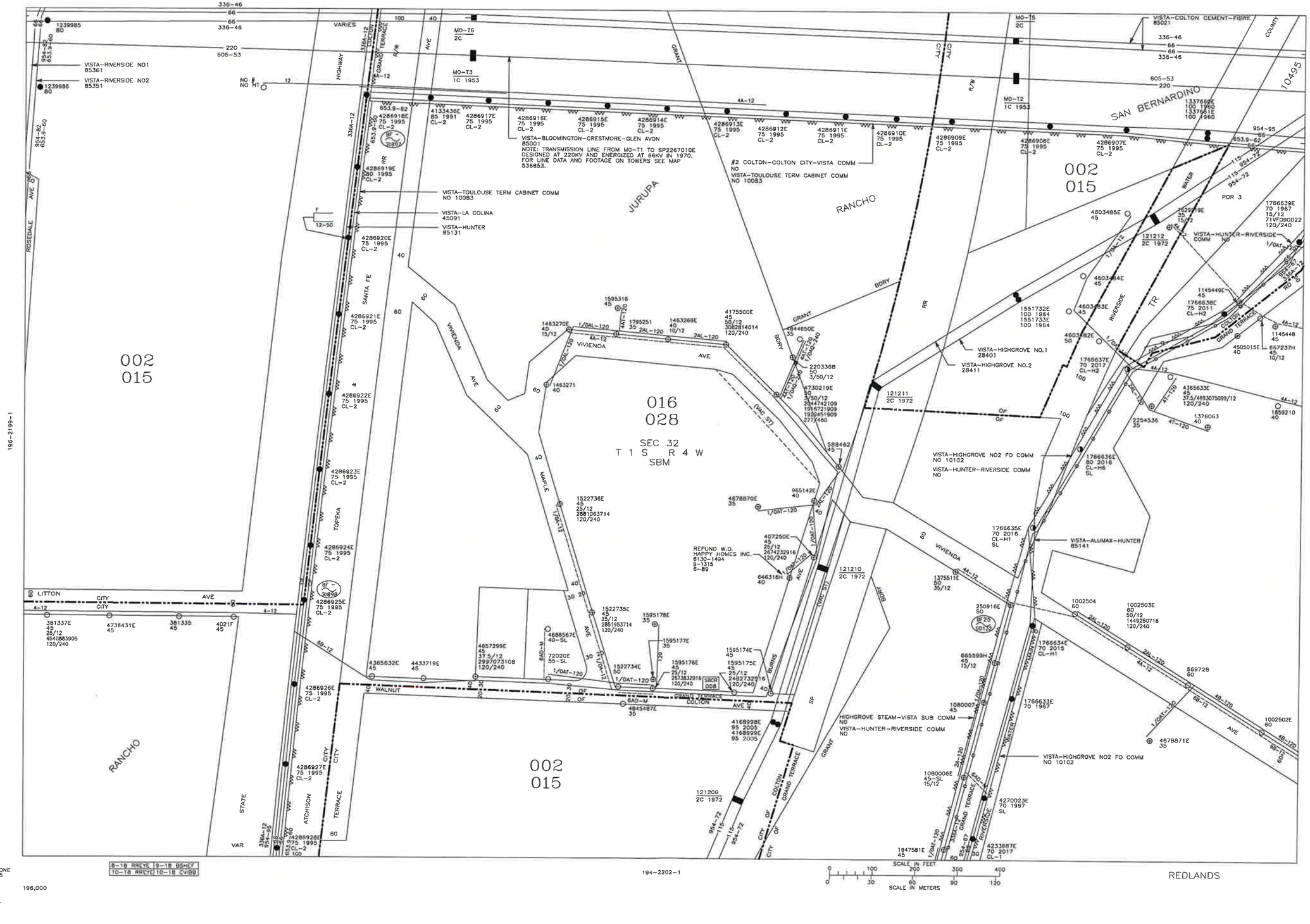
COLTON GRAND TERRACE

SAN BERNARDINO CO. 196–2202–1

198–2202–1



196–2199–1

196–2205–1

2,202,000

ZONE 5

196,000

194–2202–1

3–83

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NO CHARGE

COLTON GRAND TERRACE

SAN BERNARDINO CO. 193–2202–0

194–2202–0

193–2200–5

193–2203–5

VARIES

HIGHWAY

STATE

66

DE BERRY

100

R/W

RR

SANTA FE

JURUPA

BDRY

ST

66

100

002
015

SEC 6
T 2 S R 4 W

RANCHO

TOPEKA

ATCHISON

100

PACIFIC

SOUTHERN

40

VARIES

FRWY

COLTON

DISTRICT

GRAND TERRACE

OF

OF

RIVERSIDE

CITY

INLAND

CITY

016
028

VARIES

100

GRANT

S5309427, 85
5'X8'6"X7'
2/25/12
3606000885
3606001886
170/240 3P
1-3W 3P BS 18

85
1907

S9427 TO C/L POLE
1' 1-5" 85
1' 3-2XLP-12KV 85

P9428 TO S9427
10' 1-5" CUST
10' 3-2XLP-12KV 85

P5309428 85
72"X94"
75/12 120/208 3P-4W

TEMP W O
DAWCO CONST
8430-7127
5-7102
7-25-86

9-18 KIELE | 1-90 FRELL
5-02 LWIED | 11-17 PJAYA

2,202,000

ZONE 6

193,000

SCALE IN FEET
0 50 100 150 200

SCALE IN METERS
0 15 30 45 60

REDLANDS

3-83

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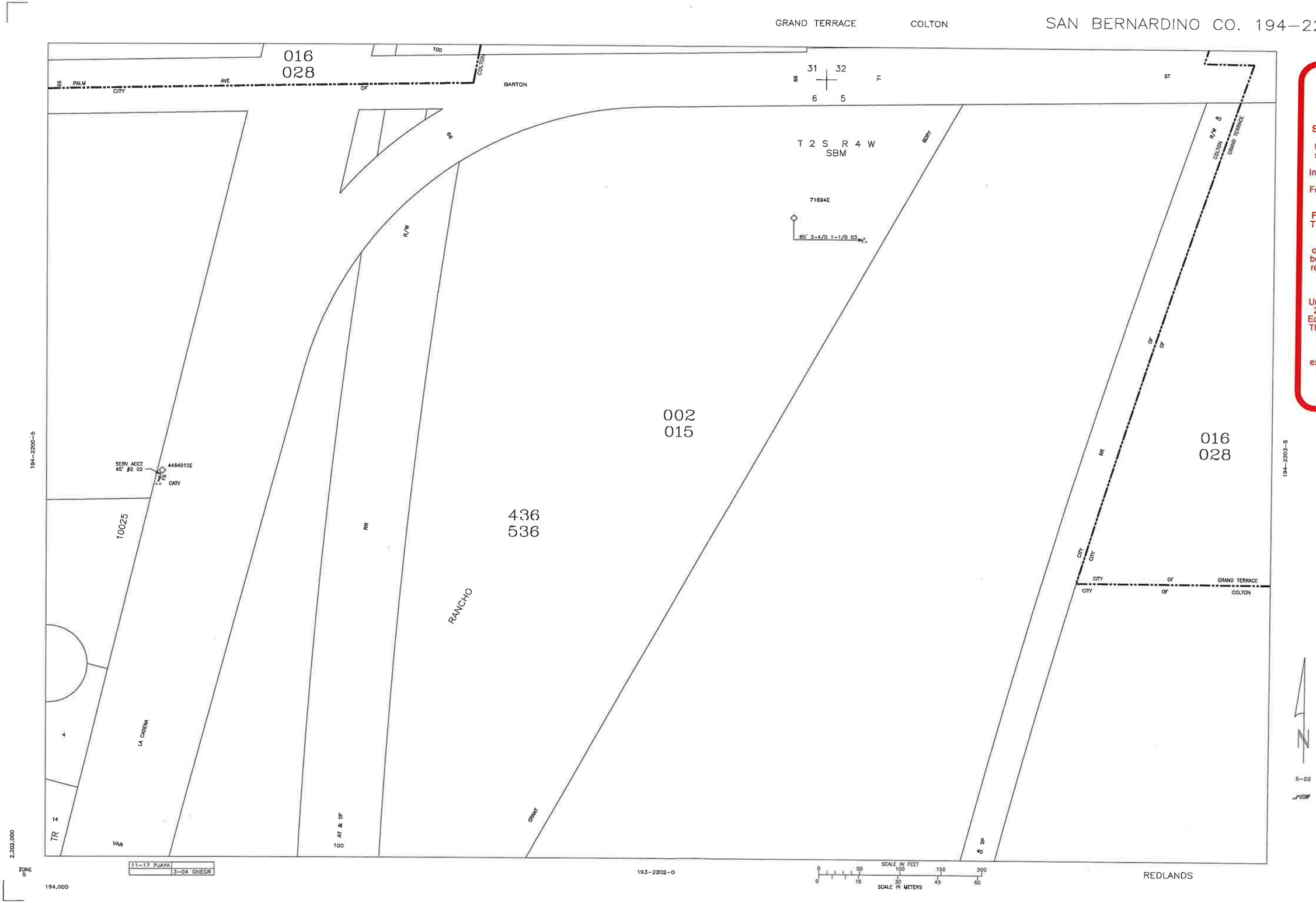

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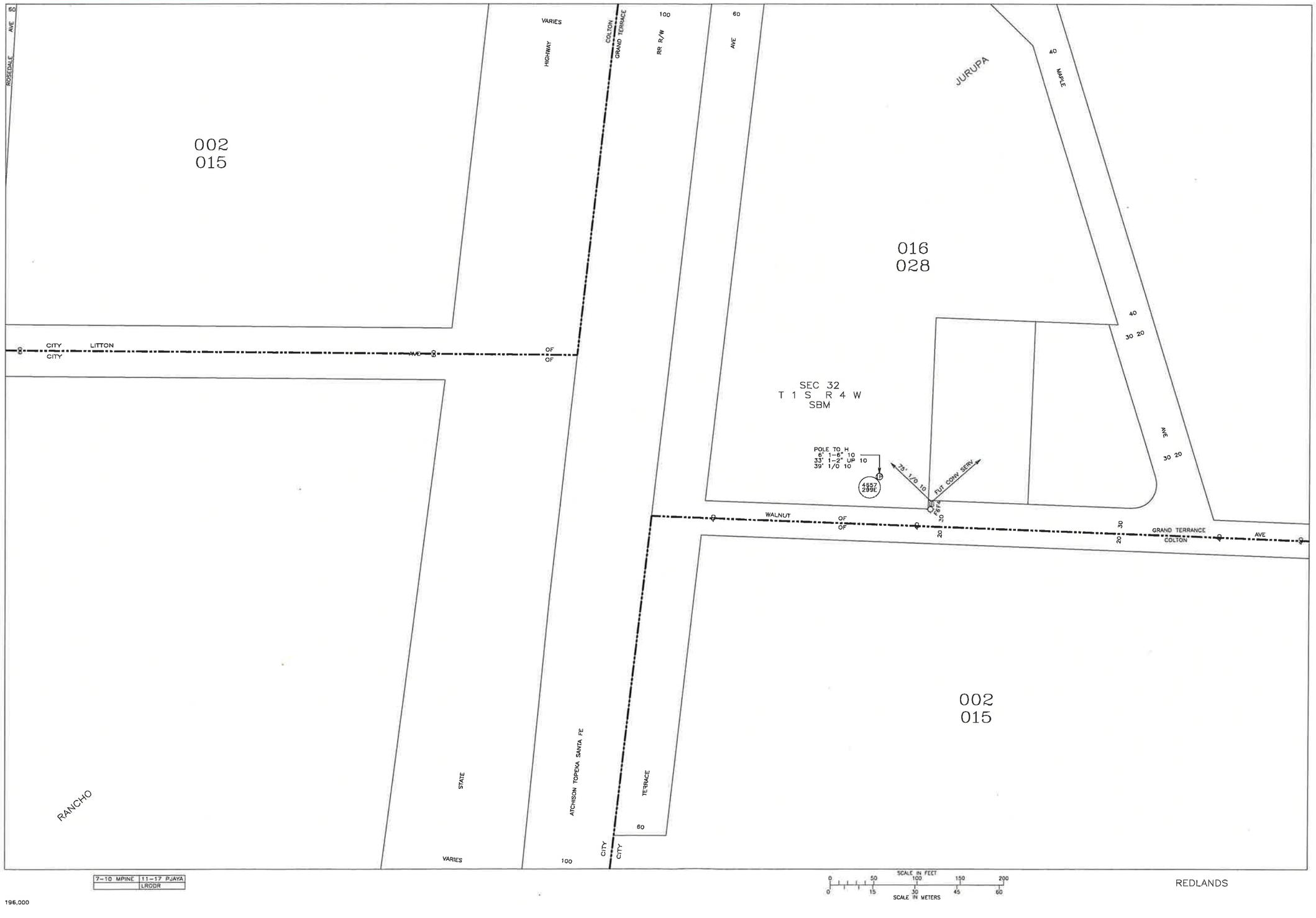

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N

5-09

1 inch = 120 feet

Map Number:

Map Type: **Gas Asset Map**

Printed By: EGONZAL2

Printed Date: 12/13/2018

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SoCalGas
A Sempra Energy utility

100 0 100 200 300 400 Feet

1 inch = 120 feet

Map Number:

Map Type: **Gas Asset Map**

Printed By: EGONZAL2

Printed Date: 12/13/2018

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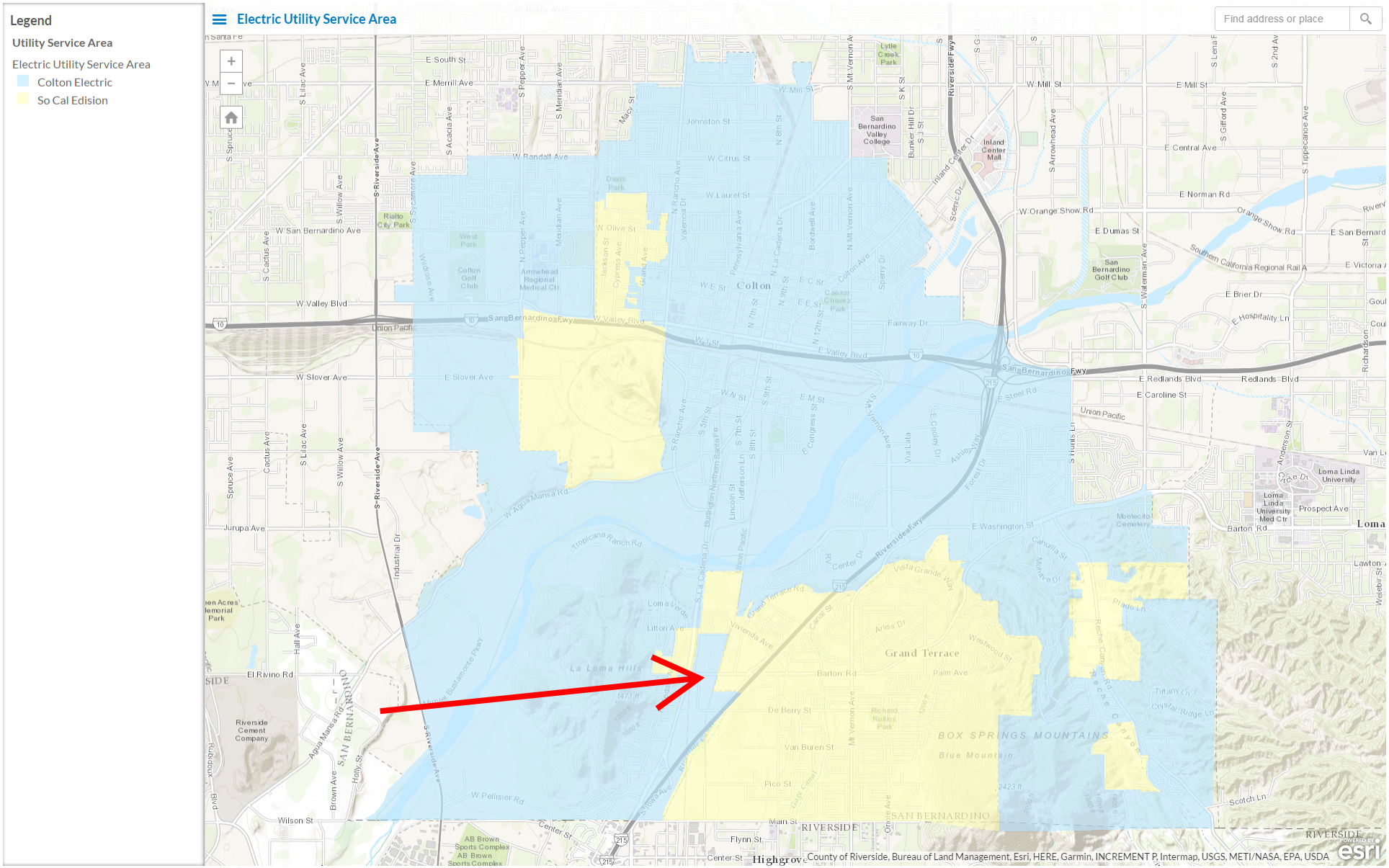
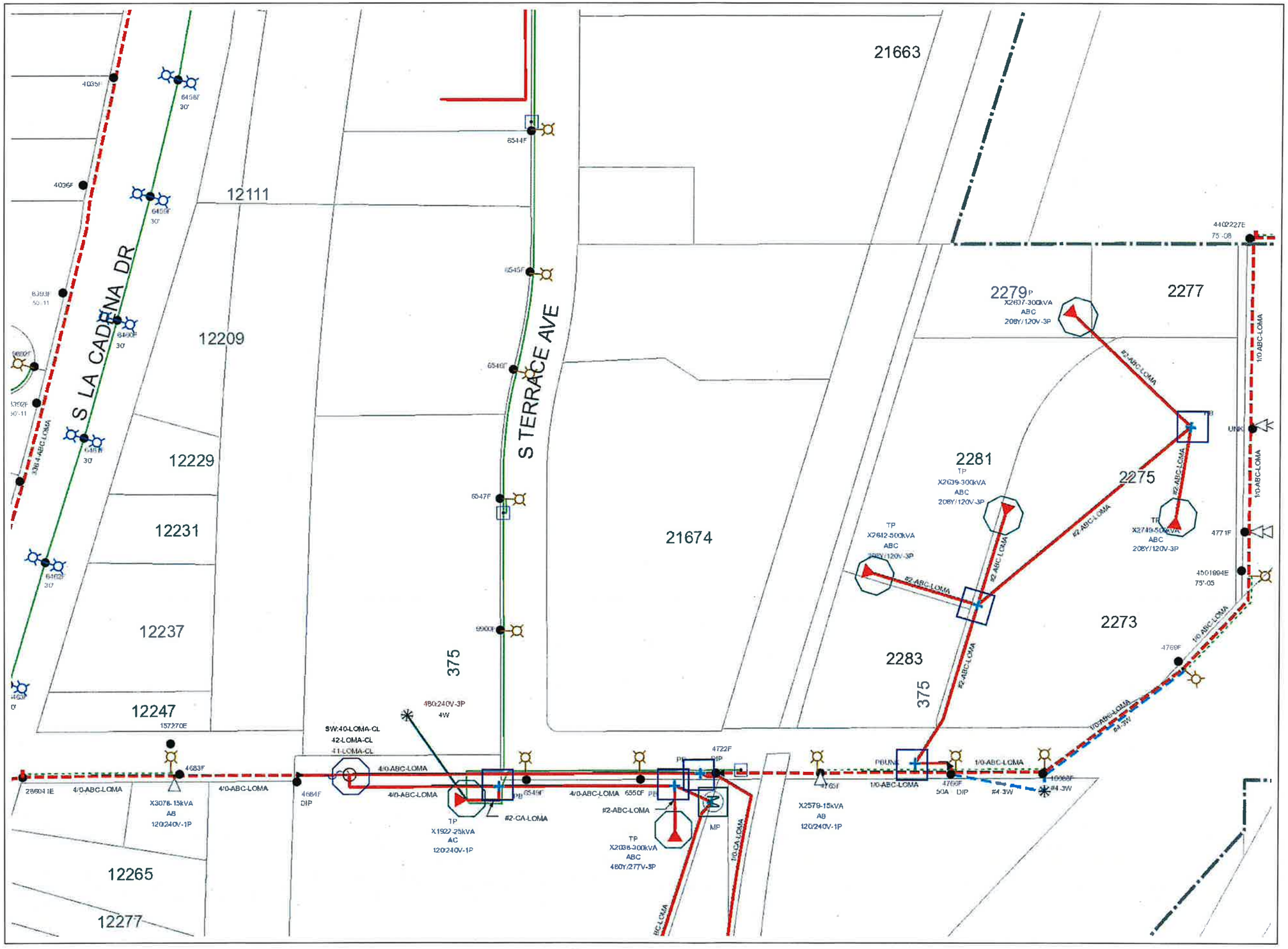
SoCalGas
A Sempra Energy utility

100 0 100 200 300 400 Feet


Legend
Utility Service Area
Electric Utility Service Area
Colton Electric
So Cal Edision
Electric Utility Service Area
Find address or place
Colton
Grand Terrace
La Loma Hills
BOX SPRINGS MOUNTAINS
SAN BERNARDINO
RIVERSIDE
Loma Linda University
Loma Linda University Med Ctr
San Bernardino Valley College
Inland Center Mall
Colton Golf Club
San Bernardino Golf Club
Riverside Cement Company
Rialto City Park
Lytle Creek Park
Richard Rollins Park
AB Brown Sports Complex
Arrowhead Regional Medical Ctr
Montecito Cemetery
Union Pacific
San Bernardino Fwy
Riverside Fwy
Southern California Regional Rail A
E South St
E Merrill Ave
W Randall Ave
W Citrus St
W Laurel St
W Olive St
W Mill St
E Mill St
E Central Ave
E Norman Rd
W Orange Show Rd
E Dumas St
E Brier Dr
E Hospitality Ln
W Valley Blvd
E Valley Blvd
W Slover Ave
E Slover Ave
E Redlands Blvd
E Caroline St
E Steel Rd
W Agua Mansa Rd
Tropicana Ranch Rd
Jurupa Ave
El Rivino Rd
Barton Rd
Palm Ave
De Berry St
Van Buren St
Pico St
W Pellisier Rd
Wilson St
Main St
Flynn St
Center St
Highgrove
Loma
Lawton
Scotch Ln
Prospect Ave
E Washington St
Redlands Blvd
Richardson
Tippecanoe Ave
S Riverside Ave
Industrial Dr
S Lilac Ave
S Willow Ave
S Cactus Ave
S Pepper Ave
S Meridian Ave
S Acacia Ave
S Sycamore Ave
N Rancho Ave
N La Cadena Dr
N Mt Vernon Ave
Bunker Hill Dr
S Arrowhead Ave
S Gifford Ave
S Waterman Ave
S Hunts Ln
Via Lata
Forest Dr
Ashley Way
Vista Grande Way
Grand Terrace Rd
Litton Ave
Loma Verde
Vivienda Ave
Westwood St
Crystal Ridge Ln
Tiffany Ln
Prado Ln
Arliss Dr
Monroe Dr
Cahuilla St
Center Dr
Fairway Dr
Hall Ave
Brown Ave
Holly St
Rubidoux Blvd
Agua Mansa Rd
Burlington Northern Santa Fe
Union Pacific
Esri, County of Riverside, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA
esri


21663
12111
12209
12229
12231
12237
12247
12265
12277
S LA CADENA DR
S TERRACE AVE
375
375
21674
2279
2277
2281
2275
2283
2273
4035F
4036F
6456F
30'
6544F
6545F
6546F
6547F
6550F
4683F
4684F
4722F
4769F
4771F
4772F
4773F
4774F
4775F
4776F
4777F
4778F
4779F
4780F
4781F
4782F
4783F
4784F
4785F
4786F
4787F
4788F
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4797F
4798F
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4803F
4804F
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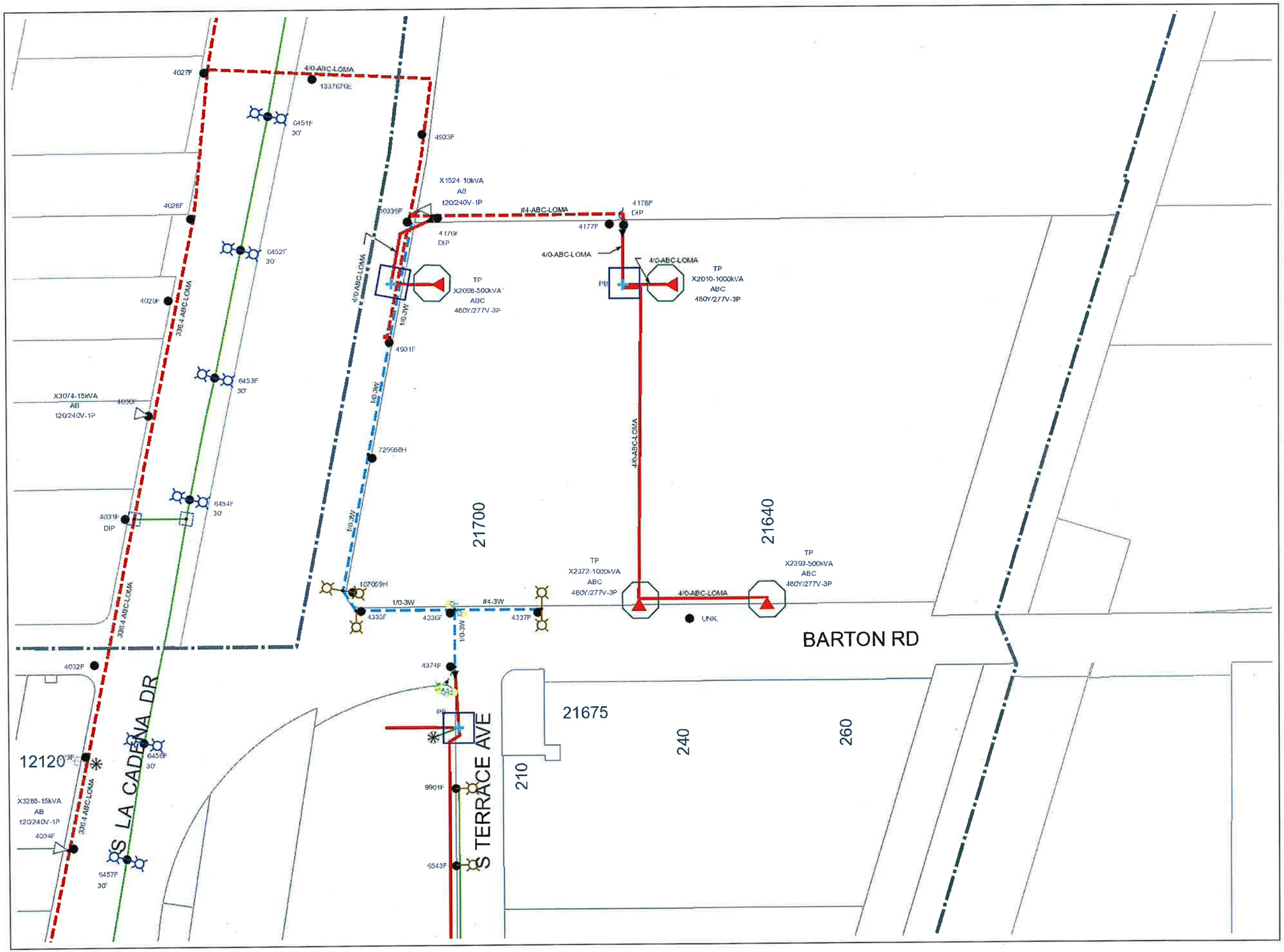
4806F
4807F
4808F
4809F
4810F



4027F
4/0-ABC-LOMA
1337676E
6451F
30'
4933F
X1524-10kVA
AB
120/240V-1P
#4-ABC-LOMA
4178F
DIP
4177F
4028F
6452F
30'
4176F
DIP
4/0-ABC-LOMA
TP
X2098-500kVA
ABC
480Y/277V-3P
TP
X2010-1000kVA
ABC
480Y/277V-3P
4029F
336.4-ABC-LOMA
4931F
6453F
30'
X3074-15kVA
AB
120/240V-1P
729958H
4031F
DIP
6454F
30'
21700
21640
TP
X2372-1000kVA
ABC
480Y/277V-3P
TP
X2393-500kVA
ABC
480Y/277V-3P
107069H
1/0-3W
#4-3W
4335F
4336F
4337F
UNK
BARTON RD
4032F
4374F
S LA CADENA DR
21675
240
260
210
12120
6456F
30'
9901F
S TERRACE AVE
X3285-15kVA
AB
120/240V-1P
4034F
6457F
30'
6543F

External Map Request for Thienes Engineering

Date: 10/17/2018

Page Name: A1

Thienes Eng Tei3711 Barton Rd Terrace Ave Deberry St Project

LOMA VERDE

COLTON Wirecenter

LOMA ROJA

LOMA VERDE

MH 1212

LITTON AVE

ROSEDALE AVE

A1

S LA CADENA DR

S LA CADENA DR

MH 734

HH 1765

VIVIENDA AVE

MH 523

A2

WALNUT AVE

TERRACE AVE

MH 733

SUBS

SUBS

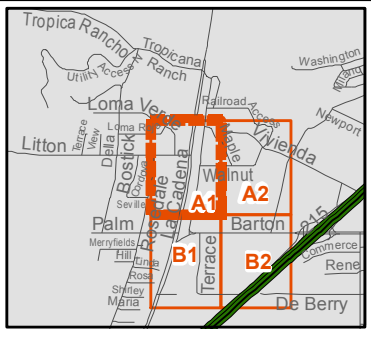
MH 223

MH 521

B1

B2





1:1,820

N

- Poles
- Remote Terminals
- SAIs
- Manholes
- Aerial
- Buried
- Underground
- Conduit
- Railroads
- Street Centerlines
- Mapping Index
- Wirecenter Boundary
- Parcels

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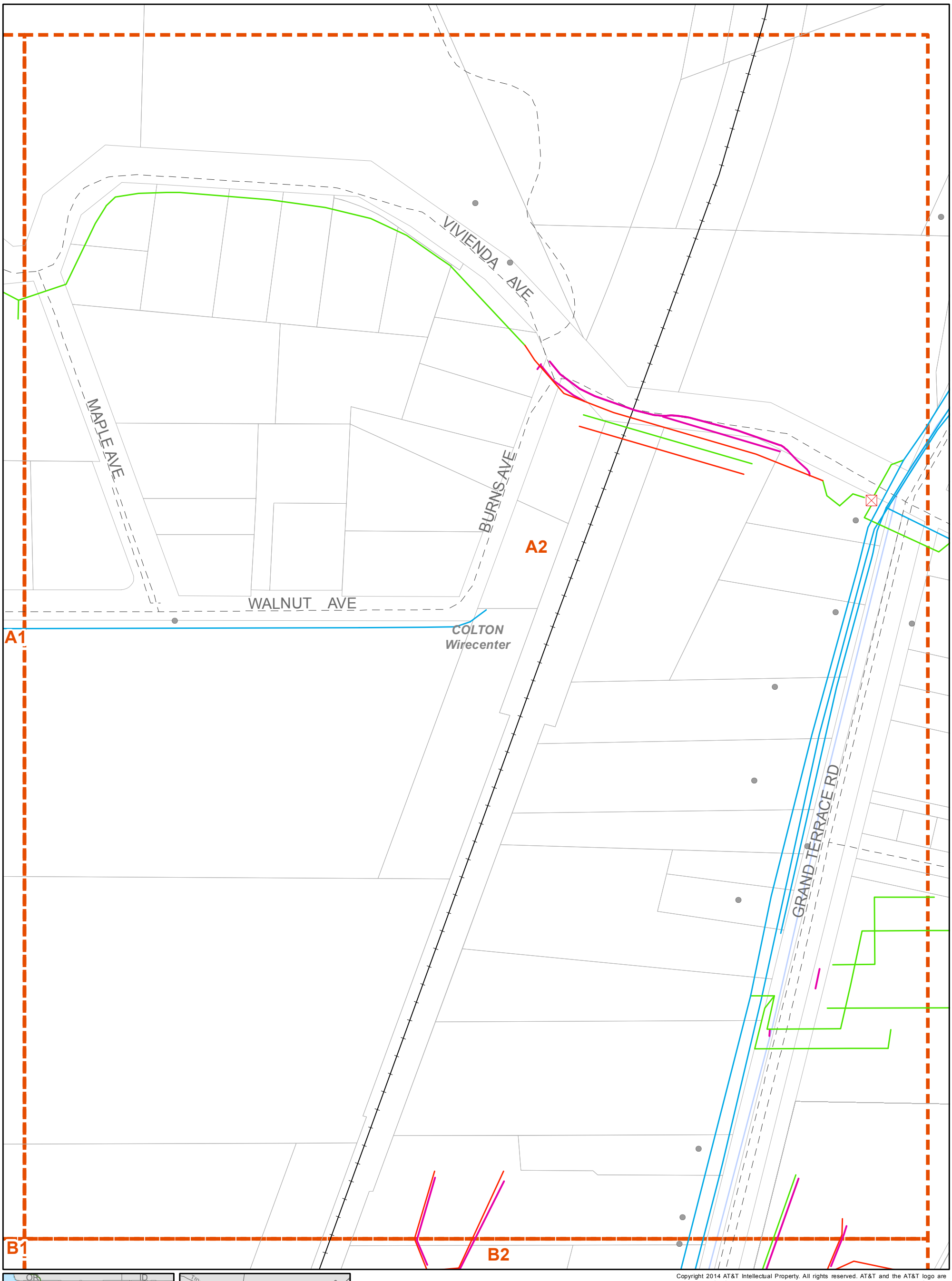
colncal11(M)

External Map Request for Thienes Engineering

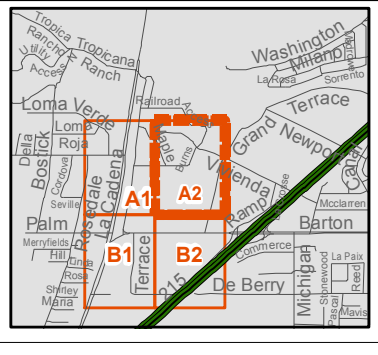
Thienes Eng Tei3711 Barton Rd Terrace Ave Deberry St Project

Date: 10/17/2018

Page Name: A2







1:1,820

N

- Poles
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coincat11(M)

External Map Request for Thienes Engineering

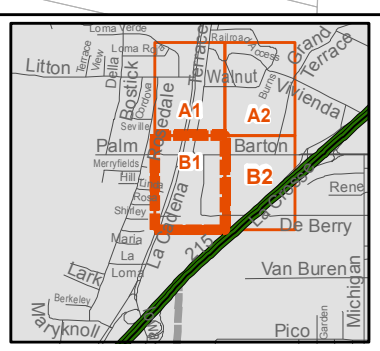
Thienes Eng Tei3711 Barton Rd Terrace Ave Deberry St Project

Date: 10/17/2018

Page Name: B1

MH 223
A1
A2
MH 521
MH 1478
TERRACE AVE
MH 684
BARTON RD
PALM AVE
MH 127
MH 520
MH 127A
S LA CADENA DR
MH 519
B1
B2
COLTON
Wirecenter
TERRACE AVE
LINDA CT
ROSA CT
MH 518
HH
DE BERRY ST
DE BERRY ST





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N

- Poles
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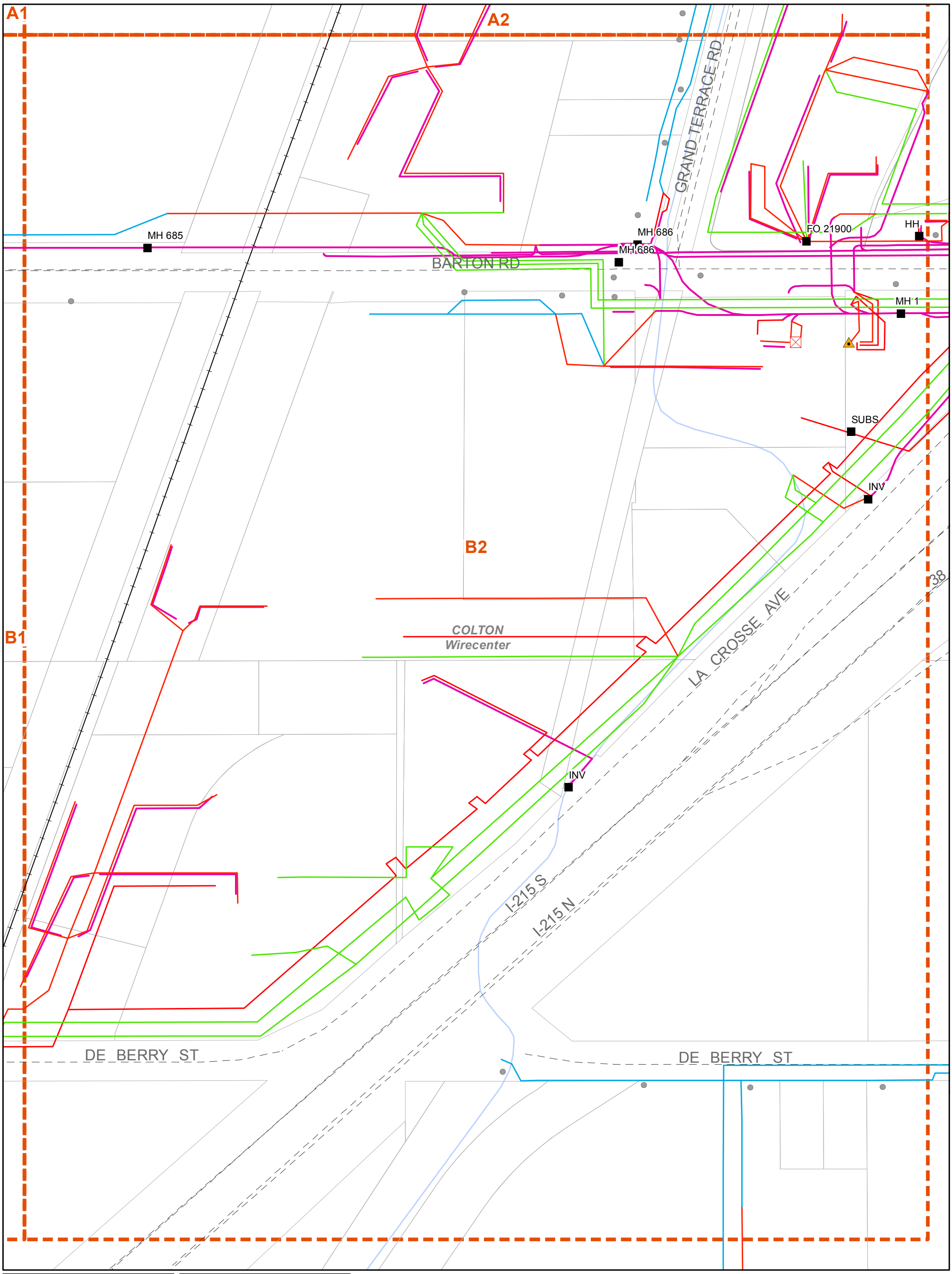
colncal11(M)

External Map Request for Thienes Engineering

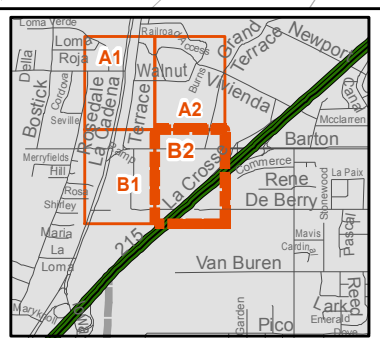
Thienes Eng Tei3711 Barton Rd Terrace Ave Deberry St Project

Date: 10/17/2018

Page Name: B2







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- Railroads
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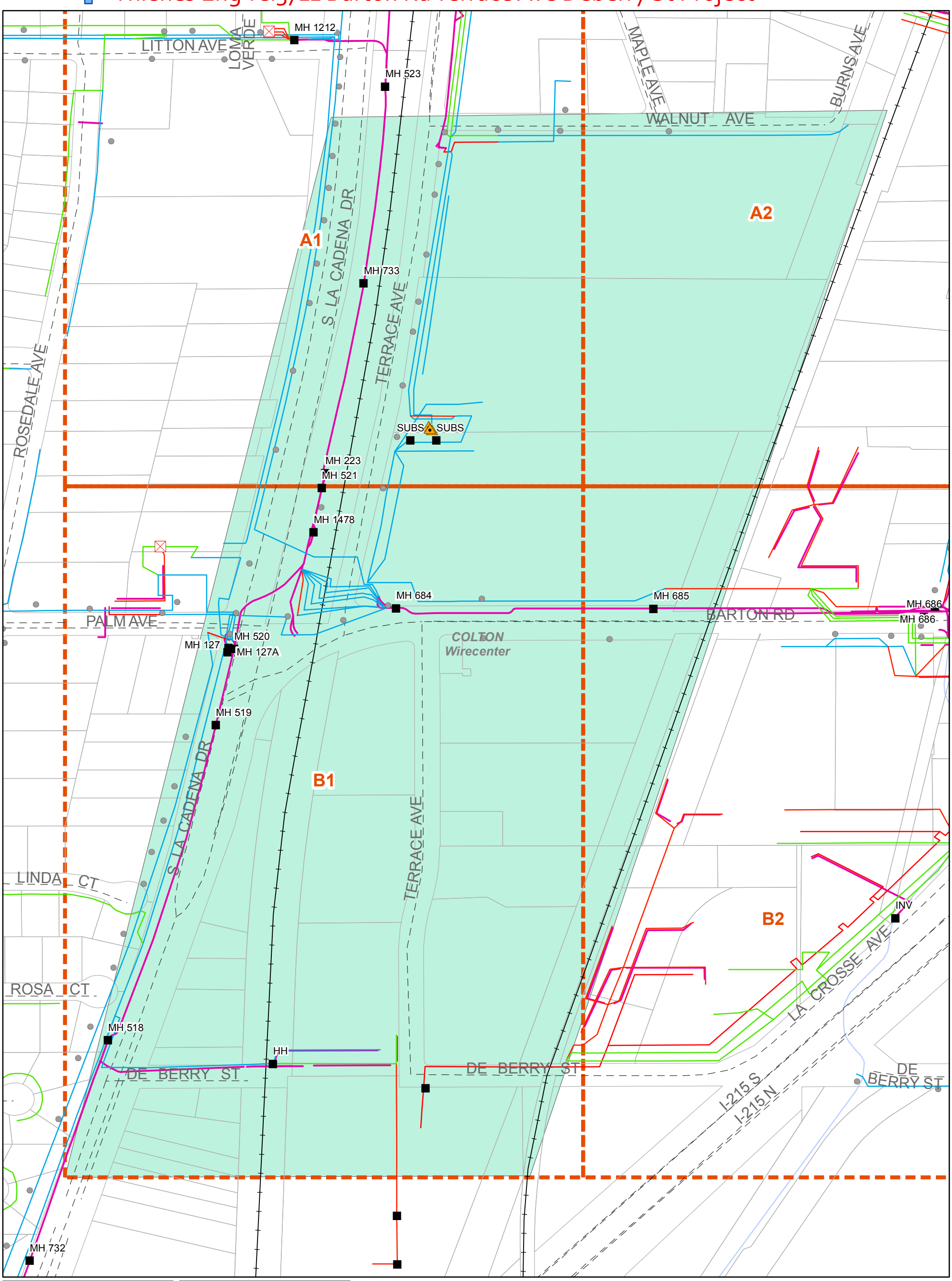
cotrcat11(M)

External Map Request for Thienes Engineering

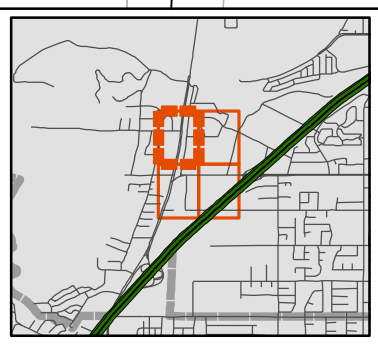
Date: 10/17/2018

Index Map

Thienes Eng Tei3711 Barton Rd Terrace Ave Deberry St Project







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N

- Poles
- Remote Terminals
- SAIs
- Manholes
- Aerial
- Buried
- Underground
- Conduit
- Railroads
- Street Centerlines
- Mapping Index
- Wirecenter Boundary
- Parcels
- JobAOI

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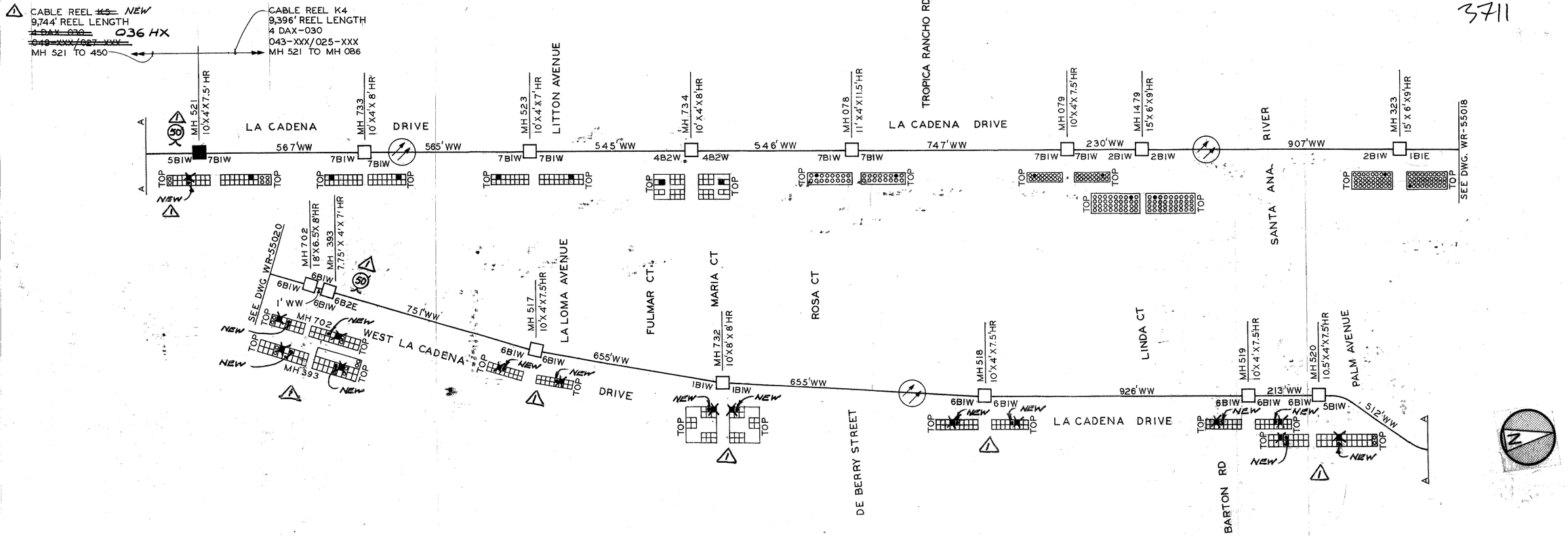
colmca11(W)



REVISIONS:

AS BUILT 10-01-85

⚠ INSTALL NEW CABLE IN LEASED CONDUIT FOR REROUTE FROM MH 450 TO MH 521. MAINTENANCE PROJECT NO. 8657840, OCTOBER 2012.

F363
SNBRCAUD010
GEO CODES: 1562AAT, 856 FREE

SCALE: NOT TO SCALE

PROPRIETARY
USE PURSUANT TO COMPANY INSTRUCTIONS

SPEC. NO. WR 90118
ESTIMATE
PREPARED FOR RECORD
APPROVED J.A. ORTIZ 10-01-85
FOR OUTSIDE PLANT ENGINEER DATE

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF CALIFORNIA
SIGNED J.A. Ortiz
DATE 8-30-85 REG NO 37661

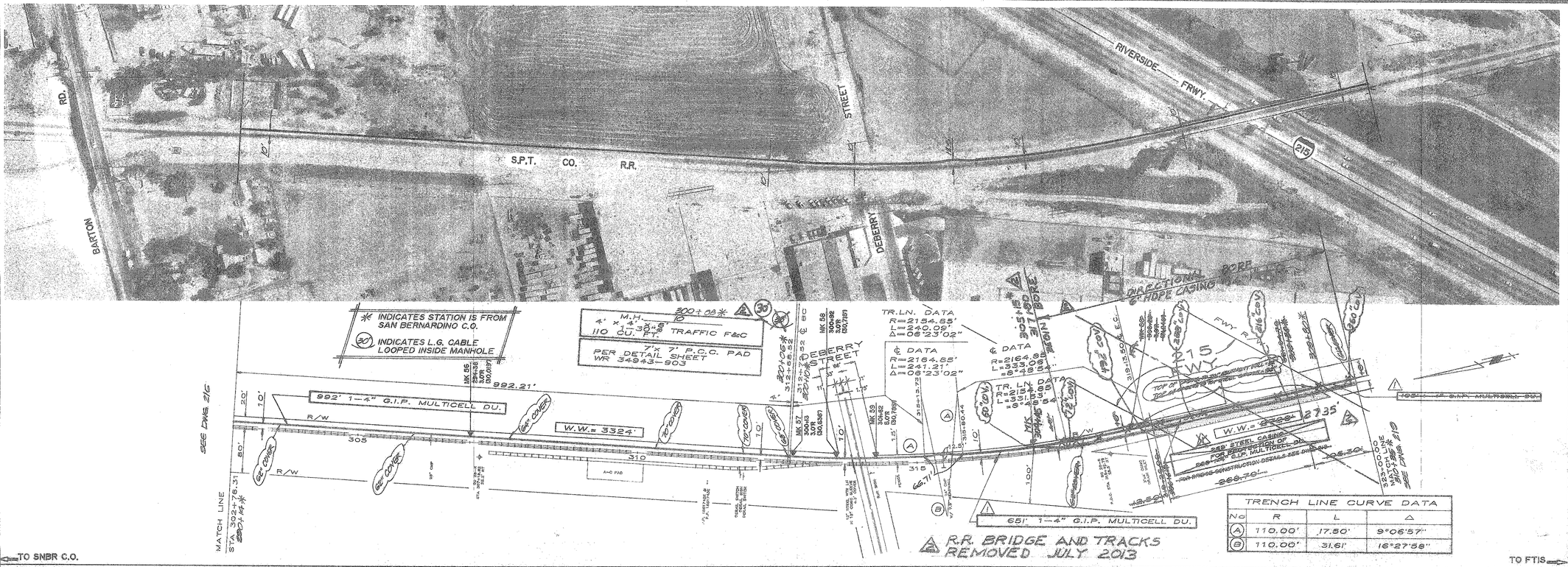
BLACK & VEATCH ENGINEERS-ARCHITECTS
PROJECT 1138C

AT&T Communications Western Region

SOUTHERN TRANSCONTINENTAL LIGHTGUIDE SYSTEM
EL PASO, TEXAS TO ANAHEIM, CALIFORNIA

SAN BERNARDINO TO CORONA
CONDUIT LAYOUT

WR-55019



TRENCH LINE CURVE DATA			
No	R	L	Δ
A	110.00'	17.50'	9°06'57"
B	110.00'	31.61'	16°27'58"

CABLE PLACING

REEL NO.	~~A3-(A109846)~~ 1209218200
BEGINNING STATION	266+80
ENDING STATION	361+90
REEL LENGTH (FT)	~~10026'~~ 10178'
CABLE LENGTH (FT)	~~9641'~~ 9785
ACCOUNT	85C
CABLE CODE	4DHX-036
XMISSION PERF.	036-XXX/021-XXX

MARKER POLE DESIGN

MK 21 62+60 10.0' R (6510)

- MARKER POLE NUMB
- STATIONING OF MARKER POLE
- DISTANCE AND DIRECTION FROM MA POLE TO CABLE
- CABLE DISTANCE (FE FROM MARKER POLE TO SAN BERNARDINO

3711

CONDUIT PLACING

TYPE	G.I.P. MULTIDUCT 4"
BEGINNING STATION	290+14
ENDING STATION	310+35
LENGTH (FT)	2017'
ACCOUNT	4C
NO. OF CONDUITS	1
INNERDUCT	4-1"

CABLE LENGTH THIS PAGE: 2063'

OWNERSHIP: 100% IXC
FILE NO: N625-150
CABLE GEO: B56ZIAG
CABLE CLLI: SNBR CA U0040

SCALE: 1" = 100' ±

PROPRIETARY
USE PURSUANT TO COMPANY INSTRUCT

SPECIFICATION WR 34943
ESTIMATE ELA77V0
PREPARED FOR RECORD
APPROVED KEVIN F. LORENZINI
FOR OUTSIDE PLANT ENGINEER

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY SUPERVISION AND THAT I AM REGISTERED IN THE STATE OF CALIFORNIA.
GLENN A. SELS
R.C.E. 15703
DATE 8/20

CLIFFORD K. F
CIVIL ENGI
22311 Brookh
Huntington Bea
Phone (714) 9
PROJ. NO.

REVISIONS:

1 10/2/90 REVISED TRENCH LOCATION
11/16/90 RENUMBERED DWG.
1-24-91 RENUMBERED DWG.
MARCH, 1991 "AS BUILT"
2 RELOCATE CABLE AND CONDUIT FOR RAILROAD BRIDGE REMOVAL. MAINTENANCE PROJECT NO. 8536684, JULY, 2013

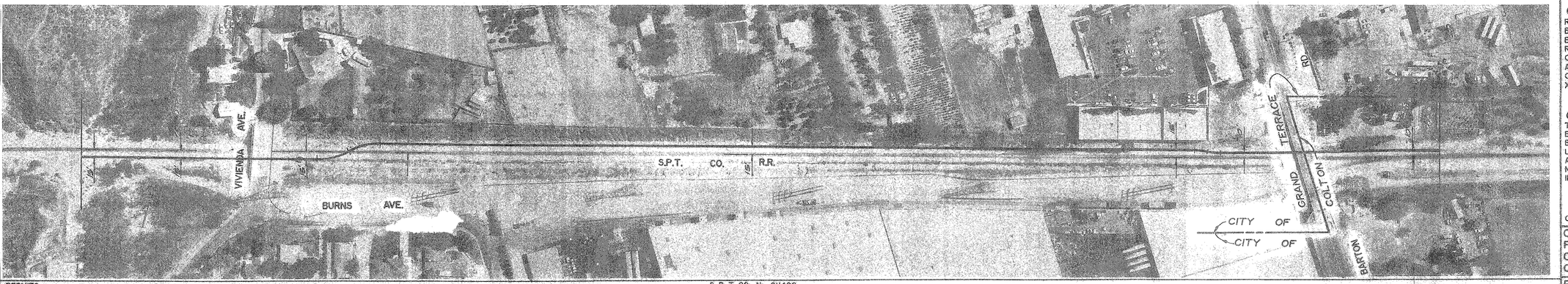
NOTES:
8/20/90 BID ISSUE

AT&T Western Regi

SAN BERNARDINO 01
TO
SAN DIEGO 02, CALIFORN
1.7 Gb/s LIGHTGUIDE SYST

LINE CODE F469
SAN BERNARDINO-SAN DIE
FTA CABLE
DETAIL CONSTRUCTION DRA

WR 34943-217

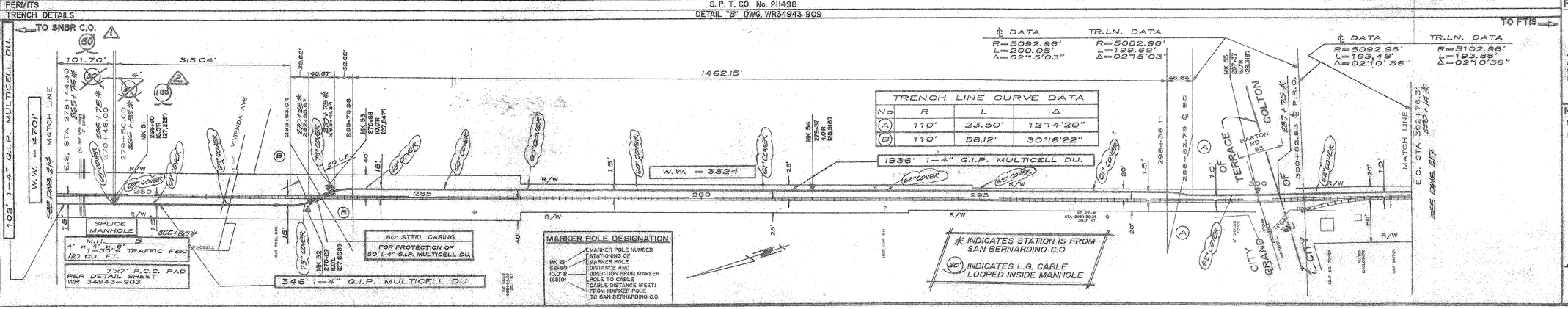


PERMITS

TRENCH DETAILS

S. P. T. CO. No. 211498

DETAIL "B" DWG. WR34943-909



CABLE PLACING

REEL NO.	~~A4 (AW/2628)~~ 36 ESM RIBBON	~~A3 (AW/2864)~~ A11 ~~120~~ 92 182
BEGINNING STATION	~~175+30~~ 171+50	266+80
ENDING STATION	266+80	361+90
REEL LENGTH (FT)	~~9656'~~ 12022'	~~10626'~~ 10178'
CABLE LENGTH (FT)	~~9627'~~ 9682'	~~9641'~~ 9785'
ACCOUNT	85C	85C
CABLE CODE	4DHX-036	4DHX-036
XMISSION PERF.	~~035-XXX/021-XXX~~	036-XXX/021-XXX

CONDUIT PLACING

TYPE	G.I.P. MULTIDUCT 4"	G.I.P. MULTIDUCT 4"	STL. CAS
BEGINNING STATION	265+76	266+82	270+28
ENDING STATION	266+78	290+14	270+78
LENGTH (FT)	102'	2332'	50'
ACCOUNT	4C	4C	4C
NO. OF CONDUITS	1	1	1
INNERDUCT	4-1"	4-1"	SEE NOT

CABLE LENGTH THIS PAGE: TO SNBR : 136' , TO SNDG : 2366'

OWNERSHIP: 100% IXC
FILE NO: N625-150
CABLE GEO: B56ZIAG
CABLE CLLI: SNBR CA U0040

SCALE: 1" = 100'±

PROPRIETARY
USE PURSUANT TO COMPANY INSTRUCT

SPECIFICATION WR 34943

ESTIMATE ELA77V0

PREPARED FOR RECORD

APPROVED KEVIN F. LORENZINI
FOR OUTSIDE PLANT ENGINEER

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY SUPERVISION AND THAT I AM REGISTERED IN THE STATE OF CALIFORNIA.

GLENN A. SELS
R.C.E. 15705
DATE 9/20

CLIFFORD A. P
CIVIL ENGIN
22311 Brookh
Huntington Bea
Phone (714) 5
PROJ. NO. 8

REVISIONS:
11/16/90 RENUMBERED DWG.
1-24-91 RENUMBERED DWG.
MARCH, 1991 "AS BUILT"

⚠ LOWER AND REROUTE CABLE AND CONDUIT ON 9TH ST. AT UPRR. MAINTENANCE PROJECT NO. 8359805, SEPT 2011

NOTES:
8/20/90 BID ISSUE
1. STL. CASING FROM STA. 270+28 TO 270+78, FOR PROTECTION OF G.I.P. MULTIDUCT 4"

REVISIONS:
⚠ RELOCATE CABLE AND CONDUIT FOR RAILROAD BRIDGE REMOVAL. MAINTENANCE PROJECT NO. 8535684. JULY, 2013

AT&T Western Regi

SAN BERNARDINO 01
TO
SAN DIEGO 02, CALIFORN
1.7 Gb/s LIGHTGUIDE SYST

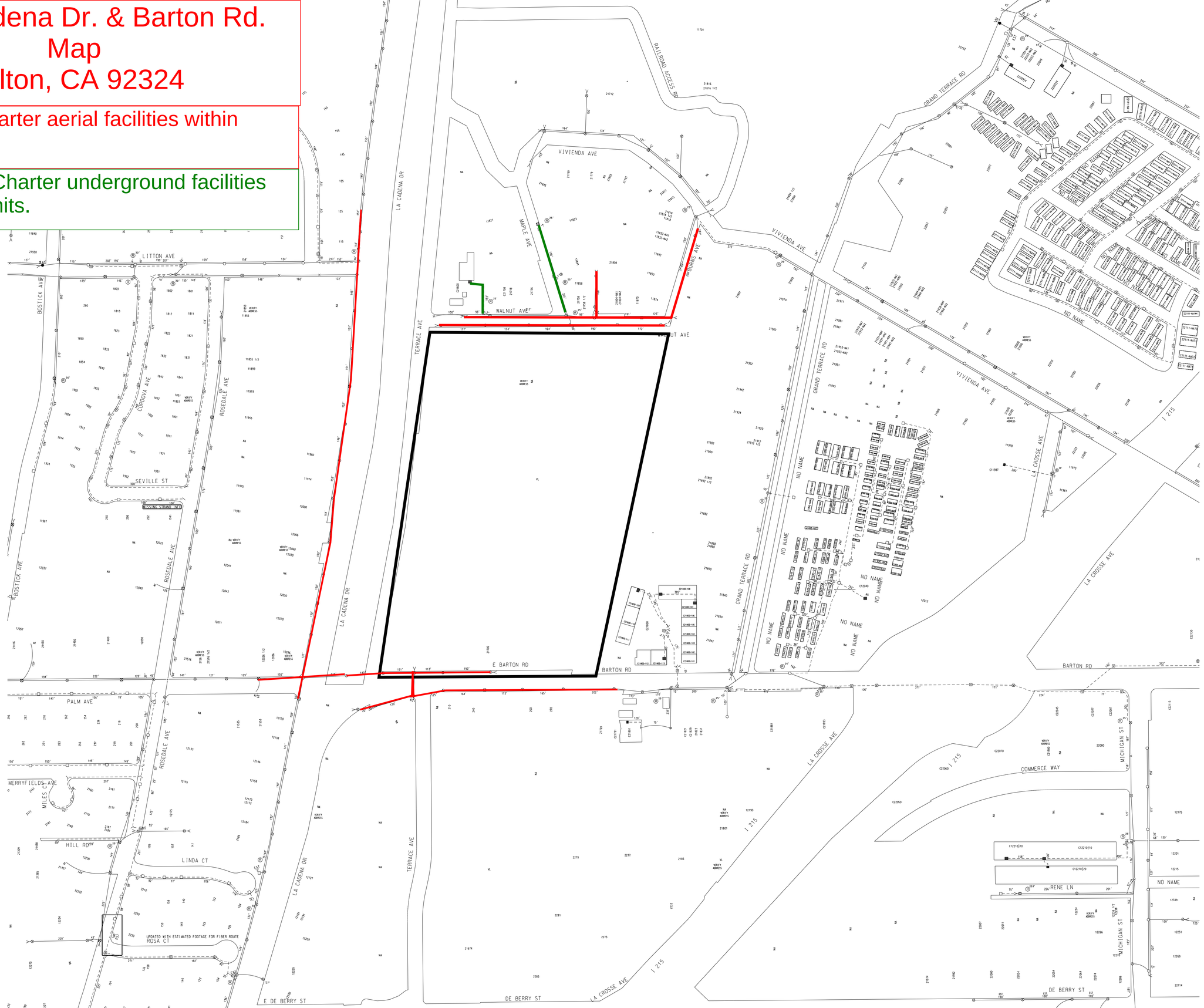
LINE CODE F469
SAN BERNARDINO-SAN DI
FTA CABLE
DETAIL CONSTRUCTION DRA

WR 34943-216

S. La Cadena Dr. & Barton Rd. Map Colton, CA 92324

Red-existing Charter aerial facilities within project limits.

Green-existing Charter underground facilities within project limits.



CenturyLink and Level 3 Network



October 23, 2018

1:13,739

0 0.1 0.2 0.4 mi

0 0.175 0.35 0.7 km

Level 3 Facilities

- Aerial
- Underground

Non Level 3 Facilities

- Aerial
- Underground

Level 3 Data is Highly Confidential and Proprietary.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan,

Persons working in the area covered by this data must contact the statewide Call-Before-You-Dig System to ascertain the location of underground facilities prior to performing any excavation. CenturyLink and Level 3 Data is Highly Confidential and Proprietary
CenturyLink and Level 3 Communications Data is Confidential

Sprint does not warrant or guarantee in any manner the accuracy of this map. Any intended excavation requires notification to the local "One Call Center" or Sprint's CALL BEFORE YOU DIG Center at 1-800-521-0579, at least 48 hours prior to commencing activity.

Sprint has buried transcontinental fiber optic facilities

SITE

SITE

Loma Verde W
Loma Roja W
Loma Roja W
Della Ln
Bostick Ave
W Litton Ave
S Cordova Ave
S Rosedale Ave
W Seville St
S La Cadena Dr
Terrace Ave
Vivienda Ave
Maple Ave
Burns Ave
Walnut Ave
Grand Terrace Rd
Newport Ave
Vivienda Ave
Grand Terrace Fitness Park
Pascal Ave
Carhart Ave
Riverside Fwy
McClarren St
Grand Terrace Mobile Home Park
Lineage Logistics
La Crosse Ave
Vivienda Ave
La Loma Hills
Palm Ave
Barton Rd
Barton Rd
Barton Rd
Miguel's Jr
McDonald's
Bank of A Financial
Calskate Grand Terrace
Michigan St
Stater Bros. Markets
La Paix St
W Merryfields Ave
W Linda Ct
Hose Man
Rene Ln
S La Cadena Dr
S Terrace Ave
S La Crosse Ave
Reed Ave
Import Cycle
A Storage Place
De Berry St
De Berry St
Cisneros Ct
S Rosedale Ave
Cowan St
Kieswetter St
Earp St
Anderegg Ln
Sprouts Farmers Market Distribution Center
Riverside Fwy
Riverside Canal
Pascal Ave
Mavis St
Mavis St
Cardinal St
Van Buren St
Van Buren St
Lomita Ln
Lark St
Coyote Dr
S Rosedale Ave
Neighborhood Market Mexican Food and Pizza
S Iowa Ave
215
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Satellite
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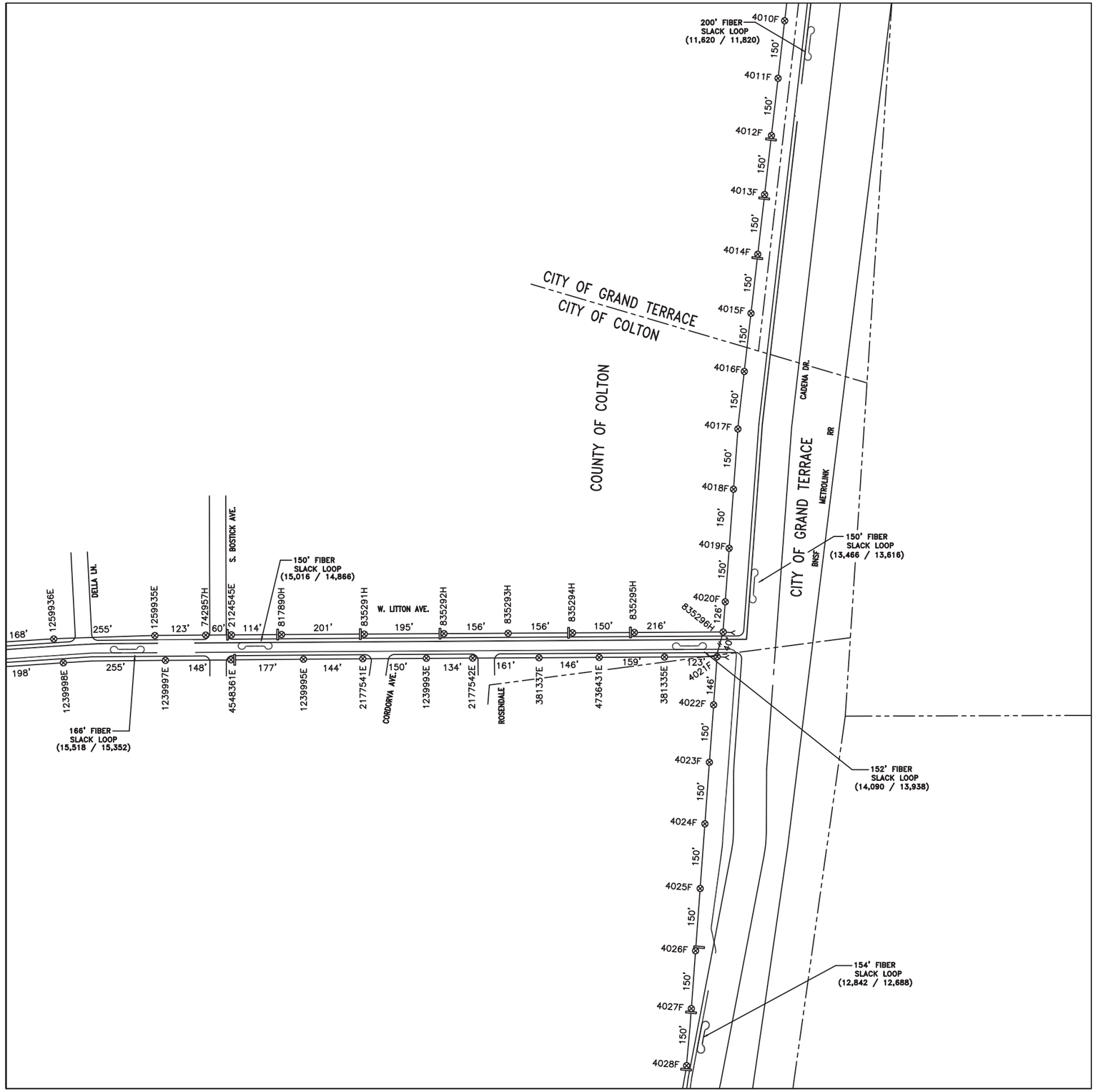
United States
Terms
Send feedback
500 ft



cable engineering services

PRESCOTT COMMUNICATIONS, INC.

10640 Sepulveda Blvd. #1 • Mission Hills, CA 91345

(800) 488-2352

DESCRIPTION		DATE
CONSTRUCTED BY:		
DRAFTED BY:	C.E.S.	01-10-07
FIELD ENGINEERING BY:	C.E.S.	08-18-06
FIELD REVISION:		
FIELD REVISION:		
FIELD REVISION:		

REVISION	DATE
AS-BUILT	04-13-10

MICROCELL INFORMATION

CELL NO.	
ZONE NO.	
ZONE NAME	
LATITUDE	
LONGITUDE	
SITE	
ADDRESS	
ANT. DEG.	

SYM.	DESCRIPTION
MICROCELL	MICROCELL
	FIBER CABLE SPLICE
	MICROCELL QUADRANT (POLE MOUNT)
R	RISER
1,234'	FOOTAGE TO SPLICE
123	POLE ITEM NUMBER

CABLE SYM.	DESCRIPTION
	FIBER CABLE SLACK LOOP
6 -S	6 STRAND FIBER CABLE
48 -S	48 STRAND FIBER CABLE

SYM.	DESCRIPTION
	VERIZON WIRELESS POLE
	JOINT POLE
	STEEL POLE
	EXTENSION ARM
	CABLE ARM
	NEW ANCHOR
	NEW SIDEWALK ANCHOR
	EXISTING ANCHOR
	EXISTING SIDEWALK ANCHOR
	OVERHEAD GUY

DESCRIPTION	QTY.
STRAND FOOTAGE	6,301'
UNDERGROUND FOOTAGE	
6 -STRAND FIBER	
6 -STRAND SLACK LOOP	
48 -STRAND FIBER	6,261'
48 -STRAND SLACK LOOP	972'
96 -STRAND FIBER	
96 -STRAND SLACK LOOP	
TOTAL FIBER SLACK LOOP	972'
TOTAL FIBER	7,233'
MICROCELL	
SPLICE	

verizonwireless

N	-	646-C2	-
1"=100'	646-B3	646-C3	646-D3
	-	646-C4	646-D4

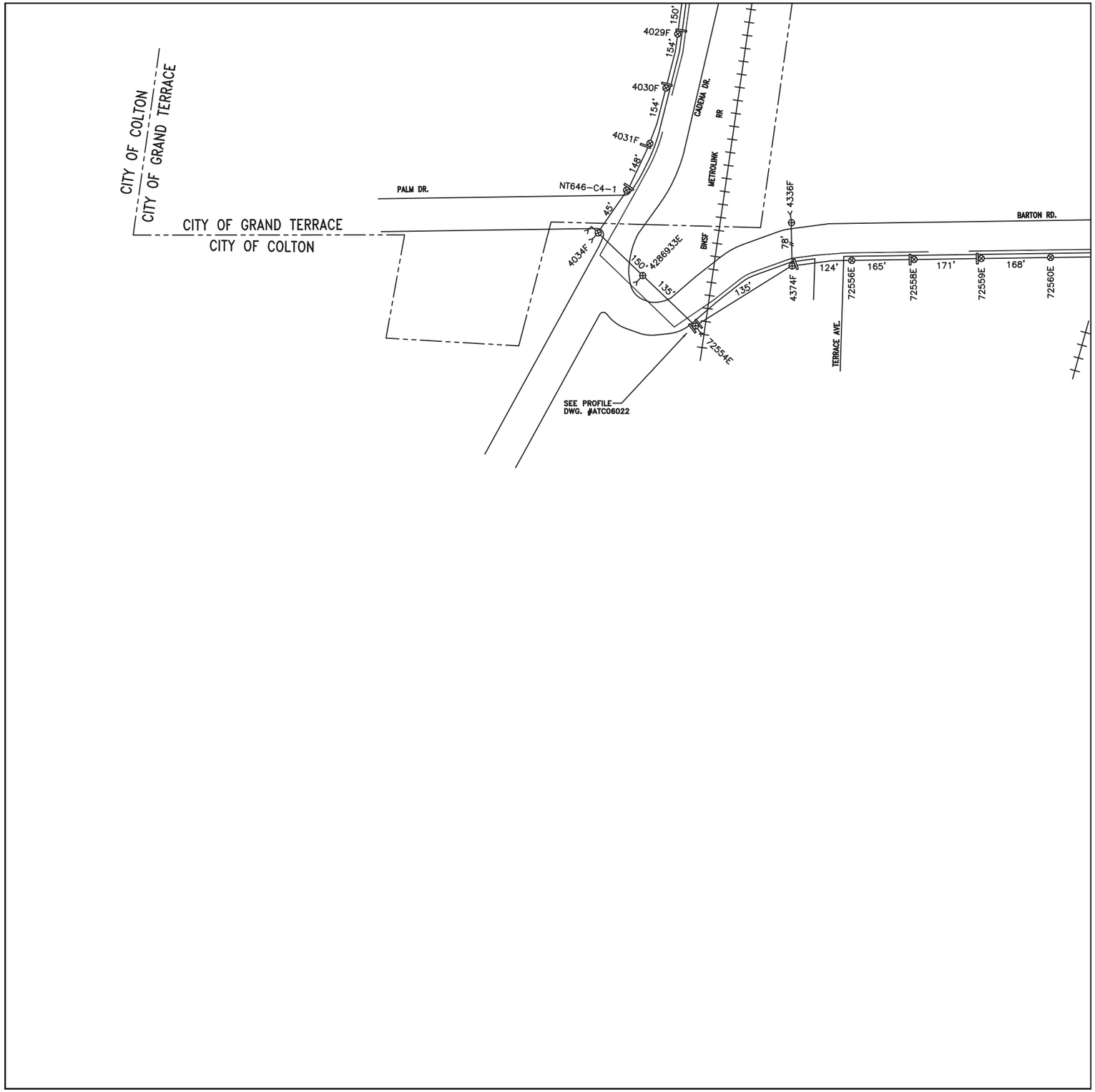
PROJECT: BOX SPRINGS

PROJECT NO.: 10428-1

SYSTEM: -

MASTER SITE NO.: -

MAP NO. 646-C3



cable engineering services

PRESCOTT COMMUNICATIONS, INC.

10640 Sepulveda Blvd. #1 • Mission Hills, CA 91345

(800) 488-2352

DESCRIPTION		DATE
CONSTRUCTED BY:		
DRAFTED BY:	C.E.S.	01-10-07
FIELD ENGINEERING BY:	C.E.S.	08-18-06
FIELD REVISION:		
FIELD REVISION:		
FIELD REVISION:		

REVISION	DATE
AS-BUILT	04-13-10

MICROCELL INFORMATION

CELL NO.	
ZONE NO.	
ZONE NAME	
LATITUDE	
LONGITUDE	
SITE	
ADDRESS	
ANT. DEG.	

SYM.	DESCRIPTION
MICROCELL	MICROCELL
	FIBER CABLE SPLICE
	MICROCELL QUADRANT (POLE MOUNT)
R	RISER
1,234'	FOOTAGE TO SPLICE
123	POLE ITEM NUMBER

CABLE SYM.	DESCRIPTION
	FIBER CABLE SLACK LOOP
6 -S	6 STRAND FIBER CABLE
48 -S	48 STRAND FIBER CABLE

SYM.	DESCRIPTION
	VERIZON WIRELESS POLE
	JOINT POLE
	STEEL POLE
	EXTENSION ARM
	CABLE ARM
	NEW ANCHOR
	NEW SIDEWALK ANCHOR
	EXISTING ANCHOR
	EXISTING SIDEWALK ANCHOR
	OVERHEAD GUY

DESCRIPTION	QTY.
STRAND FOOTAGE	1,699'
UNDERGROUND FOOTAGE	
6 -STRAND FIBER	
6 -STRAND SLACK LOOP	
48 -STRAND FIBER	1,699'
48 -STRAND SLACK LOOP	
96 -STRAND FIBER	
96 -STRAND SLACK LOOP	
TOTAL FIBER SLACK LOOP	
TOTAL FIBER	1,699'
MICROCELL	
SPLICE	

verizon wireless

N	646-B3	646-C3	646-D3
	-	646-C4	646-D4
	-	-	-

PROJECT: BOX SPRINGS

PROJECT NO.: 10428-1

SYSTEM: -

MASTER SITE NO.: -

MAP NO. 646-C4



cable engineering services

PRESCOTT COMMUNICATIONS, INC.

10640 Sepulveda Blvd. #1 • Mission Hills, CA 91345

(800) 488-2352

DESCRIPTION	DATE
CONSTRUCTED BY: –	–
DRAFTED BY: C.E.S.	04/25/12
FIELD ENGINEERING BY: C.E.S.	04/25/12
FIELD REVISION: –	–
FIELD REVISION: –	–
FIELD REVISION: –	–

REVISION	DATE
ADD NEW U.G.	08/22/11
ADD ITEM 1A & 22	09/28/12
AS-BUILT	10/29/12

CABLE SYM.	DESCRIPTION
	FIBER CABLE SLACK LOOP
--S	– STRAND FIBER CABLE
--S	– STRAND FIBER CABLE
	FIBER CABLE SPLICE

SYM.	DESCRIPTION
R	RISER POLE
1,234'	FOOTAGE TO SPLICE
123	ITEM NUMBER
	NEW POLE
	JOINT POLE
	STEEL POLE
	PROPOSED EXTENSION ARM
	PROPOSED DOUBLE EXTENSION ARM
	PROPOSED CABLE ARM
	PROPOSED DOUBLE CABLE ARM
	PROPOSED GUARD ARM
	PROPOSED DOUBLE GUARD ARM
	EXISTING EXTENSION ARM
	EXISTING DOUBLE EXTENSION ARM
	EXISTING CABLE ARM
	EXISTING DOUBLE CABLE ARM
	EXISTING GUARD ARM
	EXISTING DOUBLE GUARD ARM
	NEW ANCHOR
	NEW SIDEWALK ANCHOR
	EXISTING ANCHOR
	EXISTING SIDEWALK ANCHOR
	OVERHEAD GUY

DESCRIPTION	QTY.
STRAND FOOTAGE	3,840'
UNDERGROUND FOOTAGE	–
-48-STRAND FIBER	3,140'
-48-STRAND SLACK LOOP	450'
– -STRAND FIBER	–
– -STRAND SLACK LOOP	–
– -STRAND FIBER	–
– -STRAND SLACK LOOP	–
TOTAL FIBER SLACK LOOP	450'
TOTAL FIBER	3,590'
SPLICE	1

verizonwireless

N	–	–	–
1" = 100' ● "E" SIZE	–	646-D3	646-E3
	–	646-D4	646-E4

PROJECT: I-215 Bi County HOV Gap Project

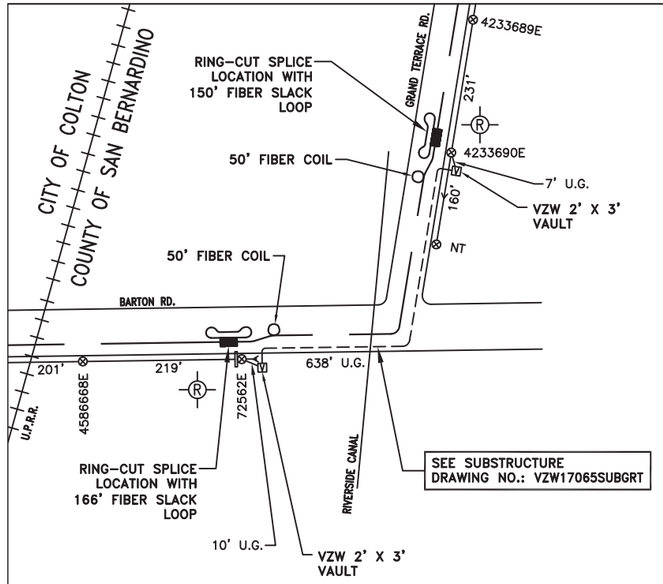
PROJECT NO.: 10010321-1

SYSTEM: –

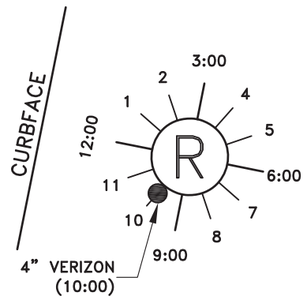
MASTER SITE: –

GRID NO.: 646-D3

SHEET NO: 3 OF 4

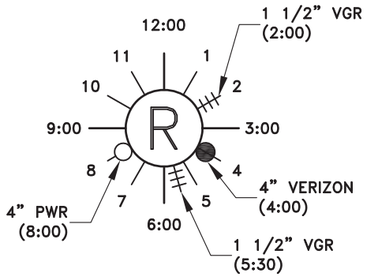


WOOD POLE #4233690E



WOOD POLE #72562E

CURBFACE



cable engineering services

PRESCOTT COMMUNICATIONS, INC.

10640 Sepulveda Blvd. #1 • Mission Hills, CA 91345

(800) 488-2352

DESCRIPTION		DATE
CONSTRUCTED BY:	–	–
DRAFTED BY:	C.E.S.	01/10/07
FIELD ENGINEERING BY:	C.E.S.	08/18/06
FIELD REVISION:	–	–
FIELD REVISION:	–	–
FIELD REVISION:	–	–

REVISION	DATE
AS-BUILT	04/13/10
BID-PRINT	08/02/17
AS-BUILT	12/11/17

CABLE SYM.	DESCRIPTION
	FIBER CABLE SLACK LOOP
48-S	48 STRAND FIBER CABLE
48-S	48 STRAND FIBER CABLE
	FIBER CABLE SPLICE

SYM.	DESCRIPTION
R	RISER POLE
1,234'	FOOTAGE TO SPLICE
123	ITEM NUMBER
●	NEW POLE
⊗	JOINT POLE
⬡	STEEL POLE
⊗	PROPOSED EXTENSION ARM
⊗	PROPOSED DOUBLE EXTENSION ARM
⊗	PROPOSED CABLE ARM
⊗	PROPOSED DOUBLE CABLE ARM
⊗	PROPSOED GUARD ARM
⊗	PROPOSED DOUBLE GUARD ARM
⊗	EXISTING EXTENSION ARM
⊗	EXISTING DOUBLE EXTENSION ARM
⊗	EXISTING CABLE ARM
⊗	EXISTING DOUBLE CABLE ARM
⊗	EXISTING GUARD ARM
⊗	EXISTING DOUBLE GUARD ARM
⊀	NEW ANCHOR
⊼	NEW SIDEWALK ANCHOR
⊀	EXISTING ANCHOR
⊼	EXISTING SIDEWALK ANCHOR
—//—	OVERHEAD GUY

DESCRIPTION	QTY.
STRAND FOOTAGE	811'
UNDERGROUND FOOTAGE	655'
24 -STRAND FIBER	–
24 -STRAND SLACK LOOP	–
48 -STRAND FIBER	1,356'
48 -STRAND SLACK LOOP	416'
72 -STRAND FIBER	–
72 -STRAND SLACK LOOP	–
TOTAL FIBER SLACK LOOP	416'
TOTAL FIBER	1,772'
SPLICE	2

verizon

N	–	–	–
1" = 100' ● "E" SIZE	–	646-D4	–
	–	–	–

PROJECT: BARTON RD - 215 FREEWAY

PROJECT NO.: 10011183-1

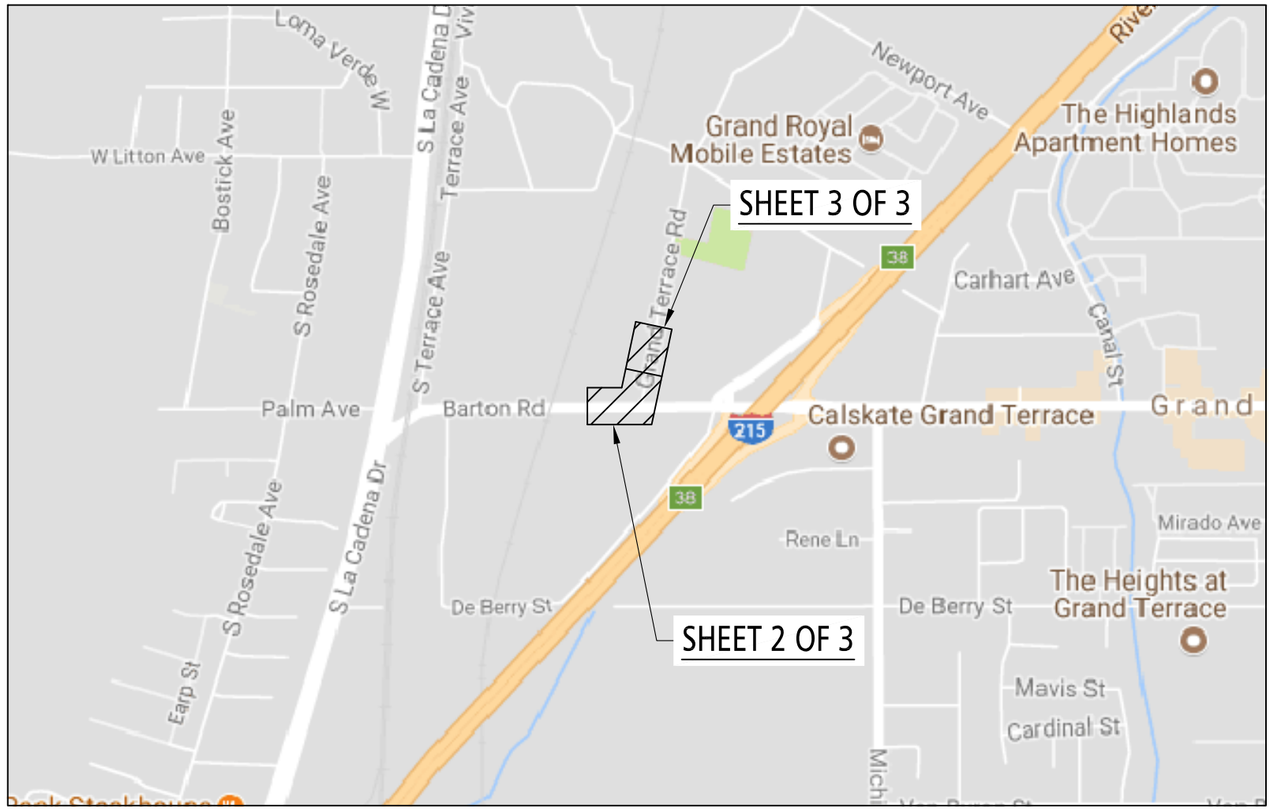
SYSTEM: –

MASTER SITE: –

GRID NO.: 646-D4

SHEET NO: 2 OF 2

BARTON RD. & GRAND TERRACE RD.
GRAND TERRACE, CA 92313



T.G.P. NO.: SB 646-D4

AS-BUILT
11/30/17

verizon

cable engineering services
PRESCOTT COMMUNICATIONS INC.
10640 SEPULVEDA BLVD. SUITE 1
MISSION HILLS, CA 91345
(818) 898-2352FAX (818) 898-9186

SCALE:
N.T.S.

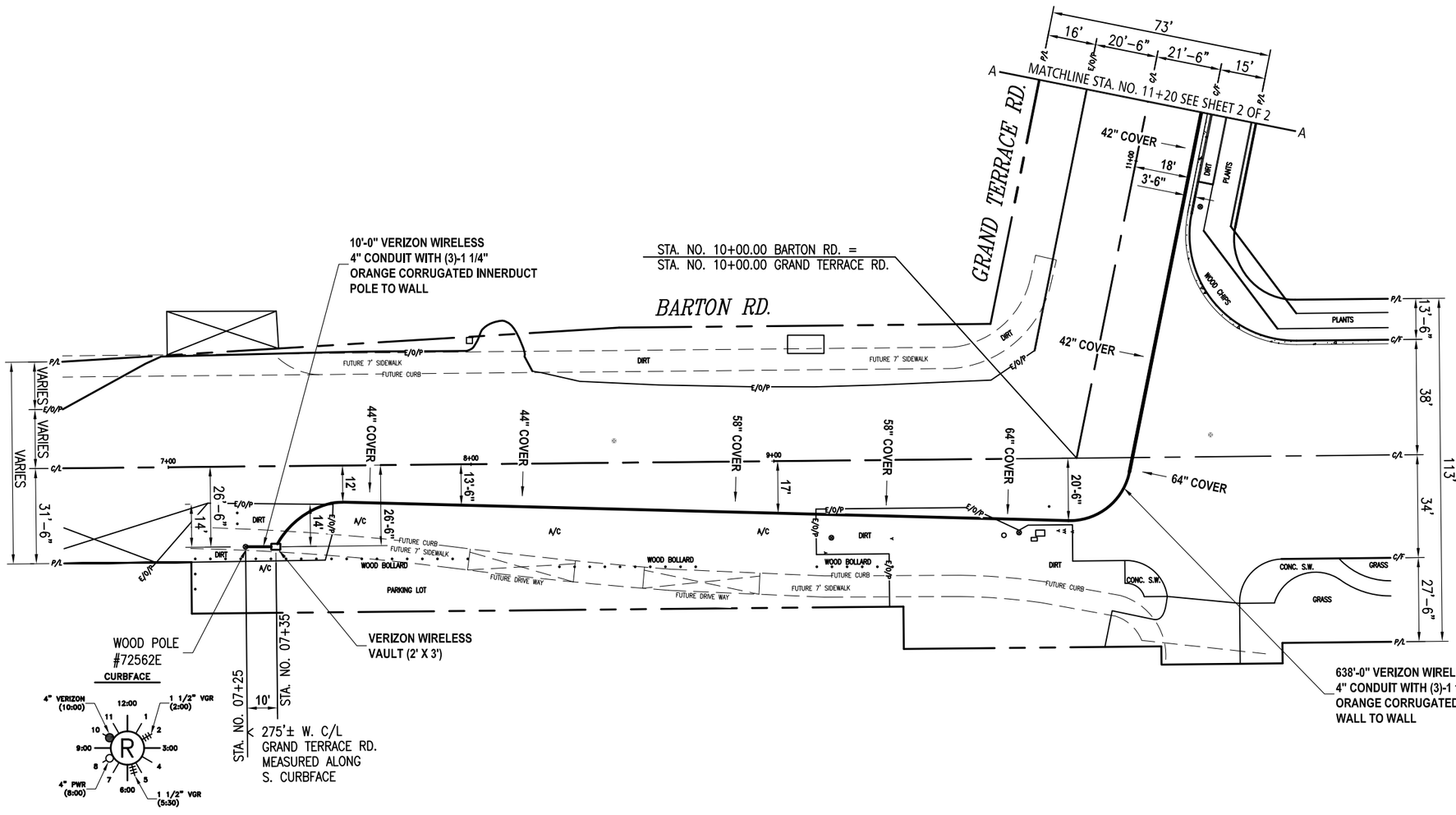
PROJECT NO.:	10011183-16
PROJECT NAME:	AS-BUILT
CITY:	GRAND TERRACE
COUNTY:	SAN BERNARDINO
ENGINEERED BY:	CABLE ENGINEERING SERVICES DATE: 11-30-17
DRAFTED BY:	CABLE ENGINEERING SERVICES DATE: 11-30-17
LOCATION:	BARTON RD. & GRAND TERRACE RD.
PLAN: VZW17065SUBGRT-AB	SHEET 1 OF 3

NOTES TO VERIZON CONTRACTOR

A) PLACE FIBER OPTIC WARNING TAPE IN TRENCH 12" ABOVE ALL VERIZON CONDUITS.
B) PLACE (3)–1 1/4" ORANGE CORRUGATED INNERDUCT INSIDE ALL VERIZON 4" PVC CONDUIT UNLESS SPECIFIED.
C) ALL CONDUITS SHALL BE INTEGRITY CHECKED BY PASSAGE OF STANDARD MANDREL AS FOLLOWS" 4" DUCT – 3 5/8" X 12" MANDREL.
D) ALL CONDUITS SHALL BE LEFT CLEAN AND DRY.

ALL PULLING LINES:

* SHALL BE NEW MATERIAL, FREE OF KNOTS, KINKS AND ABRASIONS.
* SHALL BE PLACED AS A SINGLE CONTINUOUS LENGTH IN EACH.
* SHALL BE SECURED AT EACH END.
* SHALL BE NEW 3/8" POLYPROPYLENE ROPE WITH A MINIMUM 2,200 TENSILE STRENGTH.



AS-BUILT 11/30/17

UNDERGROUND UTILITIES NOTE:

THE LOCATIONS AND EXISTENCE OF ANY UNDERGROUND PIPES, STRUCTURES OR CONDUITS SHOWN ON THIS PLAN WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THERE MAY BE EX. UTILITIES OTHER THAN THOSE SHOWN ON THIS PLAN. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT SHOWN ON THIS PLAN.

verizon

cable engineering services
PRESCOTT COMMUNICATIONS INC.
10640 SEPULVEDA BLVD. SUITE 1
MISSION HILLS, CA 91345
(818) 898–2352FAX (818) 898–9186

DIGALERT 1-800-227-2600
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
TICKET # _____

UTILITY LEGEND
VERIZON WIRELESS (VZW) EXISTING

SCALE: 1"=20'

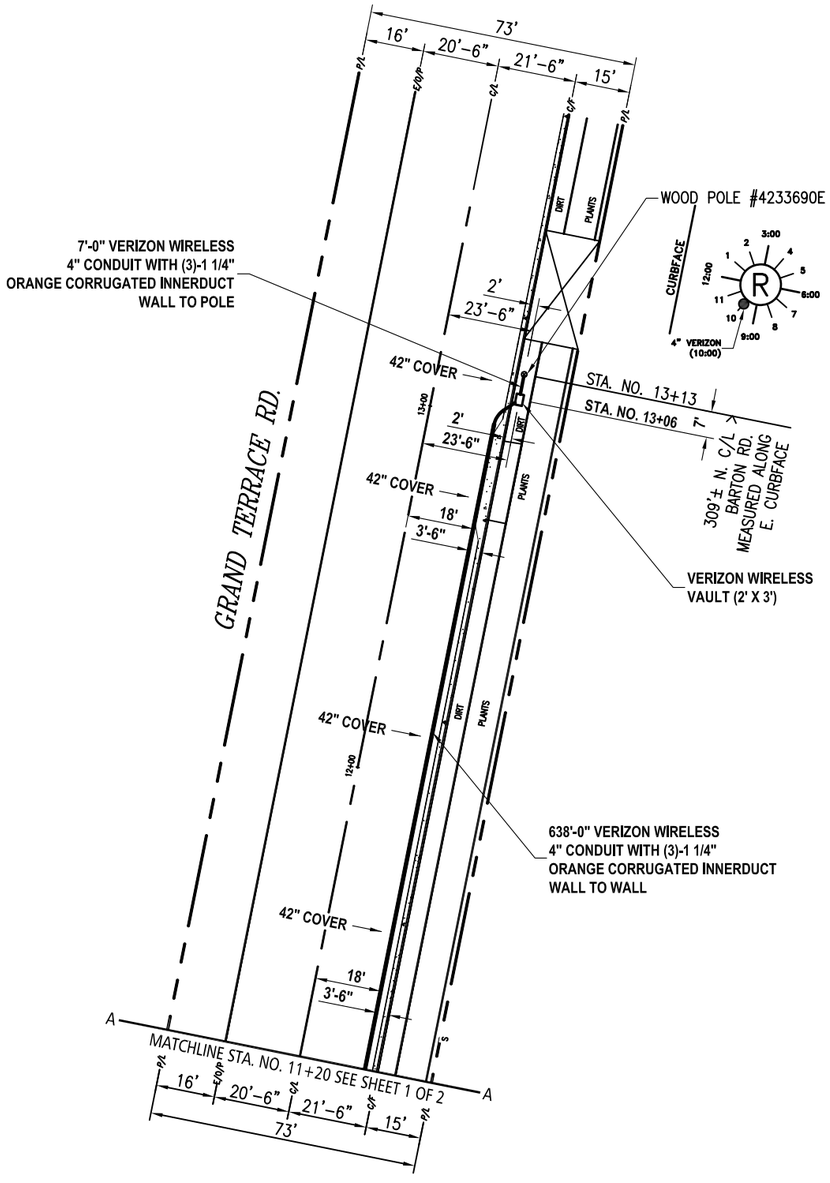
PROJECT NAME: AS–BUILT		PERMIT NO.:
T.G. MAP NO.: SB 646–D4		DATE:
TOTAL FOOTAGE THIS PROJECT: 655'		CITY: GRAND TERRACE
ENGINEERED BY: C.E.S. DATE: 11–30–17		COUNTY: SAN BERNARDINO
DRAFTED BY: C.E.S. DATE: 11–30–17		LOG NO.:
REVISION	DATE	LOCATION:
AS–BUILT	11–30–17	BARTON RD. & GRAND TERRACE RD.
PROJECT NO.: 10011183–16		PLAN: VZW17065SUBGRT–AB | SHEET 2 OF 3

NOTES TO VERIZON CONTRACTOR

A) PLACE FIBER OPTIC WARNING TAPE IN TRENCH 12" ABOVE ALL VERIZON CONDUITS.
B) PLACE (3)–1 1/4" ORANGE CORRUGATED INNERDUCT INSIDE ALL VERIZON 4" PVC CONDUIT UNLESS SPECIFIED.
C) ALL CONDUITS SHALL BE INTEGRITY CHECKED BY PASSAGE OF STANDARD MANDREL AS FOLLOWS" 4" DUCT – 3 5/8" X 12" MANDREL.
D) ALL CONDUITS SHALL BE LEFT CLEAN AND DRY.

ALL PULLING LINES:

* SHALL BE NEW MATERIAL, FREE OF KNOTS, KINKS AND ABRASIONS.
* SHALL BE PLACED AS A SINGLE CONTINUOUS LENGTH IN EACH.
* SHALL BE SECURED AT EACH END.
* SHALL BE NEW 3/8" POLYPROPYLENE ROPE WITH A MINIMUM 2,200 TENSILE STRENGTH.



AS-BUILT
11/30/17

UNDERGROUND UTILITIES NOTE:

THE LOCATIONS AND EXISTENCE OF ANY UNDERGROUND PIPES, STRUCTURES OR CONDUITS SHOWN ON THIS PLAN WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THERE MAY BE EX. UTILITIES OTHER THAN THOSE SHOWN ON THIS PLAN. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT SHOWN ON THIS PLAN.

verizon

cable engineering services
PRESCOTT COMMUNICATIONS INC.
10640 SEPULVEDA BLVD. SUITE 1
MISSION HILLS, CA 91345
(818) 898–2352FAX (818) 898–9186

DIGALERT 1–800–227–2600
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
TICKET # _____

UTILITY LEGEND

VERIZON WIRELESS (VZW) EXISTING

SCALE: 1"=20'

PROJECT NAME: AS–BUILT		PERMIT NO.:
T.G. MAP NO.: SB 646–D4		DATE:
TOTAL FOOTAGE THIS PROJECT: 655'		CITY: GRAND TERRACE
ENGINEERED BY: C.E.S. DATE: 11–30–17		COUNTY: SAN BERNARDINO
DRAFTED BY: C.E.S. DATE: 11–30–17		LOG NO.:
REVISION	DATE	LOCATION: GRAND TERRACE RD. N/O BARTON RD.
AS–BUILT	11–30–17	
PROJECT NO.: 10011183–16		PLAN: VZW17065SUBGRT–AB SHEET 3 OF 3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	215	0.6/1.7	201	693

REGISTERED CIVIL ENGINEER — DATE 5-19-17

PLANS APPROVAL DATE 5-22-17

REGISTERED PROFESSIONAL ENGINEER — TRUC L. BUI — No. C72902 — Exp. 12-30-18 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

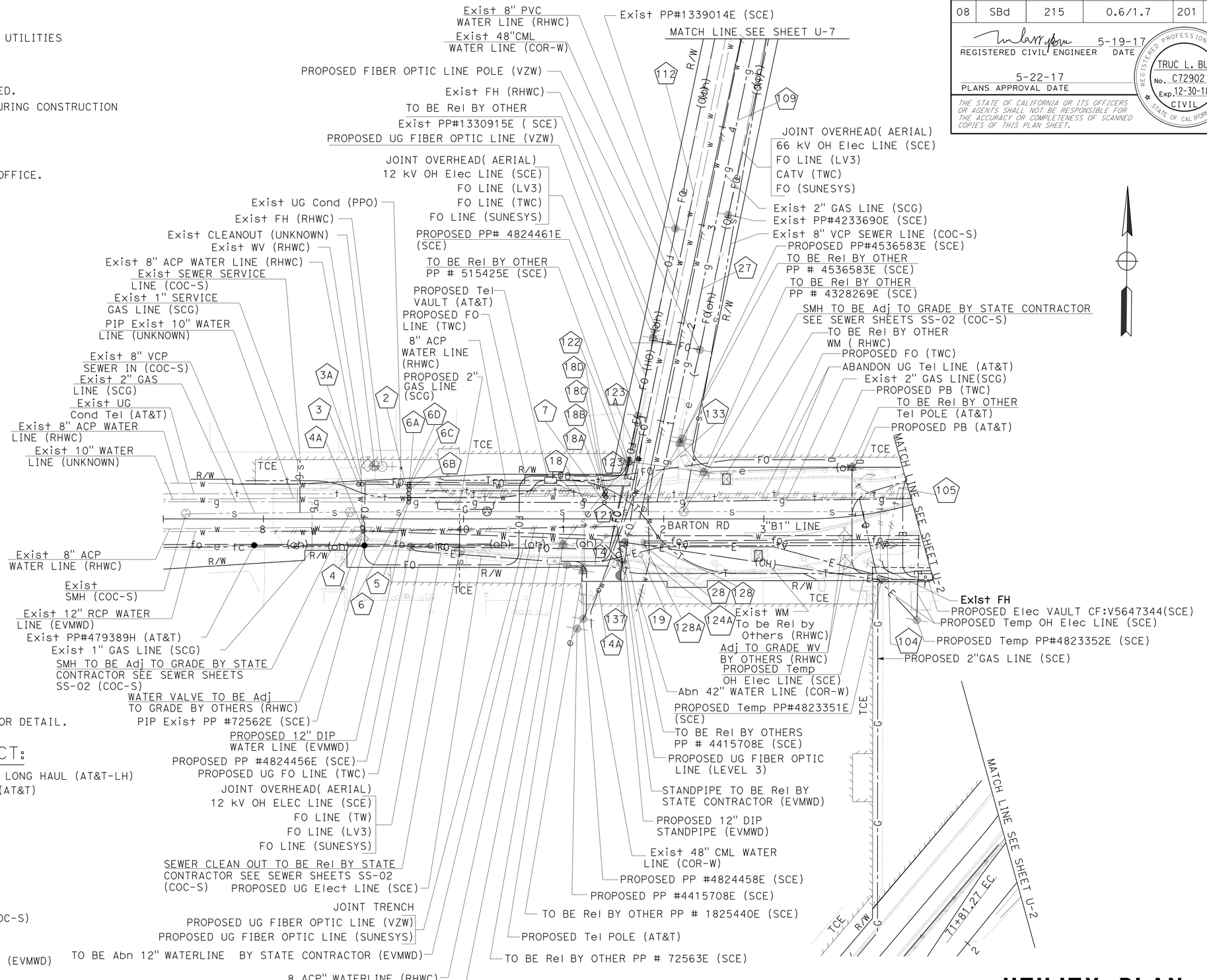
1. A UTILITY INVESTIGATION WAS COMPLETED AND UTILITIES WERE FOUND WITHIN THE PROJECT LIMITS.
2. ALL ELEVATIONS SHOWN REFER TO THE TOP OF PIPE OR CONDUIT, UNLESS OTHERWISE STATED.
3. RELOCATION WILL BE PERFORMED BY OTHERS DURING CONSTRUCTION UNLESS NOTED OTHERWISE.
4. (X) - SEE POTHOLE TABLE SHEET U-X
5. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND UTILITY:

- ⟵ - INDICATES GUY ANCHOR FROM POLE
- ◢ - INDICATES CABINET
- ▢ - INDICATES ELECTRIC PULL BOX
- ▭ - INDICATES ELECTRIC VAULT
- ☼ - INDICATES Light Pole
- ●— - INDICATES POWER POLE
- ☺ - INDICATES MANHOLE
- ◇ - INDICATES WATER VALVE
- ⊣O⊢ - INDICATES FIRE HYDRANT
- ⊠ - INDICATES WATER METER
- ⊙ - INDICATES GAS VALVE
- ⊕ - INDICATES SEWER CLEANOUT
- ////// - INDICATES ABANDON UTILITES

ABBREVIATIONS:

Conc ENC	CONCRETE ENCASEMENT
EL	ELEVATION
SMH	SEWER MANHOLE
PP	POWER POLE
WM	WATER METER
WV	WATER VALVE
SC	STATE CONTRACTOR
PPO	PRIVATE PROPERTY OWNER
TF	TRANSFORMER
PB	PULL BOX
FO	FIBER OPTIC
W	WATER



CONSTRUCTION NOTE:

[1] CONSTRUCT BACKFILL. SEE UTILITY Sht U-15 FOR DETAIL.

UTILITY OWNERSHIP ON THIS PROJECT:

FIBER OPTIC - AMERICAN TELEPHONE AND TELEGRAPH LONG HAUL (AT&T-LH)
FIBER OPTIC - AMERICAN TELEPHONE AND TELEGRAPH (AT&T)
FIBER OPTIC - VERIZON WIRELESS (VZW)/FRONTIER
FIBER OPTIC - TIME WARNER (TWC)
FIBER OPTIC - LEVEL 3 (LV3)
FIBER OPTIC - SUNESYS (S)
FIBER OPTIC - VERIZON (VZ)
ELECTRIC - SOUTHERN CALIFORNIA EDISION (SCE)
ELECTRIC - CITY OF COLTON ELECTRIC (COC-E)
GAS - THE GAS COMPANY (SCG)
SEWER - CITY OF COLTON/CITY OF GRAND TERRACE (COC-S)
WATER - RIVERSIDE HIGHLAND WATER COMPANY (RHWC)
WATER - CITY OF RIVERSIDE (COR-W)
WATER - ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD)
WATER - CITY OF COLTON (COC-W)

UTILITY PLAN

SCALE: 1"=50' **U-1**

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

REVISED BY | DATE REVISED
JOYA GILSTER | TRUC L. BUI
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: BEN AMIRI
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans

LAST REVISION | DATE PLOTTED => 19-MAY-2017
05-19-17 | TIME PLOTTED => 07:14

BORDER LAST REVISED 7/2/2010 | USERNAME => s102458 | DGN FILE => 0800000282ka001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2242 | PROJECT NUMBER & PHASE 08000002821

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	215	0.6/1.7	202	693

REGISTERED CIVIL ENGINEER — DATE: 5-19-17

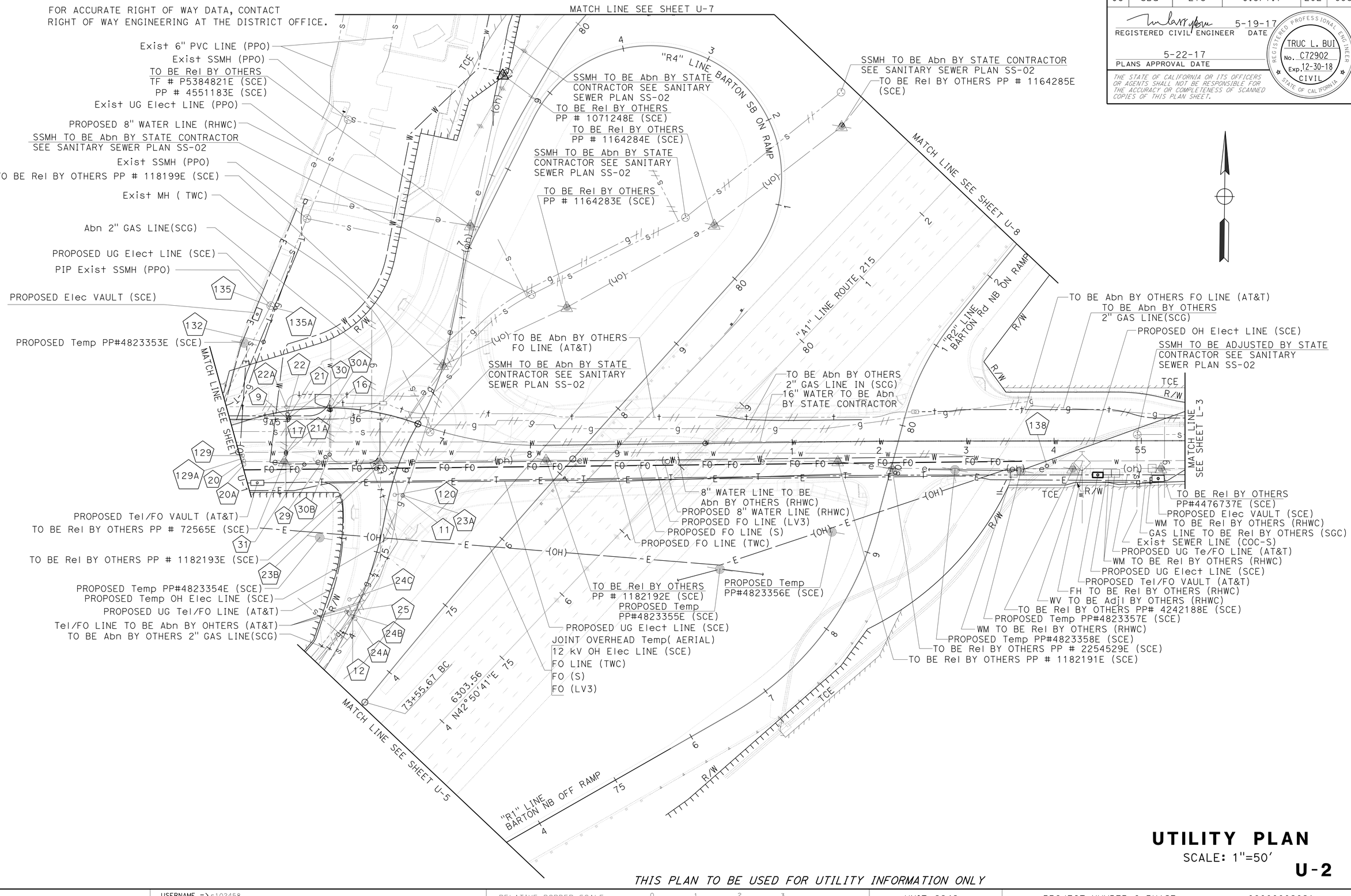
PLANS APPROVAL DATE: 5-22-17

REGISTERED PROFESSIONAL ENGINEER — TRUC L. BUI — No. C72902 — Exp. 12-30-18 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



UTILITY PLAN

SCALE: 1"=50'

U-2

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: BEN AMIRI

CALCULATED-DESIGNED BY: TRUC L. BUI

CHECKED BY:

REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 19-MAY-2017 | TIME PLOTTED => 07:14

05-19-17

BORDER LAST REVISED 7/2/2010 | USERNAME => s102458 | DGN FILE => 0800000282ka002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2242 | PROJECT NUMBER & PHASE 08000002821

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	215	0.6/1.7	204	693

REGISTERED CIVIL ENGINEER — DATE: 5-19-17

PLANS APPROVAL DATE: 5-22-17

REGISTERED PROFESSIONAL ENGINEER — TRUC L. BUI — No. C72902 — Exp. 12-30-18 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Exist HF#4169766 (SCE)

Exist FH (COC-W)

Exist PP#4766F (COC-E)

Exist GAS LINE (SCG)

Exist WATER LINE (COC-W)

Exist OH Elect LINE (COC-E)

PROPOSED PP (COC-E)

PROPOSED OH Elect LINE (COC-E)

"L1" LINE 58+91.81 BC

TCE

TO BE Rel BY OTHERS
PP # 4768F (COC-E)

JOINT OH AERIAL LINE
(EDISON) 115 KV ELEC LINE
(EDISON) FO COM

Exist UG FO LINE (AT&T LONG HAUL)

UG Elect LINE
(COC-E)

Exist PP (SCE)

Exist SSMH (COC-S)

Exist SEWER LINE (COC-S)

R/W

MATCH LINE SEE SHEET U-5

UTILITY PLAN

SCALE: 1"=50'

U-4

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

CALCULATED-DESIGNED BY: JOYA GILSTER

CHECKED BY: TRUC L. BUI

REVISED BY | DATE REVISED

FUNCTIONAL SUPERVISOR: BEN AMIRI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

LAST REVISION | DATE PLOTTED => 19-MAY-2017 | TIME PLOTTED => 07:14 | 05-19-17

BORDER LAST REVISED 7/2/2010 | USERNAME => s102458 | DGN FILE => 0800000282ka004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2242 | PROJECT NUMBER & PHASE 08000002821

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	215	0.6/1.7	205	693

5-19-17
REGISTERED CIVIL ENGINEER DATE

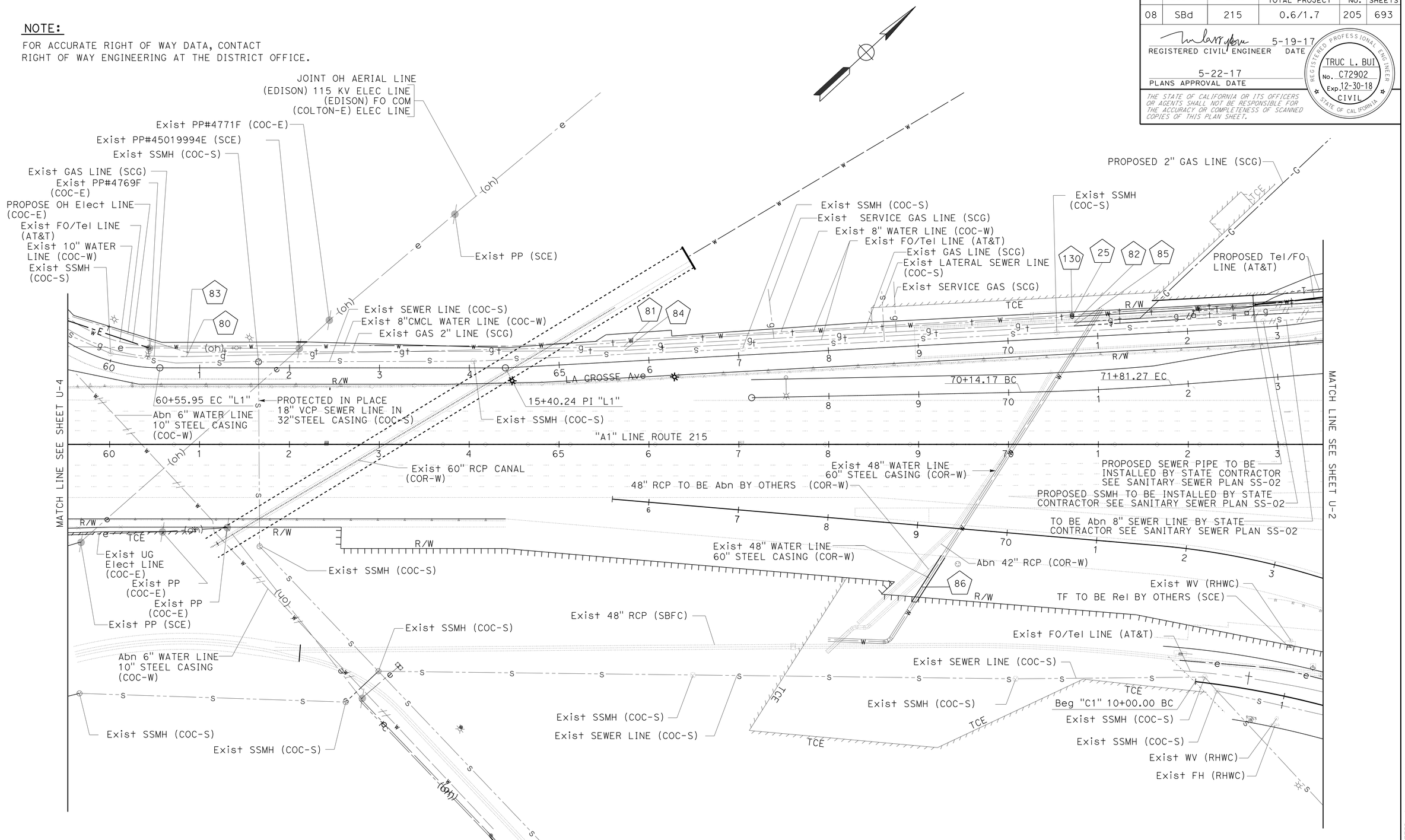
5-22-17
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRUC L. BUI
No. C72902
Exp. 12-30-18
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



UTILITY PLAN

SCALE: 1"=50'

U-5

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans

CALCULATED-DESIGNED BY: JOYA GILSTER
CHECKED BY: TRUC L. BUI
FUNCTIONAL SUPERVISOR: BEN AMIRI
REVISED BY | DATE REVISED

LAST REVISION: DATE PLOTTED => 19-MAY-2017
05-19-17 | TIME PLOTTED => 07:14

BORDER LAST REVISED 7/2/2010

USERNAME => s102458
DGN FILE => 0800000282ka005.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2242

PROJECT NUMBER & PHASE 08000002821

BARTON ROAD, COLTON, SAN BERNARDINO

ATTATL - ATT TRANSMISSION
EMERGENCY
    DISPATCH
    800-241-3624
VACUUM
    Information Not Provided
DESIGN
    JOSEPH FORKERT
    714-963-7964
    JOEF@FORKERTENGINEERING.COM

joef@forkertengineering.com maps

ATTDSOUTH - AT&T - DISTRIBUTION
EMERGENCY
    ATT DAMAGE PREVENTION HOTLINE
    510-645-2929
VACUUM
    AT&T DAMAGE PREVENT HOTLINE
    510-645-2929
DESIGN
    SUBSTRUCTURE RECORDS REQUEST
    510-645-2929

m43744@att.com, g15119@att.com maps and will serve

COL15 - CITY OF COLTON
EMERGENCY
    ELIAS AVILA
    951-421-9120
    EAVILA@CI.COLTON.CA.US
VACUUM
    TIM LUNT
    909-370-5564
    TLUNT@CI.COLTON.CA.US
DESIGN
    MITCHELL GRIGG
    909-370-6192
    MGRIGG@CI.COLTON.CA.US

jsotto, jvargas, voritz@coltonca.gov

EVW37 - ELSINORE VALLEY MWD
EMERGENCY
    OPERATIONS
    951-674-3146
VACUUM
    JASE WARNER
    951-674-3146
    USA_TICKETS@EVMWD.NET
DESIGN
    ENGINEERING
    951-674-3146
    DEVELOPMENT@EVMWD.NET

development@evmwd.net

GT01 - CITY OF GRAND TERRACE
EMERGENCY
    ALAN FRENCH
    909-824-6621
VACUUM
    ALAN FRENCH
    909-824-6621
    AFRENCH@GRANDTERRACE-CA.GOV
DESIGN
    ALAN FRENCH
    909-824-6621
    AFRENCH@GRANDTERRACE-CA.GOV

afrench@grandterrace-ca.gov

HPCOMFON - HP COMMUNICATIONS FONTANA
EMERGENCY
    RAYMOND SANCHEZ
    951-382-2226
    RAYMOND.SANCHEZ@HPCOMMINC.COM
VACUUM
    RAYMOND SANCHEZ
    951-382-2226
    RAYMOND.SANCHEZ@HPCOMMINC.COM

DESIGN
RAYMOND SANCHEZ
951-382-2226
RAYMOND.SANCHEZ@HPCOMMINC.COM

LVL3CM - LEVEL 3 COMMUNICATIONS
EMERGENCY
TECHNICIAN ON DUTY
877-366-8344
VACUUM
TECH ON DUTY
877-366-8344
CABLEPROTECTIONMGMT@CENTURYLINK.COM
DESIGN
AREA REPRESENTATIVE
877-366-8344
RELO@CENTURYLINK.COM

centurylinknationalosprelocations@centurylink.com

RHW01 - RIVERSIDE HIGHLAND WTR
EMERGENCY
RIVERSIDE HIGHLAND WATER
909-825-4128
DHOUGH@RHWCO.COM
VACUUM
AMY ZANDBERGEN
909-825-4128
AZANDBERGEN@RHWCO.COM
DESIGN
CRAIG GUDGEON
909-825-4128
CGUDGEON@RHWCO.COM

cgudgeon@rhwco.com

SCG1OX - SC GAS - FONTANA
AFTER HOURS
Information Not Provided
VACUUM
NO PERMISSION REQUIRED
DESIGN
GEARY AMBERS
909-335-7955
SCGSEREGIONREDLANDSUTILITYREQUEST@SEMPRAUTILITIES.COM

preyes@semprautilities.com

SPRINT1 - SPRINT
EMERGENCY
SPRINT
800-521-0579
VACUUM
JASON JENIA
800-521-0579
DESIGN
TIBOR LAKY
800-659-9698
TIBOR.X.LAKY@SPRINT.COM

tibor.x.laky@sprint.com

UQSTSO - UTILIQUEST MAIN RECEIVING
AFTER HOURS
Information Not Provided
VACUUM
Information Not Provided
DESIGN
Information Not Provided

URIV39 - UTILIQUEST FOR C/OF RIV - WATER & SWR
EMERGENCY
UTILITY DISPATCH
951-351-6228
VACUUM
Information Not Provided
DESIGN
WATER DIVISION
951-826-5285
WATERDEVELOPMENT@RIVERSIDECA.GOV

arevuelta@riversideca.gov
emejia@riversideca.gov

USCE31 - UTILIQUEST FOR SCE DIST - REDLANDS
EMERGENCY
    SC EDISON PERSONNEL
    800-611-1911
VACUUM
    GILBERT ACEVES
    909-548-7249
    GILBERT.ACEVES@SCE.COM
DESIGN
    GILBERT ACEVES
    909-329-9445
    MAPREQUESTS@SCE.COM

michael.galvan@sce.com ws
maprequests@sce.com maps

UTWCONT - UTILIQUEST 4 CHARTER - ONT
EMERGENCY
    Information Not Provided
VACUUM
    Information Not Provided
DESIGN
    COZETTE MILES
    909-975-3398
    COZETTE.MILES@CHARTER.COM

dl-socal-charter-engineering@charter.com maps and ws

UTWCSBDO - UTILIQUEST 4 CHARTER- SBDO
EMERGENCY
    Information Not Provided
VACUUM
    Information Not Provided
DESIGN
    COZETTE MILES
    909-975-3398
    COZETTE.MILES@CHARTER.COM



Distribution List

Colton 3711

Company	Attention
Susan Blackburn AT&T - Anaheim 3939 E. Coronado Street, 2nd Floor Anaheim, CA 92807	Phone: (714) 507-3526 x Fax:
Carl Randolph AT&T- Gardena 100 West Alondra Blvd., Room A202 Gardena, CA 90248	Phone: (310) 515-4029 x Fax: (310) 768-2832
Joseph Forkert AT&T Transmission 22311 Brookhurst St. Suite 203 Huntington Beach, CA 92646	Phone: 714-963-7964 Fax:
Caleb King CenturyLink - Tulsa, OK 100 South Cincinnati Ave., Suite 1200 Tulsa, OK 74103	Phone: (918) 547-0007 x Fax:
Brad Broullire Charter Communications 750 Canyon Drive Coppell, TX 75019	Phone: Fax:
Victor Ortiz City of Colton 160 South 10th Street Colton, CA 92324	Phone: (909) 370-5104 Fax:
Jess Sotto City of Colton 160 South 10th Street Colton, CA 92324	Phone: 909-370-5551 x Fax:
Steve Weiss City of Colton - Community Dev. 659 N. La Cadena Drive Colton, CA 92624	Phone: 909-370-5523 x Fax:
Efrain Orozco City of Riverside Water Engineering Dept. 3750 University Ave., 4th Floor Riverside, CA 92522	Phone: 951-826-5339 x Fax:
Ronald Brees Elsinore Valley Water District 31315 Chaney Street P.O. Box 3000 Lake Elsinore, CA 92530	Phone: 951-674-3146 x Fax: (909) 674-7554
Craig Gudgeon Riverside Highland Water - Grand Terrace	Phone: 909-825-4128 Fax:

12374 Michigan St.
Grand Terrace, CA 92313

Zolia Luna
Riverside Highland Water - Grand Terrace
12374 Michigan St.
Grand Terrace, CA 92313

Phone: 909-824-6621 x212
Fax:

Kim Gurule
Southern California Edison
1444 E. McFadden Ave., Bldg D
Santa Ana, CA 92705

Phone: (714) 796-9932 x
Fax:

Esteban Gonzalez
Southern California Gas Company - Redlands
1981 W. Lugonia Avenue, P.O. Box 3003
Redlands, CA 92374-9720

Phone: 909-335-7550 x
Fax: (909) 335-7527

Jeffrey York
US Sprint
2592 Dupont dr.
Irvine, CA 92612

Phone: 858-526-7533 x
Fax: (714) 781-7039

CONFLICT

22311 Brookhurst Street Ste203
Huntington Beach Ca 92646

October 19, 2018

Thienes Engineering
Attn: James Wickenhaeuser
14349 Firestone Blvd.
La Mirada, CA 90638

Re: Barton Rd. Colton, CA

Dear Mr. Wickenhaeuser,

This is in response to your Inquiry Letter dated October 16, 2018, regarding the above referenced project.

A review of your preliminary plans by AT&T Network Services (long distance) reveals there may be a **CONFLICT** with the above-mentioned project and the AT&T Transcontinental Fiber Optic Cable at this location. AT&T must review your current and/or proposed engineering drawings to insure the safety and maintenance of AT&T facilities. AT&T is willing to provide you with its as built drawings and any details AT&T has available to help avoid any conflicts with its facilities.

Locating of AT&T's facilities must be arranged by contacting your local One-Call Utility Notification Center (Dig Alert) at 1-800-227-2600 or AT&T's Cable Hazards Center at 1-800-252-1133 no less than 2 working days in advance of any activity within the defined easement area or 10' of cable. AT&T Plant Protection Services must be contacted, and be on site prior to any proposed activities on the AT&T easement or within 10' of cable. The AT&T Plant Protection Supervisor in charge of the cable locators for the AT&T cable facilities in the area of your proposed project above is Mr. Curtis Shapazian, AT&T Network Manager OPS at GNO west. (559) 442-2252.

All inquiries requesting AT&T Proprietary Information in Southern California, Southern Nevada and Arizona (i.e. engineering as-builts) must be forwarded with detailed engineering drawings associated with your project to:

AT&T INQUIRIES
22311 Brookhurst Street, Suite #203
Huntington Beach, CA 9264
joef@forkertengineering.com

Enclosed is a copy of AT&T **San Bernardino to San Diego FTA** cable drawings **WR 34943-216/7** that depicts the approximate location of the AT&T cable in the general vicinity of your preliminary drawing. These as-built drawings are for informational use only in determining the approximate location of the AT&T facility. These drawings are "Proprietary Information" and should be utilized in strict confidence. **PLEASE PLOT THE LOCATION OF THE AT&T CONDUIT SYSTEM ON YOUR PLAN VIEW AND PROFILE DRAWINGS AND RETURN FOR FURTHER CONFLICT REVIEW.**

Should you have any questions related to engineering as builts, information, questions or concerns regarding your proposed project, please contact Mr. Joseph Forkert at (714) 963-7964 or me at your earliest convenience.

Sincerely,

Joseph Forkert for
Tanya Hernandez
AT&T Cable Maintenance Engineer
(619) 200-7896

22311 Brookhurst Street Suite 203
Huntington Beach Ca 92646

LEASE

THIS IS AN AT&T CALIFORNIA OWNERSHIP OF FACILITY

October 19, 2018

Thienes Engineering
Attn: James Wickenhaeuser
14349 Firestone Blvd.
La Mirada, CA 90638

Re: Barton Rd. Colton, CA

Dear Mr. Wickenhaeuser,

This is in response to your Inquiry Letter dated October 16, 2018, regarding the above referenced project. **THE UTILITY CLEARANCE FORM NEEDS TO COME FROM AT&T CALIFORNIA, THEY OWN THE CONDUIT FACILITY.**

Please be advised that AT&T Network Services has an active Transcontinental Fiber Optic Cable (long distance), in LEASED CONDUIT from **AT&T California (SBC – PAC BELL)** in close proximity to your project. For detailed conduit prints or information, you need to contact **AT&T California (SBC - PAC BELL)**. **AT&T's cable route and drawing is San Bernardino to Corona FTA WR-55019.**

Locating and pot-holing of AT&T's facilities can be arranged by contacting USA Dig Alert at 1-800-227-2600 for Southern California.

Future inquiries for AT&T Facilities in Southern California, Southern Nevada, and Arizona should be directed to:

AT&T INQUIRIES
22311 Brookhurst Street, Suite 203
Huntington Beach, CA 92646
joef@forkertengineering.com

Should you have any questions or concerns regarding this project, please contact Mr. Joseph Forkert at (714) 963-7964 or me at your earliest convenience.

Sincerely,

Joseph Forkert for
Tanya Hernandez
OSP Maintenance Engineer
(619) 200-7896

Will Serve Letter

10/17/2018

James Wickenhauser
Thienes Engineering, Inc
143496 Firestone Blvd
La Mirada, CA 90638

Project Name:	WSL - S La Cadena Dr & Barton Rd
LOCATION:	S La Cadena Dr & Barton Rd, Colton, CA 92324

Re: May Serve Letter by Charter Communications or an affiliate authorized to provide service ("Charter")

Thank you for your interest in receiving Charter service. The purpose of this letter is to confirm that the Property is within an area that Charter may lawfully serve. However, it is not a commitment to provide service to the Property. Prior to any determination as to whether service can or will be provided to the Property, Charter will conduct a survey of the Property and will need the following information from you:

- Exact site address and legal description
- Is this an existing building or new construction?
- Site plans, blue prints, plat maps or any similar data
- The location of any existing utilities or utility easements
- _____

Please forward this information to the construction manager listed below. Upon receipt, a Charter representative will be assigned to you to work through the process. Ultimately, a mutually acceptable service agreement for the Property will be required and your cooperation in the process is appreciated.

Construction Manager Contact:
Claudia Payne
South Region Specialist, Business Development
7337 Central Ave
Riverside, CA 92504
951-406-1613
claudia.payne@charter.com

Sincerely,

Claudia Payne

COLTON

Public Utilities

January 15, 2019

James Wickenhaeuser
Thienes Engineering, Inc
14349 Frestone Blvd,
La Mirada CA 90638

Re: **WILL SERVE LETTER FOR WATER AND SEWER CONNECTION BARTON ROAD, COLTON CA APN 027522323, 027522344, 027522345, 116705102, 116705115, 116705116, 116705117, 116705118, 116705119, 116705120, 116713103, 116713104 AND 116706106**

Dear Mr. Wickenhaeuser:

Based on the available information provided to this office, please be advised that the above-reference project area is within the water and sewer service area of the City. The available water and sewer mains are located adjacent to the proposed project location along Barton Road. Water and sewer service will be supplied to the proposed property upon completion of all necessary approved system connections and upon satisfactory arrangement of all financial matters with the City.

If you need further information you may contact me at (909) 370-5551.

Sincerely,

Jess Sotto, PE
Utilities Engineer

160 South 10th Street
Colton, California 92324
(909) 370-5099

Committed to Our Community

SOUTHERN CALIFORNIA
EDISON
An *EDISON INTERNATIONAL* Company

November 9, 2018

Attn: James Wickenhaeuser
Thienes Engineering, Inc.
14349 Firestone Blvd
La Mirada, CA 90638-5527

RE: BARTON RD., S. TERRANCE AVE., AND DE BERRY ST.

Enclosed are copies of the existing Southern California Edison overhead facilities inventory maps covering the area of your proposed project. Our records indicate that there are no existing Southern California Edison underground facilities inventory maps covering the area of your proposed project.

Southern California Edison Company believes this information is correct for purposes intended by the Company and assumes no liability for its accuracy.

Should you need to contact an SCE service planner please contact:

SCE PLANNING SUPERVISOR
287 Tennessee St
Redlands, CA 92373
(909) 307-6788

When contacting the SCE service planner, please include copies of the facilities inventory maps that are being provided to you. **SENDING YOUR PLANS TO ANY ADDRESS OTHER THAN THE ONE LISTED WILL CAUSE A DELAYED RESPONSE.**

Thank you, and if you have any further questions, please call me at (714) 796-9932.

Kim Gurule
Facilities Mapping
Power Distribution

Enclosures

Bldg D
P.O. Box 11982
Santa Ana, Ca 92711-1982

Will Serve Letter Only

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL Company

October 18th,2018

Thienes Engineering, Inc

Barton Rd, S Terrace Ave and DeBerry St - Colton, CA

Your project is located in Southern California Edison (SCE) service territory. SCE will serve the above subject project's electrical requirements per the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

SCE may need to conduct utility studies, where applicable, to assess whether additions or modifications to the existing electric infrastructure are required to serve this project. Where applicable, SCE has attached Appendix (B) which not only describes the study, and permitting, but includes a Project Information Sheet that will need to be completed by you and submitted to SCE if your project is at a point where SCE has to determine the required electrical utility work. This Will-Serve letter does not imply that either: (i) these studies have been completed, or (ii) that any required California Environmental Quality Act (CEQA) analysis of project-related electric utility impacts has been conducted.

I am the SCE Design Representative currently assigned to this project. SCE or Applicant will design and construct all required electrical infrastructure to serve this project provided you enter into the applicable contractual agreements with SCE identify scope of electrical utility work required, and supply the following information:

- Site plans as required
- Required contracts and agreements (fully executed)
- Applicable fees
- Local permits
- Required easement documents

Your project will be scheduled for construction once SCE has all the necessary information for your project and you have submitted or agreed to the applicable requirements as stated above, and paid any necessary fees.

If your project will not require SCE services, please notify us so that we can update our records.

SCE appreciates your business. If you have any questions, please feel free to call me at (909) 307-6873.

Sincerely,

SCE Design Representative

Enclosure: Appendix B, where applicable

James Wickenhaueser

From: Utility Request <utilityrequest@evmwd.net>
Sent: Wednesday, October 17, 2018 11:25 AM
To: James Wickenhaueser
Subject: RE: TEI Job # 3711 – Barton Road, Colton
Attachments: Barton Rd & Terrace Ave.pdf

James,
Attached you will find the best available information for the area identified in your utility request. If you have any questions please contact me.

These are the best documents available and EVMWD is not responsible for any inaccuracies in the size, material, or location of facilities shown on plans.

Ronald Brees
Engineering Tech
Elsinore Valley Municipal Water District
951-674-3146 ext 8348
31315 Chaney Street, Lake Elsinore, CA 92530



Please tell us how we're doing by completing this 3-minute survey.

From: Development Services
Sent: Tuesday, October 16, 2018 2:34 PM
To: Utility Request <utilityrequest@evmwd.net>
Subject: FW: TEI Job # 3711 – Barton Road, Colton

From: James Wickenhaueser < >
Sent: Tuesday, October 16, 2018 1:15 PM
To: Development Services <development@evmwd.net>
Subject: TEI Job # 3711 – Barton Road, Colton

THIENES ENGINEERING, INC
14349 Firestone Blvd. La Mirada, CA 90638
Phone (714) 521-4811 • Fax (714) 521-4173

Elsinore Valley Municipal Water District

Hello,

Your company is on our Dig Alert Design Lookup as potentially having facilities within the vicinity of our project. Therefore, I would like to request the following for our proposed INDUSTRIAL development:

- Maps and plans which clearly state the size, location and description of your facilities (plan view and profile if possible); showing ANY (underground or aerial) existing and/or proposed facilities your agency may have located within our project and adjacent public right of way.

The project is located on Barton Road, S. Terrace Avenue, and De Berry Street, City of Colton. Thomas Guide Page 646 C3, C4, D3, D4. Please see attached maps for reference. Assessor parcel numbers:

- **0275-223-23, 44, 45**
- **1167-051-02, 15, 16, 18, 19, 20**
- **1167-131-03, 04**
- **1167-061-06**

If your company DOES NOT have existing facilities on or adjacent to the above referenced property, we would greatly appreciate a response stating such for our records.

Thank you!

James Wickenhaeuser
Design Draftsman

THIENES ENGINEERING, INC.
14349 Firestone Blvd. | La Mirada, CA | 90638
Telephone: (714) 521-4811 | Fax: (714) 521-4173

James Wickenhaueser

From: Orozco, Efrain <eorozco@riversideca.gov>
Sent: Wednesday, October 31, 2018 10:38 AM
To: James Wickenhaueser
Cc: Revuelta, Adelayda; Mejia, Efren
Subject: RE: TEI Job # 3711 – Barton Road, Colton

Good morning James,

Your request for electrical facilities off Barton Rd are out of our city limits. Try Edison. Please fill free to call or email if you need anything else.

Thank you,

Efrain Orozco
Riverside Public Utilities
3750 University Ave. 3rd Floor
Riverside, CA 92501
951.826.5336 direct
951.826.2492 fax
eorozco@riversideca.gov

WATER | ENERGY | LIFE

CITY OF RIVERSIDE PUBLIC UTILITIES

James Wickenhaueser

From: Craig Gudgeon <cgudgeon@rhwco.com>
Sent: Wednesday, October 17, 2018 10:21 AM
To: James Wickenhaueser
Subject: Emailing: Image (125).jpg
Attachments: Image (125).jpg; Image (124).jpg

Let me know if you need anything else.

Craig Gudgeon
Distribution Superintendent
Riverside Highland Water Company

James Wickenhaueser

From: Work, Paul <pwork@dpw.sbcounty.gov>
Sent: Monday, November 19, 2018 11:58 AM
To: James Wickenhaueser
Cc: Biggs, Lupe - DPW
Subject: TEI Job#3711-Barton Road and other streets Colton and Grand Terrace not located-Thienes Eng-DPW Trans Design
Attachments: Site Maps.pdf

James,

I searched for various roads surrounding assessor parcels:

0275-223-23	1167-051-19	1167-131-03
0275-223-45	1167-051-02	1167-061-06
0275-223-44	1167-051-20	1167-051-16
1167-051-18	1167-131-04	1167-051-15

These are the road plans searched for:

1) Barton Road-UP Railroad to La Cadena Drive (Colton) plans not located
2) Terrace Avenue-Barton Rd to Walnut Ave (Colton) plans not located
3) Terrace Avenue-Barton Rd to De Berry St (Colton) plans not located
4) La Cadena Drive-Litton Ave to Palm Ave/Barton Rd (GT) plans not located
5) La Cadena Drive-Palm Ave/Barton Rd to 150 ft south (Colton) plans not located
6) De Berry Street-Terrace Ave to La Crosse Ave (Colton) plans not located
7) Barton Road bridge at UPRR (Colton/GT) plans not located
8) Barton Road bridge at BNSF/Amtrak Railroad (Colton) plans not located

Please check with City of Colton or City of Grand Terrace for road and bridge plans.

If Colton or Grand Terrace does not have a copy of bridge plans, Caltrans records should have a scanned copy of both bridges and bridge inspection reports.

Paul Work
Department of Public Works
825 East Third Street, Rm 145
San Bernardino, CA 92415
Transportation Design Division
Engineering Technician III

Phone: 909.387.1825 | Fax: 909.387.7899
www.SBCounty.gov/dpw

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

From: James Wickenhaueser <Jamesw@thieneseng.com>
Sent: Friday, November 09, 2018 4:45 PM
To: Work, Paul <pwork@dpw.sbcounty.gov>
Subject: TEI Job # 3711 – Barton Road, Colton

Good afternoon Paul. We have a job in Colton on Barton Road, I want to check in with you and see if you have any street or drainage plans in the area. Thanks Paul.

James Wickenhaeuser
Project Manager

THIENES ENGINEERING, INC.
14349 Firestone Blvd. | La Mirada, CA | 90638
Telephone: (714) 521-4811 | Fax: (714) 521-4173



Southern California Gas Company
A Sempra Energy utility℠

Southern California Gas Company
1981 West Lugonia Avenue
Redlands, CA 92374
Mailing Address:
PO Box 3003
Redlands. CA 92373-0306

12/13/2018

Thienes Engineering, Inc.
Attn: James Wickenhaeuser
14349 Firestone Blvd.
La Mirada, CA 90638

RE: Will Serve Letter Request for – Job I.D. #41-2018-12-00004
Location: Barton Road, S. Terrace Avenue & De Berry Street, City of Colton- APN numbers:

- **0275-223-23, 44, 45**
- **1167-051-02, 15, 16, 18, 19, 20**
- **1167-131-03, 04**
- **1167-061-06**

Dear James,

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (Commission) at the time contractual arrangements are made.

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

Nicole Kiyohiro
Technical GIS Supervisor

NK/EG
enc.

James Wickenhaueser

From: York, Jeffrey [CTO] <Jeffrey.York@sprint.com>
Sent: Wednesday, October 31, 2018 5:00 PM
To: James Wickenhaueser
Subject: RE: TEI Job # 3711 – Barton Road, Colton
Attachments: Site Maps TEI Job # 3711 – Barton Road - Sprint fiber Ver1.pdf

James,

Thank you for including Sprint on your inquiry.

Sprint has buried transcontinental fiber optic facilities including cable and conduit systems, manholes and associated structure within the area of your inquiry and possibly in conflict with the proposed project. Sprint's fiber optic facilities reside on the "BNSF Railroad Right of Way**"**. Sprint has a single 4" conduit containing multiple high capacity long distance fiber optic cables. Sprint has prior rights and will produce if required as the project progresses.

Unfortunately, I do not have drawings suitable to share for your purposes. I would be happy to provide an engineering locate and meet your surveyors in the field to provide the approximate horizontal location of the Sprint facilities, so you can capture them in your coordinate systems. Please give us at least a week's notice. Attached you will find "Site Maps TEI Job # 3711 – Barton Road - Sprint fiber Ver1" marked up to show the approximate horizontal alignment of the Sprint facilities.

Sprint is very concerned about any excavation near the fiber system. No mechanized excavation within two feet is allowed. Sprint needs to be present for any activity near the fiber. The fiber can be electronically located horizontally but the vertical alignment can only be determined by potholing. No facilities may be added closer than two feet vertically or horizontally to Sprint's structures, including the encasement. No surcharge loading such as falsework, temporary material storage, etc. may be placed above Sprint's facilities without Sprint engineering approval.

Sprint will require, at the project's expense, to protect the fiber system if any work enters the "BNSF Railroad Right of Way Right of Way**"**. Sprint will need to review all plans prior to any planning or construction near the facilities.

Please let us know if the project's limits change or an unknown facility is encountered.

All contractors must utilize the Dig Alert procedures before excavating, CALL BEFORE YOU DIG 811.

Please feel free to convey inquiries such as this one to Jeff York via email to Jeffrey.york@sprint.com

Regards,

Jeff W. York
Engineer II Outside Plant Engineering - West
M: 951-347-0570
O: 858-526-7533
E: jeffrey.york@sprint.com
Sprint **Brighter Future For All**

From: Laky, Tibor F Sr [CTO]
Sent: Tuesday, October 16, 2018 3:21 PM
To: York, Jeffrey [CTO] <Jeffrey.York@sprint.com>
Subject: FW: TEI Job # 3711 – Barton Road, Colton

From: James Wickenhaueser [mailto:Jamesw@thieneseng.com]
Sent: Tuesday, October 16, 2018 2:44 PM
To: Laky, Tibor F Sr [CTO] <Tibor.X.Laky@sprint.com>
Subject: TEI Job # 3711 – Barton Road, Colton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

THIENES ENGINEERING, INC
14349 Firestone Blvd. La Mirada, CA 90638
Phone (714) 521-4811 • Fax (714) 521-4173

Sprint

Hello,

Your company is on our Dig Alert Design Lookup as potentially having facilities within the vicinity of our project. Therefore, I would like to request the following for our proposed INDUSTRIAL development:

- Maps and plans which clearly state the size, location and description of your facilities (plan view and profile if possible); showing ANY (underground or aerial) existing and/or proposed facilities your agency may have located within our project and adjacent public right of way.

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- **1167-061-06**

If your company DOES NOT have existing facilities on or adjacent to the above referenced property, we would greatly appreciate a response stating such for our records.

Thank you!

James Wickenhaeuser
Design Draftsman



1/17/2019

EARTHWORK BALANCE CALCULATIONS

PROJECT: Barton Road Bldg. 1
JOB# 3711

K.	SITE AREA:	1,166,819	SF
L.	SUBSIDENCE FACTOR:	0.063	
M.	SHRINKAGE FACTOR:	5.0	%
N.	SITE STRIPPING FACTOR:	0	
O.	OVEREXCAVATION:	92,887	CY
A.	CALCULATED CUT:	44,617	CY
B.	FOOTING AND UTILITY SPOILS	8,000	CY
B1.	OFFSITE SPOILS (STREET AND STORM DRAIN)	-	
C.	**TOTAL CUT: (A+B)**	52,617	CY
D.	CALCULATED FILL:	42,641	CY
E.	LIGHT PAVING FILL:	-	CY
F.	SUBSIDENCE: (LxK)/27=	2,701	CY
G.	SHRINKAGE: (M/100)C=	2,631	CY
H.	SITE STRIPPING	-	
I.	OVEREXCAVATION SHRINKAGE	4,644	CY
J.	**TOTAL FILL: (D+E+F+G+H)=**	52,617	CY
K.	**TOTAL (IMPORT) OR EXPORT:**	0	CY

3rd Preliminary Calculation

SITE ADJUSTMENT 0.00

1/17/2019

EARTHWORK BALANCE CALCULATIONS

PROJECT: Barton Road Bldg. 2
JOB# 3711

K.	SITE AREA:	838,155	SF
L.	SUBSIDENCE FACTOR:	0.063	
M.	SHRINKAGE FACTOR:	5.0	%
N.	SITE STRIPPING FACTOR:	0	
O.	OVEREXCAVATION:	72,330	CY
A.	CALCULATED CUT:	42,425	CY
B.	FOOTING AND UTILITY SPOILS	6,400	CY
B1.	OFFSITE SPOILS (STREET AND STORM DRAIN)	-	
C.	**TOTAL CUT: (A+B)**	48,825	CY
D.	CALCULATED FILL:	40,827	CY
E.	LIGHT PAVING FILL:	-	CY
F.	SUBSIDENCE: (LxK)/27=	1,940	CY
G.	SHRINKAGE: (M/100)C=	2,441	CY
H.	SITE STRIPPING	-	
I.	OVEREXCAVATION SHRINKAGE	3,616	CY
J.	**TOTAL FILL: (D+E+F+G+H)=**	48,825	CY
K.	**TOTAL (IMPORT) OR EXPORT:**	0	CY

3rd Preliminary Calculation

SITE ADJUSTMENT 0.00

SHEET INDEX:

SHEET 1 – 3 CONCEPTUAL GRADING PLAN
SHEET 4 – 6 CONCEPTUAL SITE UTILITY PLAN
SHEET 7 – 8 CONCEPTUAL SEWER PROFILES
SHEET 9–10 CONCEPTUAL STORM DRAIN PLAN/PROFILE
SHEET 11–13 OPTION 2 CONCEPTUAL STORM DRAIN PLAN/PROFILE

0 20 40 80 120
SCALE: 1"=40'

Last Update:1/28/19
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PREPARED FOR:
Hager Pacific Properties – N.B.
4100 Newport Place Drive, Suite 820
Newport Beach, Ca 92660
PHONE: (949) 253–7920
FAX: (949) 253–7923

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH:(714)521–4811 FAX(714)521–4173

CITY OF COLTON
PUBLIC WORKS DEPARTMENT

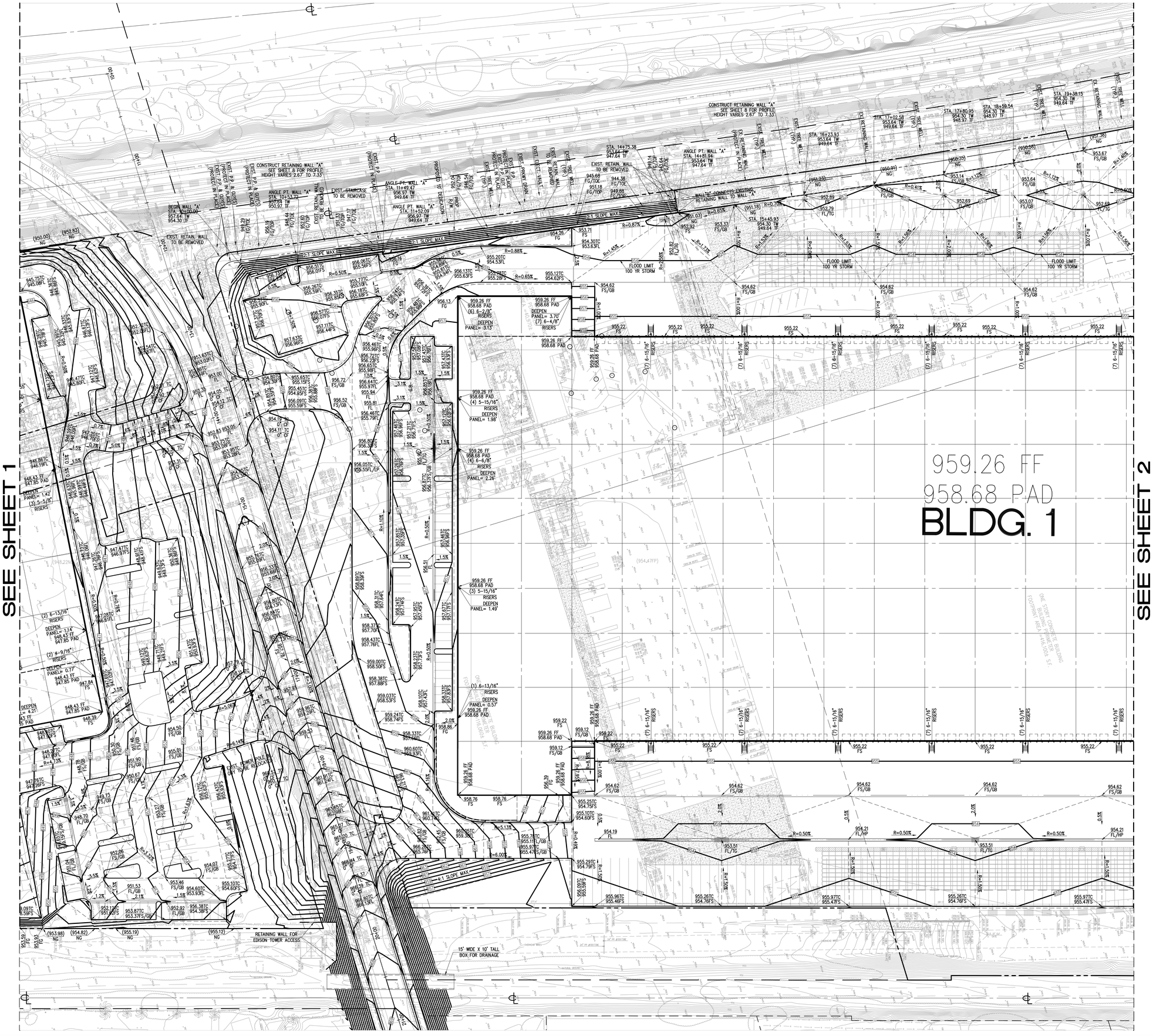
CONCEPTUAL GRADING PLAN

EBS
BARTON ROAD

Designed by _____ Date _____
Checked by _____ Date _____
Approved by _____ Date _____
Public Works Director _____ R.C.E. XXXXX
Designed by _____ Date _____
Checked by _____ Date _____

Sheet 1 of 13 Sheets

3711 / 1 OF 13 SHEETS



Last Update:1/28/19
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PREPARED FOR:

Hager Pacific Properties – N.B.
4100 Newport Place Drive, Suite 820
Newport Beach, Ca 92660
PHONE: (949) 253-7920
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CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL GRADING PLAN

EBS
BARTON ROAD

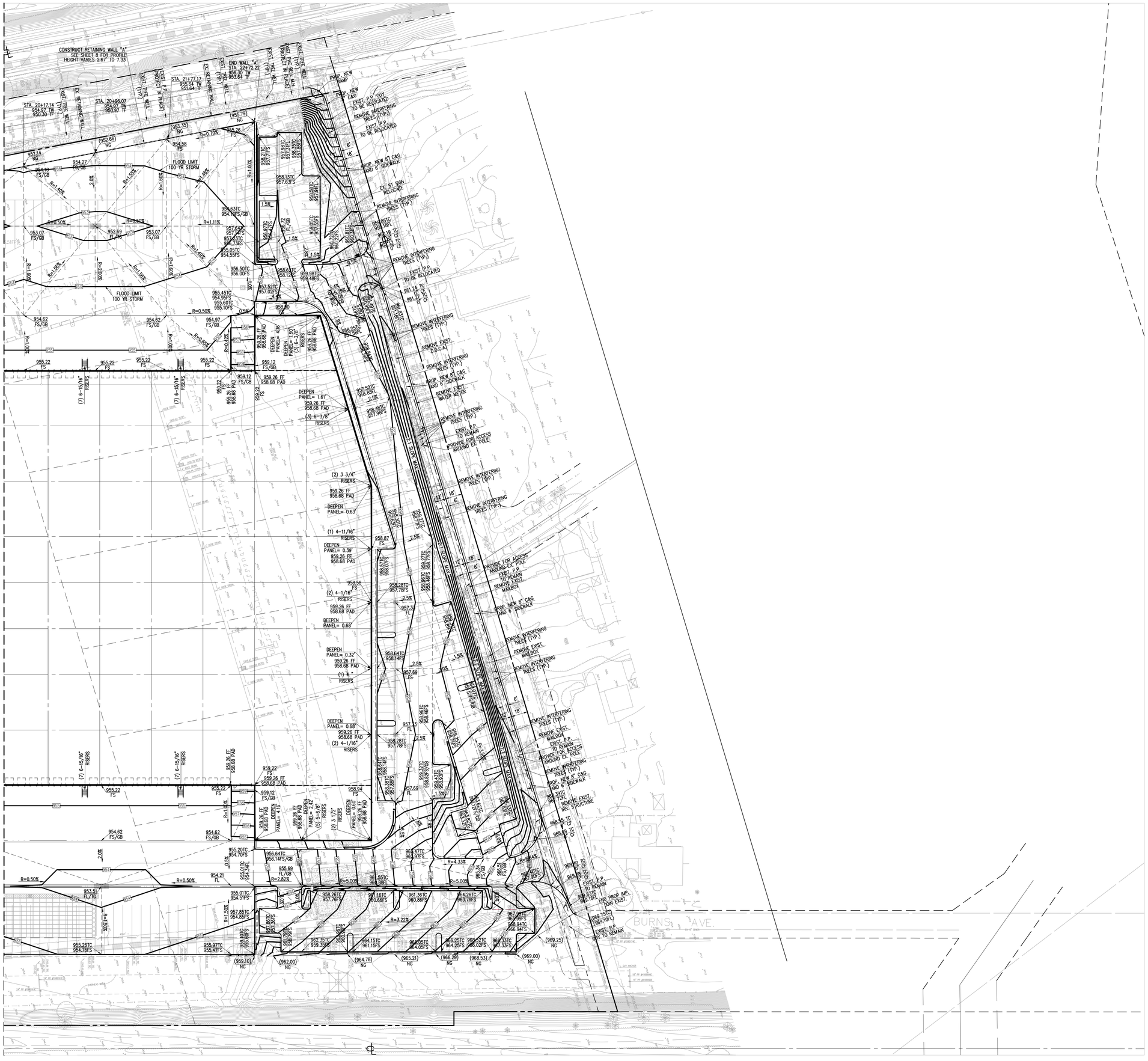
Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 2 of 13 Sheets

3711 / 2 OF 13 SHEETS



Last Update: 1/28/19
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4100 Newport Place Drive, Suite 820
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CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL GRADING PLAN

EBS
BARTON ROAD

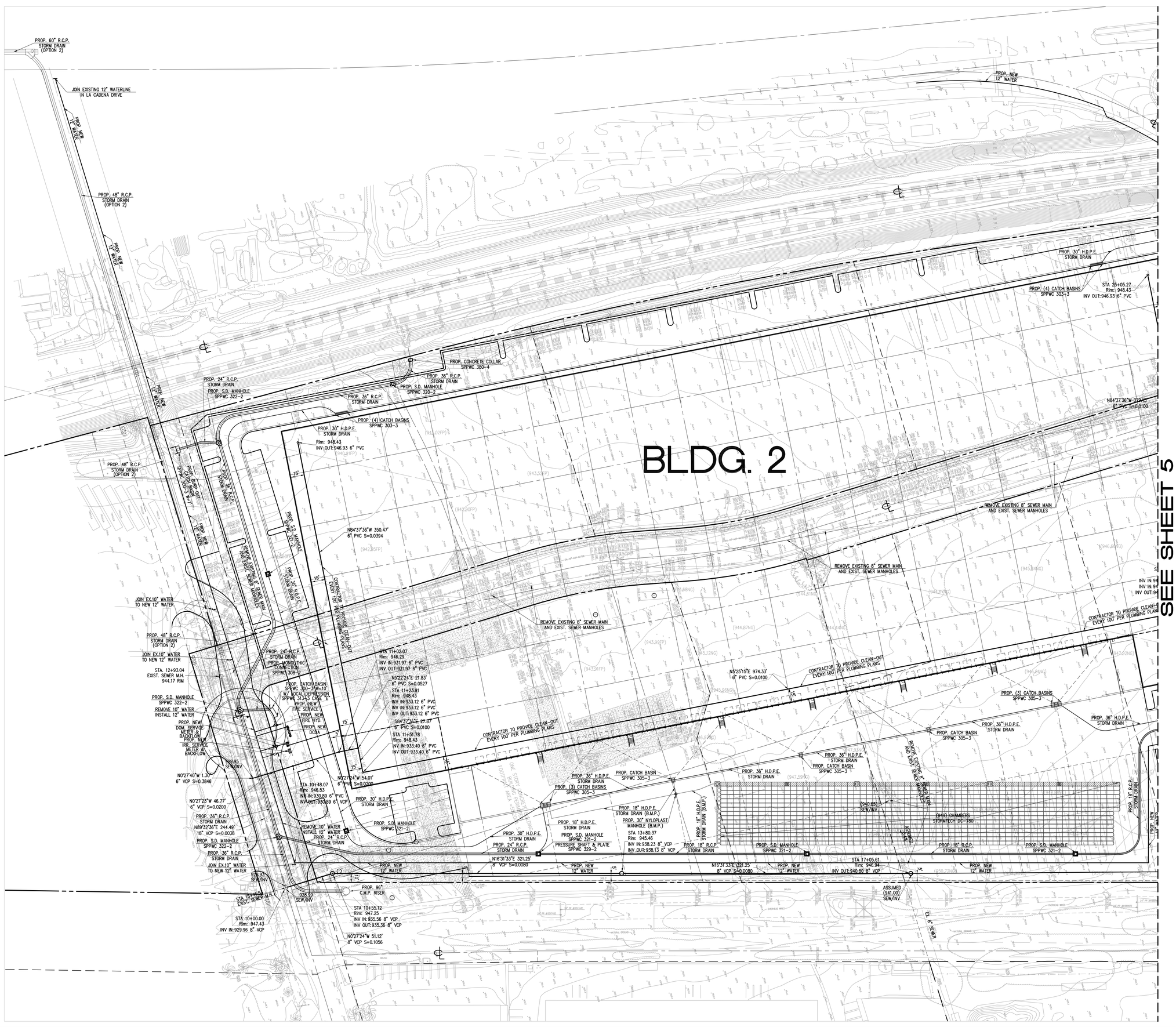
Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

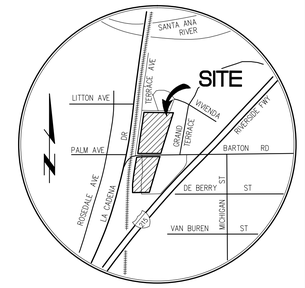
Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 3 of 13 Sheets

3711 / 3 OF 13 SHEETS





VICINITY MAP

N.T.S.

0 20 40 80 120

SCALE: 1"=40'

Last Update:12/7/18
D:\3700-3799\3711\3711CGP04-CUP.dwg

PREPARED FOR:

Hager Pacific Properties – N.B.
4100 Newport Place Drive, Suite 820
Newport Beach, Ca 92660
PHONE: (949) 253-7920
FAX: (949) 253-7923

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LA MIRADA, CALIFORNIA 90638
PH:(714)521-4811 FAX(714)521-4173

CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL UTILITY PLAN

EBS
BARTON ROAD

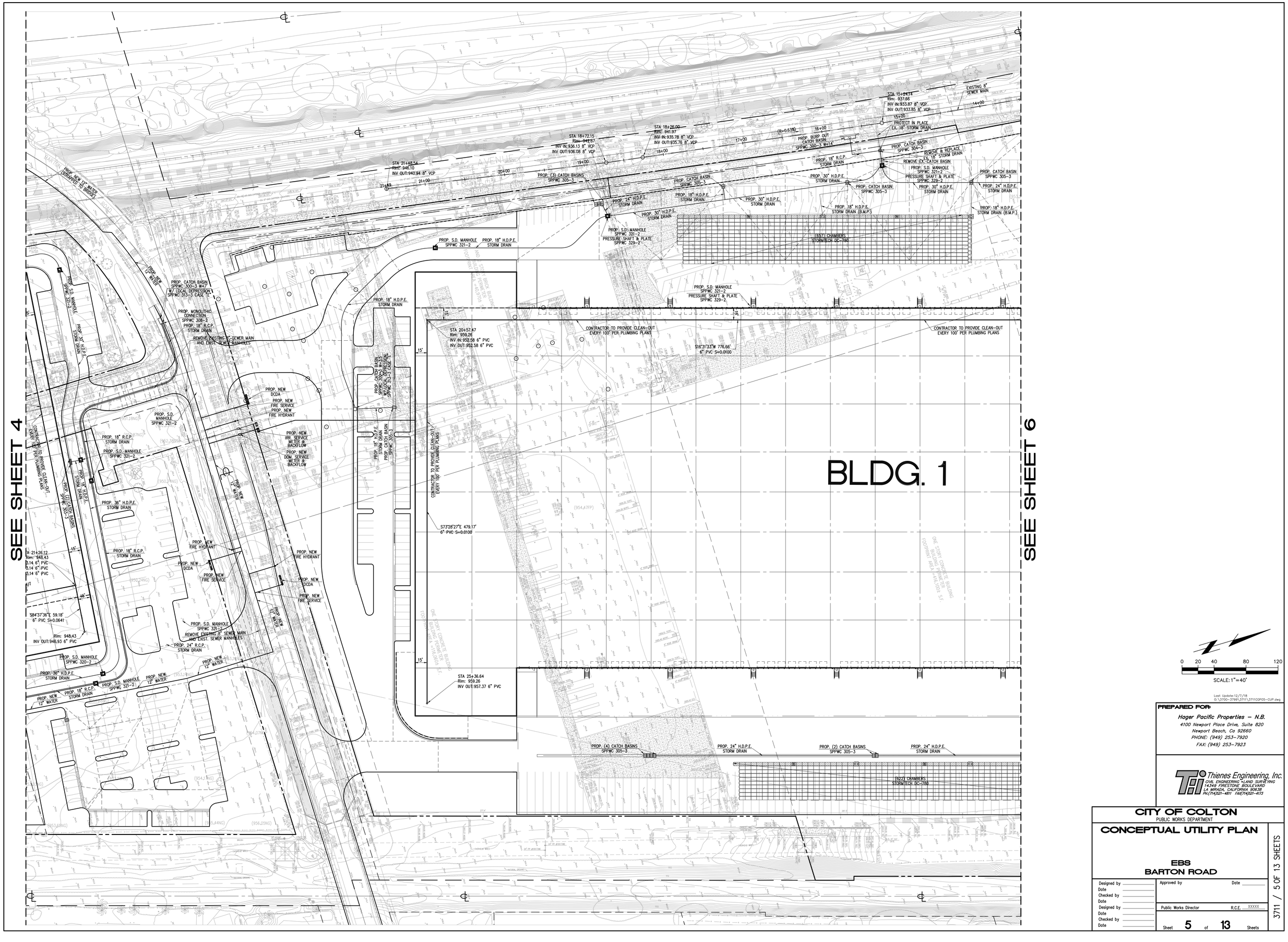
Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 4 of 13 Sheets

3711 / 40F 13 SHEETS



Last Update:12/7/18
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PREPARED FOR:

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PH.(714)521-4811 FAX(714)521-4173

CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL UTILITY PLAN

EBS
BARTON ROAD

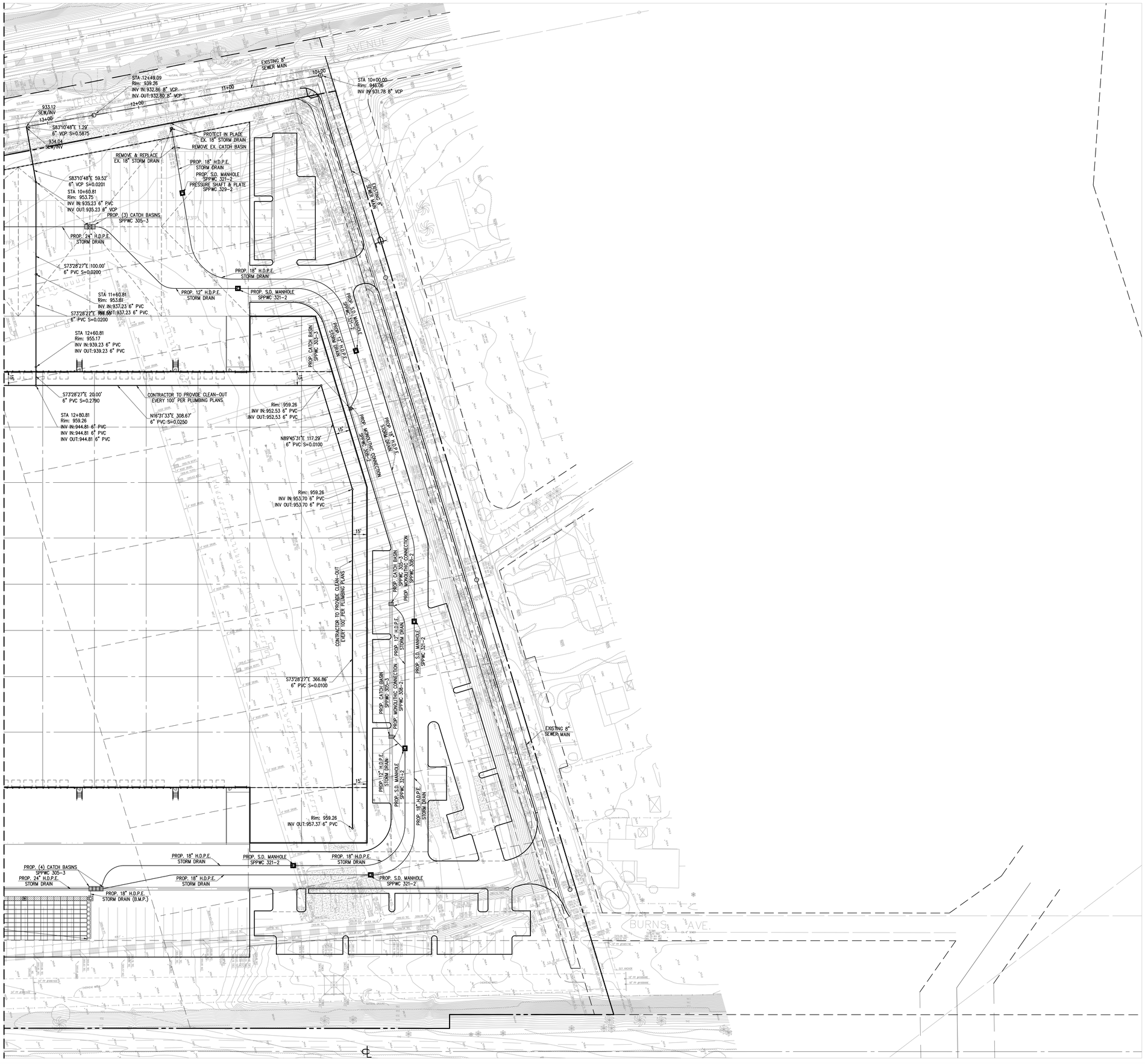
Designed by _____
Date _____
Checked by _____
Date _____
Designed by _____
Date _____
Checked by _____
Date _____

Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 5 of 13 Sheets

3711 / 5 OF 13 SHEETS



0 20 40 80 120

SCALE: 1"=40'

Last Update: 12/7/18
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PREPARED FOR:

Hager Pacific Properties – N.B.
4100 Newport Place Drive, Suite 820
Newport Beach, Ca 92660
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14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

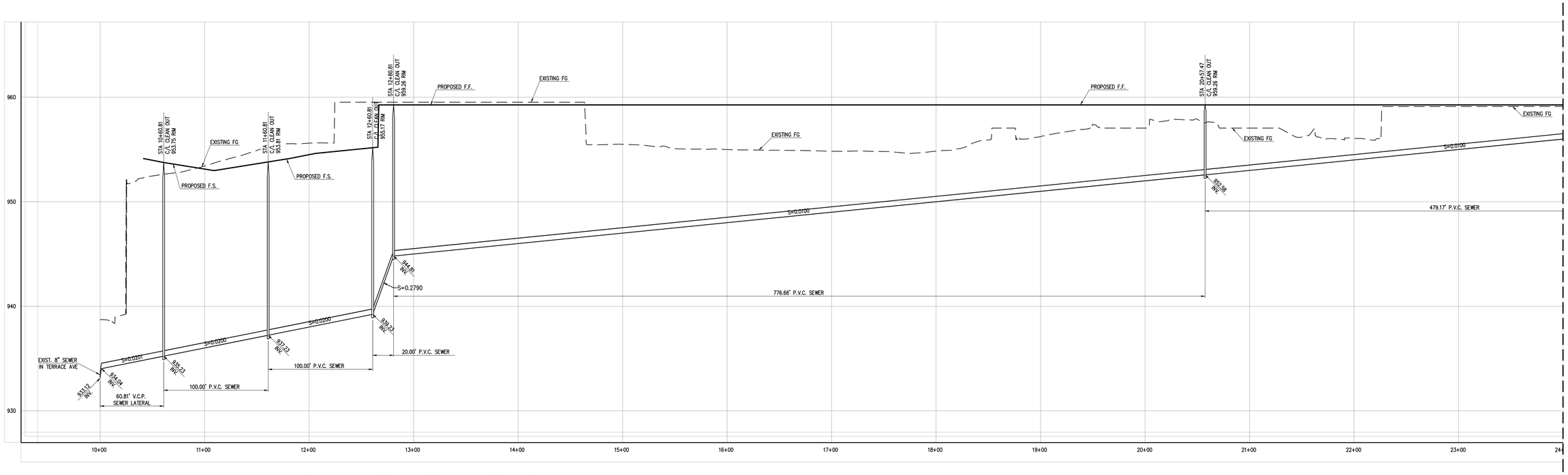
CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL UTILITY PLAN

EBS
BARTON ROAD

Designed by _____ Date _____
Checked by _____ Date _____
Approved by _____ Date _____
Public Works Director _____ R.C.E. XXXXX
Designed by _____ Date _____
Checked by _____ Date _____
Sheet 6 of 13 Sheets

3711 / 6 OF 13 SHEETS

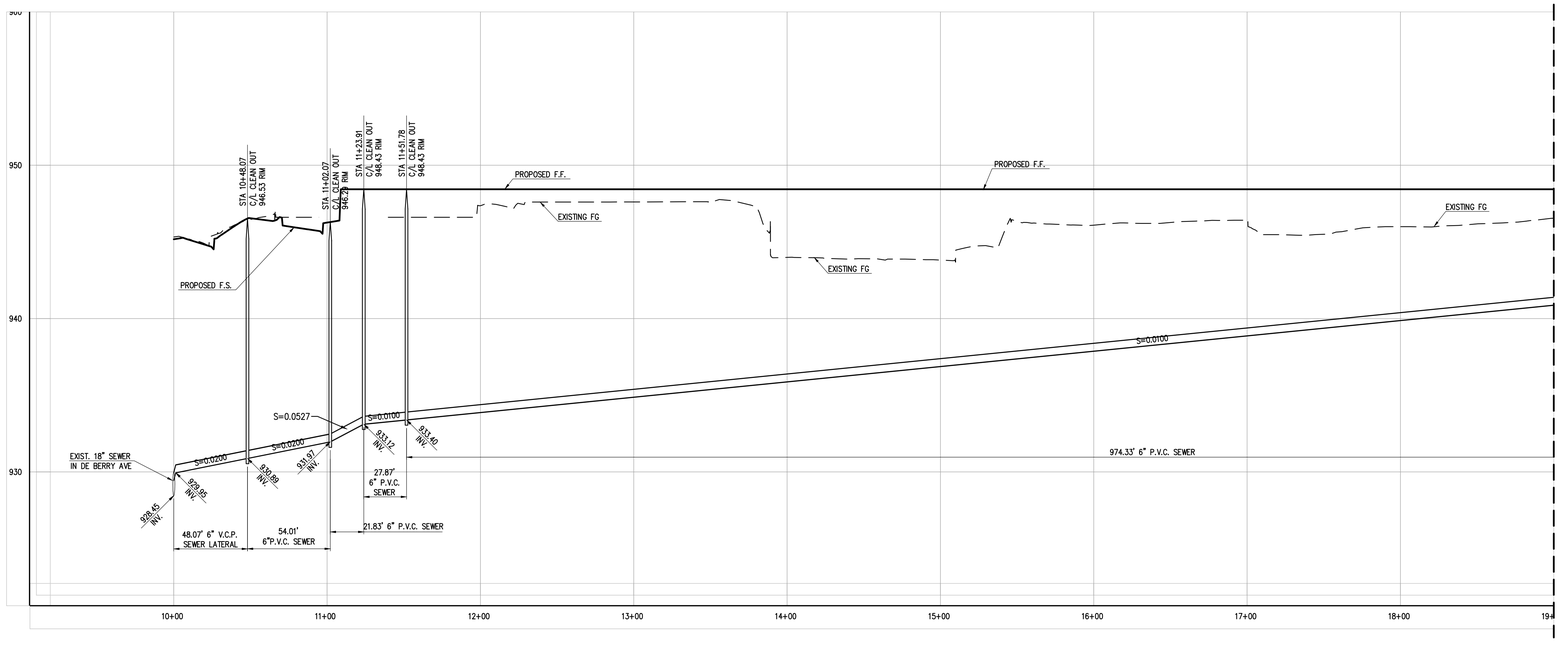


STA. 24+00 – SEE BELOW LEFT

PROFILE OF BUILDING 1 – PROPOSED 6" SEWER LATERAL

STA. 24+00 – SEE ABOVE RIGHT





STA. 19+00 – SEE SHEET 8

PROFILE OF BUILDING 2 – PROPOSED 6" SEWER LATERAL

Last Update:12/7/18
O:\3700-3799\3711\3711CGP07-CUP PROFILE.dwg

PREPARED FOR:
Hager Pacific Properties – N.B.
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Newport Beach, Ca 92660
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14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

CITY OF COLTON
PUBLIC WORKS DEPARTMENT

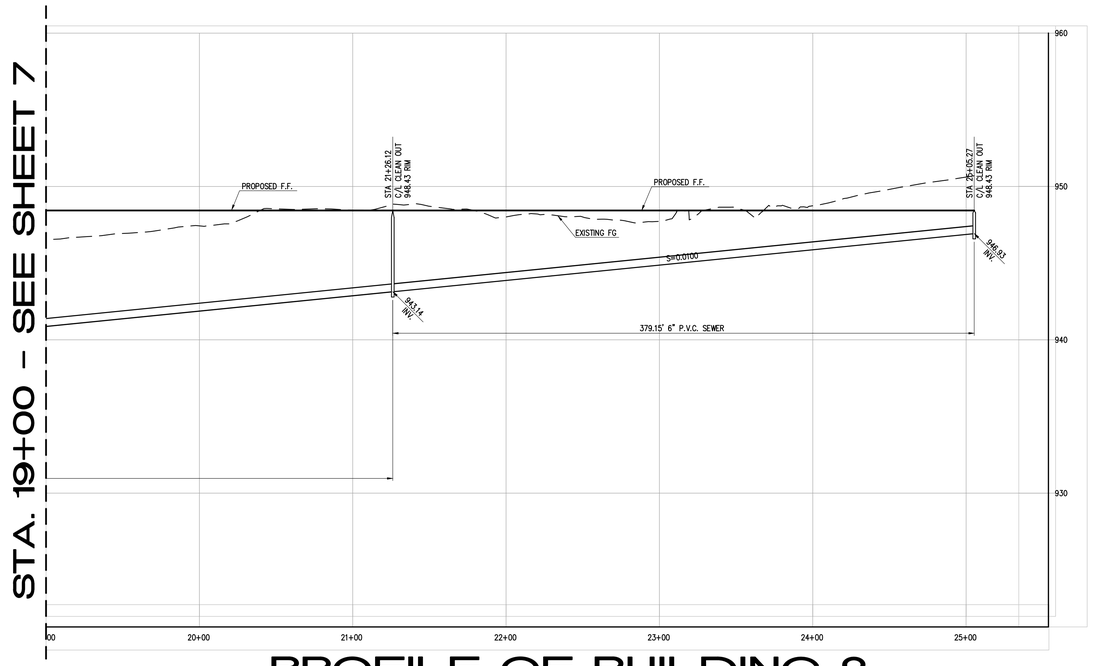
CONCEPTUAL UTILITY SEWER PROFILES

EBS
BARTON ROAD

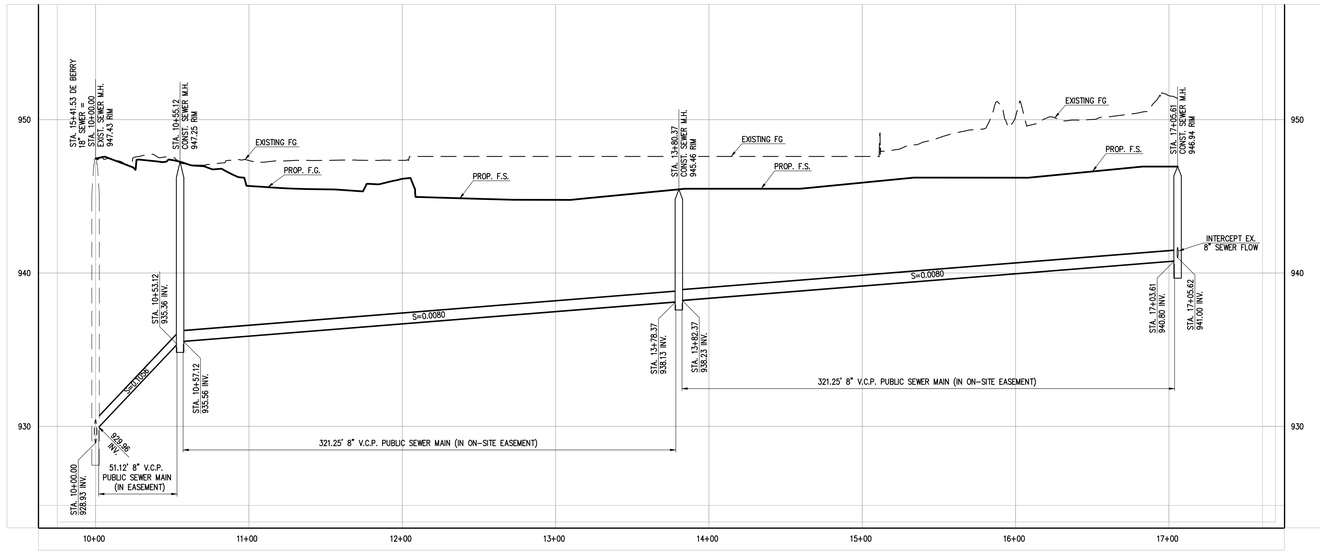
Designed by _____ Date _____
Checked by _____ Date _____
Approved by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____
Public Works Director _____ R.C.E. XXXXX

Sheet 7 of 13 Sheets

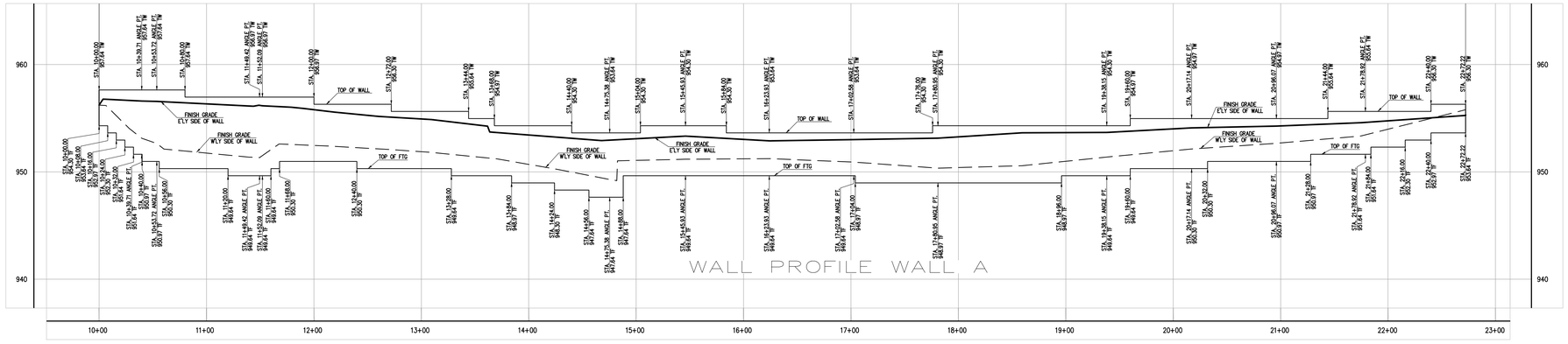
3711 / 7 OF 13 SHEETS



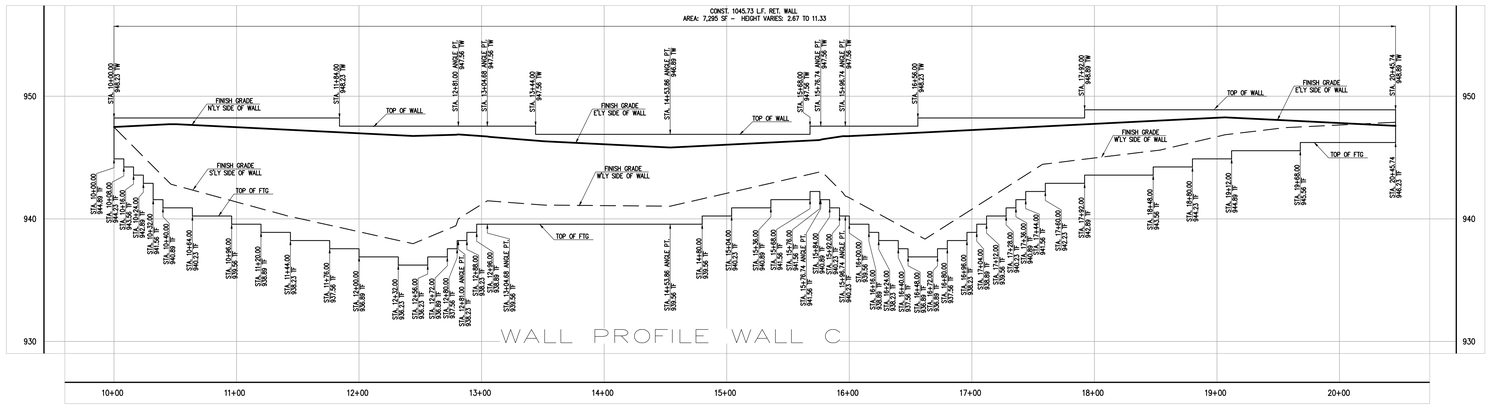
PROFILE OF BUILDING 2 PROPOSED 6" SEWER LATERAL



PROFILE OF 8" PUBLIC SEWER RE-ROUTE



WALL PROFILE WALL A



WALL PROFILE WALL C

Last Update:12/7/18
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PREPARED FOR:
Hager Pacific Properties – N.B.
4100 Newport Place Drive, Suite 820
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Thienes Engineering, Inc.
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CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL UTILITY SEWER AND RETAINING WALL PROFILES

EBS
BARTON ROAD

Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

Approved by _____ Date _____
Public Works Director _____ R.C.E. XXXXX

Sheet 8 of 13 Sheets

3711 / 8 OF 13 SHEETS

PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'

Q100=45.6 CFS
Vmax=6.5 FPS

Q100=43.0 CFS
Vmax=6.1 FPS

Q100=34.7 CFS
Vmax=16.6 FPS

EMERGENCY OVERFLOW OUTLET

Q100 =2.6 CFS Vmax =11.4 FPS

Q100=8.3 CFS
Vmax=2.6 FPS

Q100=2.5 CFS
Vmax=6.4 FPS

STA. 13+50 – SEE SHEET 10

960
950
940
930

STA. 10+52.55 C/L M.H. 943.62 RIM
STA. 12+74.65 C/L M.H. 945.88 RIM
STA. 15+94.44 C/L M.H. 944.67 RIM
STA. 17+43.17 C/L M.H. 946.05 RIM
C.M.P. RISER 947.75 TOP
STA. 10+00.00 945.88 RIM
STA. 10+00.00 944.67 RIM
STA. 10+00.00 946.05 RIM
STA. 12+94.73 C/L M.H. 944.79 RIM

PROPOSED SURFACE
EXISTING SURFACE
RET. WALL FOOTING
CONCRETE COLLAR
EX. CHANNEL OUTLET
100-YEAR H.G.L.
RET. WALL FOOTING. Min. 0.50' CLEAR
CATCH BASIN 937.67 TC 937.00 FS
PROPOSED SURF.
CATCH BASIN 944.17 TC 943.84 FL
100-YEAR H.G.L. EXISTING SURFACE
ONSITE S.D. 18" HDPE 937.25 INV.

S=0.0020
S=0.0050
S=0.0084
S=0.0030

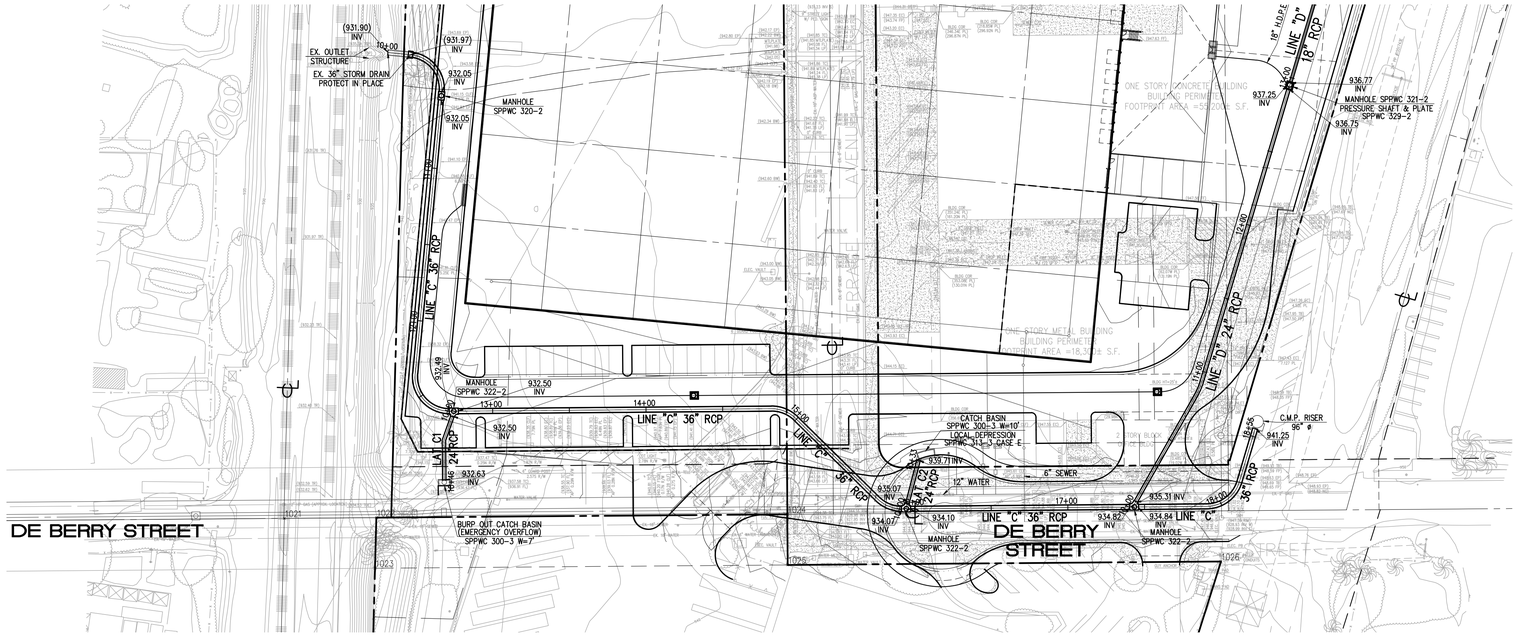
LAT "C1" 24" RCP 932.50 INV.
LAT "C2" 24" RCP 935.07 INV.
LINE "D" 24" RCP 935.31 INV.
LINE "C" 36" RCP 932.49 INV.
6" SEWER Min. 1.00' CLEAR

STA. 10+00.00 BEGIN PIPE 931.90 INV.
STA. 10+14.87 END OF DRIVE 932.00 INV.
STA. 10+50.22 BEGIN DRIVE 932.05 INV.
STA. 10+54.88 END PIPE 932.05 INV.
CONST. 35.35 L.F. 36" RCP (D-2500)
CONST. 217.21 L.F. – 36" RCP (D-2250)
STA. 12+34.45 BEGIN DRIVE 932.50 INV.
STA. 12+72.09 END OF DRIVE 932.50 INV.
STA. 12+72.21 BEGIN PIPE 932.50 INV.
STA. 14+81.81 BEGIN DRIVE 933.63 INV.
STA. 14+99.48 END OF DRIVE 934.01 INV.
CONST. 314.64 L.F. – 36" RCP (D-2250)
STA. 15+74.18 BEGIN DRIVE 934.07 INV.
STA. 15+89.85 END OF DRIVE 934.10 INV.
STA. 15+97.03 BEGIN PIPE 934.10 INV.
CONST. 143.56 L.F. – 36" RCP (D-1750)
STA. 17+40.59 END PIPE 934.82 INV.
STA. 17+45.74 BEGIN PIPE 934.84 INV.
CONST. 109.70 L.F. – 36" RCP (D-1750)
STA. 18+19.17 END OF DRIVE 935.31 INV.
STA. 17+80.50 BEGIN DRIVE 935.07 INV.
STA. 18+55.44 END PIPE 941.25 INV.
STA. 10+20.04 BEGIN PIPE 932.49 INV.
STA. 10+46.10 END PIPE 932.63 INV.
CONST. 42.82 L.F. 24" RCP (D-2500)
STA. 10+03.35 BEGIN PIPE 933.07 INV.
CONST. 29.45 L.F. 24" RCP (D-1750)
STA. 10+03.77 BEGIN PIPE 936.75 INV.
STA. 10+83.31 BEGIN DRIVE 937.00 INV.
STA. 10+93.54 END OF DRIVE 937.25 INV.
CONST. 288.96 L.F. – 24" RCP (D-2000)
STA. 12+92.73 BEGIN PIPE 936.75 INV.
STA. 12+98.73 END PIPE 936.71 INV.
CONST. 53.27 L.F. 18" RCP (D-1750)

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 10+00 10+00 10+00 11+00 12+00 13+00

LINE "C" LATERAL "C1" LATERAL "C2" LINE "D"

* CONTRACTOR TO VERIFY



0 20 40 80 120
SCALE: 1" = 40'

Last Update: 1/28/19
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PREPARED FOR:
Hager Pacific Properties – N.B.
4100 Newport Place Drive, Suite 820
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LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

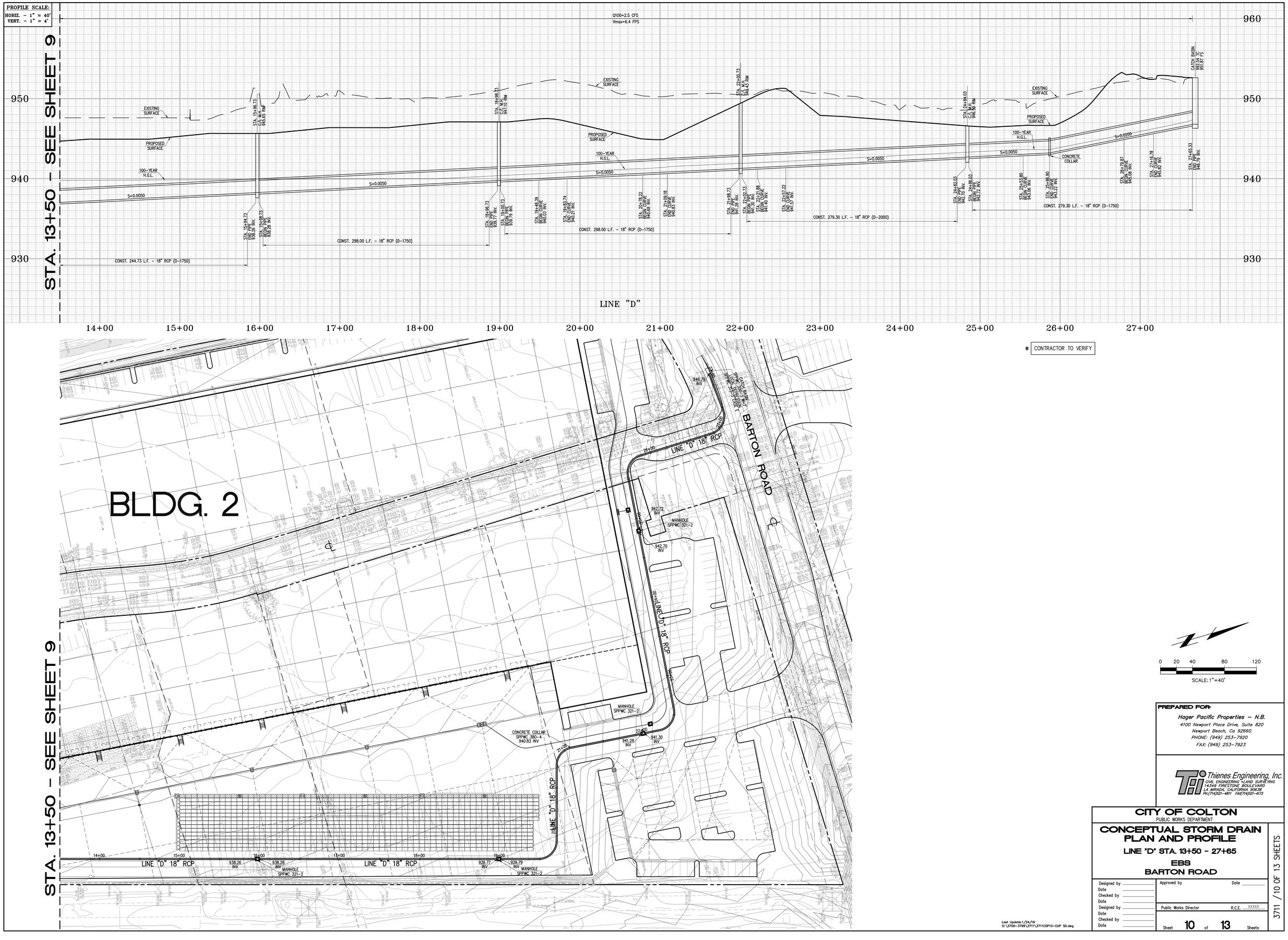
CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL STORM DRAIN PLAN AND PROFILE
LINE "C", LATERAL "C1", LATERAL "C2", LINE "D" STA. 10+00 – 13+50
EBS
BARTON ROAD

Designed by _____ Date _____
Checked by _____ Date _____
Approved by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____
Public Works Director _____ R.C.E. XXXXX

Sheet 9 of 13 Sheets

3711 / 9 OF 13 SHEETS



PREPARED FOR:

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CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL STORM DRAIN PLAN AND PROFILE
LINE "D" STA. 13+50 - 27+65
EBS
BARTON ROAD

Designed by
Date
Checked by
Date
Designed by
Date
Checked by
Date

Approved by Date

Public Works Director R.C.E. XXXXX

Sheet 10 of 13 Sheets

3711 /10 OF 13 SHEETS

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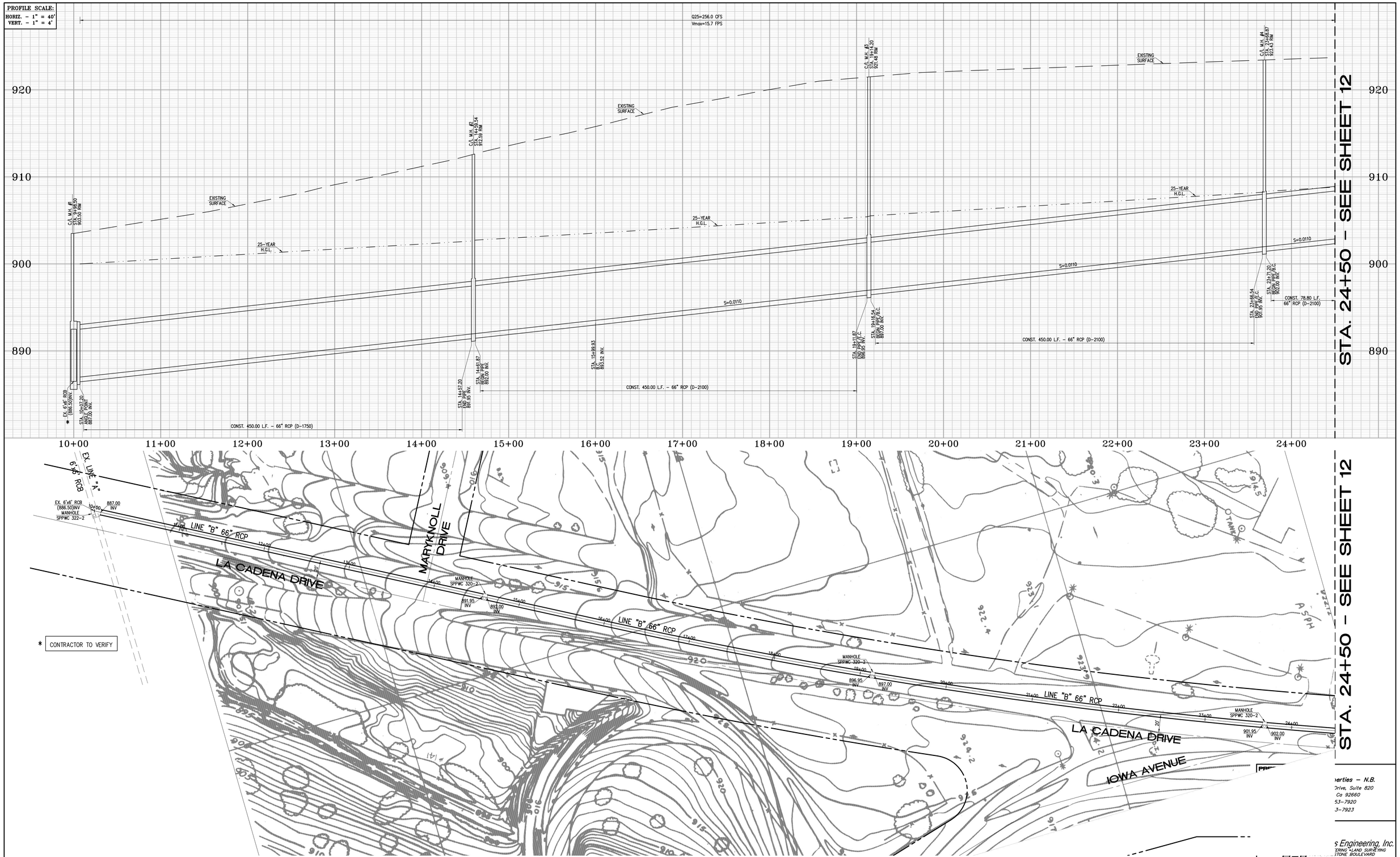

...erties - N.B.
...Drive, Suite 820
...Ca 92660
...53-7920
...3-7923

...s Engineering, Inc.
...ERING • LAND SURVEYING
...STONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL STORM DRAIN (OPTION 2)
PLAN AND PROFILE
LA CADENA DRIVE
MASTER PLAN LINE "B" STA. 10+00 - 24+50
EBS
BARTON ROAD

Designed by
Date
Checked by
Date
Designed by
Date
Checked by
Date

Approved by
Date

Public Works Director
R.C.E. XXXXX

Sheet 11 of 13 Sheets

3711 /11 OF 13 SHEETS

Last Update:1/28/19
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PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'

STA. 24+50 - SEE SHEET 11

Q25=256.0 CFS
Vmax=15.7 FPS

Q25=162.0 CFS
Vmax=14.5 FPS

Q25=90.0 CFS
Vmax=4.6 FPS

EXISTING SURFACE

C/L M.H. #5
STA. 28+16.65
924.62 RIM

C/L M.H. #6
STA. 31+71.44
927.33 RIM

C/L M.H. #7
STA. 35+26.11
930.71 RIM

C/L M.H. #8
STA. 38+53.68
935.49 RIM

25-YEAR H.G.L.

S=0.0110

48" RCP
908.38 INV.

48" RCP
L=4'
920.04 INV.

BRICK & MORTAR END OF PIPE

STA. 28+14.31
END PIPE L.F.C.
908.65 INV.

STA. 28+18.98
BEGIN PIPE R.C.
907.38 INV.

STA. 28+97.61
L.F.C.
908.24 INV.

STA. 31+69.11
END PIPE
917.23 INV.

STA. 31+73.78
BEGIN PIPE
917.09 INV.

STA. 35+23.78
END PIPE
913.10 INV.

STA. 35+28.44
BEGIN PIPE
913.18 INV.

STA. 38+76.35
END PIPE
919.01 INV.

STA. 38+86.01
BEGIN PIPE
919.01 INV.

STA. 38+90.01
END PIPE
919.16 INV.

CONST. 364.31 L.F. - 66" RCP (D-2100)

CONST. 350.13 L.F. - 60" RCP (D-1800)

CONST. 350.00 L.F. - 60" RCP (D-1800)

CONST. 347.91 L.F. - 60" RCP (D-1800)

CONST. 4.00 L.F.
60" RCP (D-1800)

LINE "B"

25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00

900 910 920 930 940

STA. 24+50 - SEE SHEET 11

LOMA STREET

LINE "B" 66" RCP

LINE "B" 60" RCP

BRICK & MORTAR END OF PIPE
48" RCP
L=4'

MANHOLE SPPWC 322-2
906.88 INV
907.38 INV

MANHOLE SPPWC 320-2
911.23 INV
911.28 INV

MANHOLE SPPWC 320-2
915.13 INV
915.18 INV

MANHOLE SPPWC 322-2
919.12 INV
919.01 INV

BRICK & MORTAR END OF PIPE
919.16 INV

LA CADENA DRIVE

LA CADENA DRIVE

DE BERRY STREET

LINE "C" 48" RCP (D-1350)

LINE "C"
SEE SHEET 13

PREPARED FOR:
Hager Pacific Properties - N.B.
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CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL STORM DRAIN (OPTION 2)
PLAN AND PROFILE
LA CADENA DRIVE
MASTER PLAN LINE "B" STA. 24+50 - 38+92
EBS
BARTON ROAD

Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 12 of 13 Sheets

3711 / 12 OF 13 SHEETS

Last Update:1/28/19
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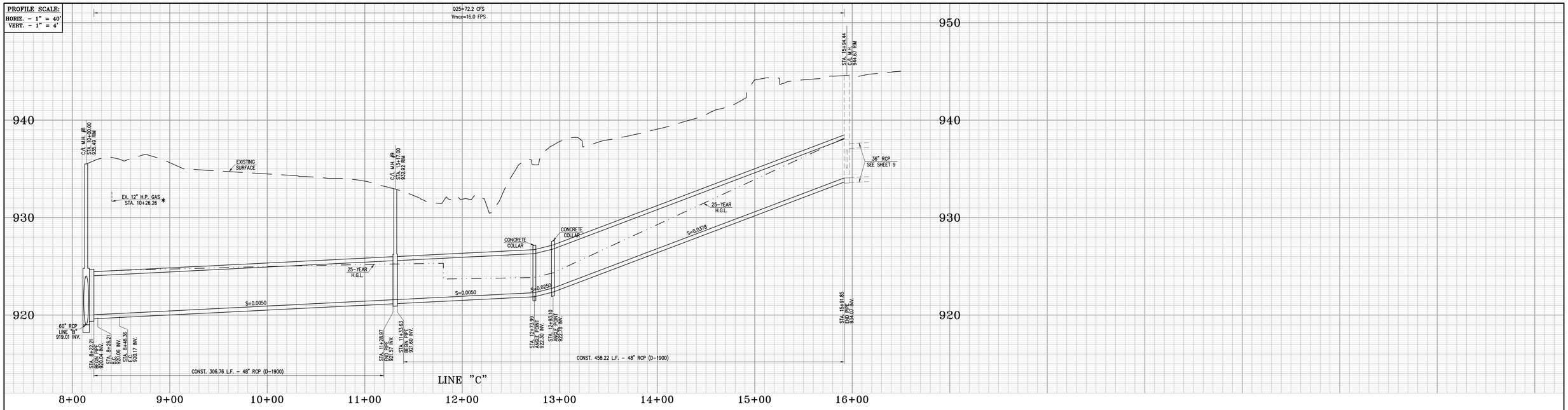
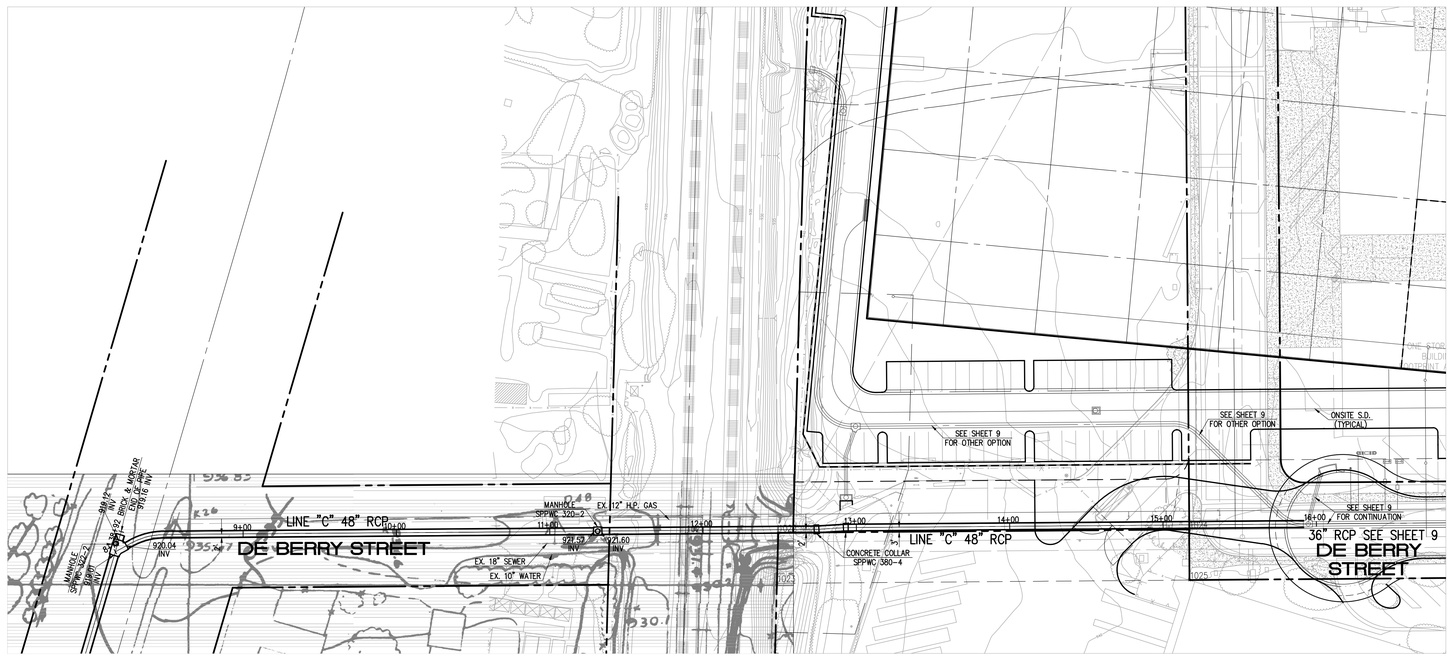
PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'





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CITY OF COLTON
PUBLIC WORKS DEPARTMENT

CONCEPTUAL STORM DRAIN (OPTION 2)
PLAN AND PROFILE
LINE "C" IN DE BERRY STREET
STA. 8+22 - 15+92
EBS
BARTON ROAD

Designed by _____ Date _____
Checked by _____ Date _____
Designed by _____ Date _____
Checked by _____ Date _____

Approved by _____ Date _____

Public Works Director _____ R.C.E. XXXXX

Sheet 13 of 13 Sheets

3711 / 13 OF 13 SHEETS

Last Update:1/28/19
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K.4 - CR&R Environmental Services

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From: Spencer Pignotti
To: Spencer Pignotti
Subject: Fwd: CR&R Website Contact Form
Date: Tuesday, July 07, 2020 10:31:44 AM

Sent from my iPhone

Begin forwarded message:

> **From:** CustomerService <customerservice@crrmail.com>
> **Date:** July 7, 2020 at 9:34:37 AM PDT
> **To:** "spencerpignotti@gmail.com" <spencerpignotti@gmail.com>
> **Subject: RE: CR&R Website Contact Form**
>
> Dear Spencer,
>
> We currently send material to the following Landfills.
>
> · El Sobrante– Landfill Daily Capacity is – 12,000 Tons - Total Capacity Permitted Remaining 143,977,170 Cubic Yards
>
> · San Timoteo– Landfill Daily Capacity is - 12,000 Tons – Total Capacity Permitted Remaining 12,360.396 Cubic Yards
>
> · Mid Valley– Landfill Daily Capacity is – 12,000 Tons – Total Capacity Permitted Remaining 61,219,377 Cubic Yards
>
> Our Inland Regional Material Recovery Facility is still open. It is located at 2029 E Steel Rd., Colton, CA 92324. This location is open from 7:30 a.m. to 4:30 p.m. Monday through Friday and Saturday from 7:00 a.m. to 4:00 p.m.
>
> At this facility, we accept home appliances, furniture, green and household waste,and tires. We cannot accept hazardous waste or treated wood. Mattresses and box springs can be dropped off for free. Other prices for offloading are detailed below.

- Regular waste: $28.00 for up to 500lbs
- Regular waste: $62.63 for per ton if more than 500 lbs
- Construction material: $38.71 per ton
- Green waste: $49.95 per ton
- Wood:$39.30 per ton
- Tires:$9.28 each

Our Customer Service team will be happy to answer any further questions. We can be reached at (800) 826-9677 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.

Have a great day!

Shelley

CR&R Customer Service

For faster assistance,please call and speak to our customer service team directly

Price is subject to change without notice

Account Number:

Name: Spencer Pignott

Service Address: City of Colton

Phone Number: 559.892.9899

Email: spencerpignotti@gmail.com

Services: Other

Message: Hi, I am assisting the City of Colton with preparation of an environmental document for a light industrial building. What landfill does the City's solid waste get transported to and what is the daily maximum capacity and total permitted remaining capacity of said landfill. Also, can you confirm if the Colton Landfill is no longer operational? Calrecycle lists it as closed.

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