CITY OF REDLANDS

CITY COUNCIL

A G E N D A

OCTOBER 18, 2022

PAUL BARICH
Mayor

EDDIE TEJEDA
Mayor Pro Tempore

DENISE DAVIS
Council Member

JENNA GUZMAN-LOWERY
Council Member

MICK GALLAGHER
Council Member

***

JEANNE DONALDSON
City Clerk

ROBERT DAWES
City Treasurer

CHARLES M. DUGGAN JR.
City Manager

YVETTE M. ABICH GARCIA
City Attorney

5:00 p.m. Open Public Meeting, Public Comment (Closed Session)
6:00 p.m. Open Session (Public Meeting)

* * *

City Council Chambers
Civic Center, 35 Cajon Street, Redlands, California

A G E N D A

The following information comprises the agenda for the regular meeting of the City Council of the City of Redlands at the times noted below in the City Council Chambers, Civic Center, 35 Cajon Street, Redlands, California, on:

TUESDAY, OCTOBER 18, 2022

To join via Zoom on a computer, laptop, or smart device
Please visit www.zoom.us, click on Join a Meeting
Enter the **Meeting ID 824 4618 0187**, then run the Zoom launcher

To join via Zoom with audio only (cell phone or landline):
Dial **1-877-853-5247**
Enter the **Meeting ID 824 4618 0187**

Should the City lose connectivity on Zoom, we will halt the meeting until it can be restored. To check on the status of remote connectivity in the event of an outage, go to the City's website at www.cityofredlands.org or to the City's Facebook page at @CityofRedlands or the Instagram page at @CityofRedlands_CityHall.

In the event the City cannot reestablish Zoom connectivity in a reasonable amount of time, the mayor will adjourn the meeting to a future date.

***PLEASE NOTE**: Anyone desiring to speak on an agendized item at this meeting may do so during the consideration of that item. Due to time constraints and the number of persons who may wish to give oral testimony, public comments will be limited to three (3) minutes.

- **To provide comment while participating from Council Chambers:**
  - Although it is not required, speakers are encouraged to submit a "Speaker Sign Up Sheet" before the meeting is convened. Forms are available in the Office of the City Clerk or in Council Chambers.
  - After the meeting has convened, you may place the speaker form in the basket at the table along the north wall of the Chambers. Please do not disturb the City Clerk while the meeting is in progress.

- **To provide comment through Zoom (on a computer, laptop, or smart device)**:
  - Click the "Raise Hand" button and the moderator will unmute you when it is your turn to speak

- **To provide comment via audio only (cell phone or landline)**:
  - Dial *9 to "Raise Hand". The moderator will identify you by your area code and last 3 numbers of your telephone number when it is your turn to speak.



PLEASE SILENCE CELL PHONES, PAGERS AND OTHER ELECTRONIC COMMUNICATION DEVICES UPON ENTERING THE CHAMBERS

5:00 P.M.

A. **Call City Council Meeting to Order.**

B. **Public Comment**
(Any person wishing to provide public comment on a closed session matter may do so at this time.)

C. **Recess City Council Meeting to a Closed Session**

1. Conference with legal counsel: Anticipated Litigation - Government Code §54956.9(d)(2) and §54956.9(e)(3))
(Assistant City Manager Boatman)
A point has been reached where, in the opinion of the City Council on the advice of its legal counsel, based on the below described existing facts and circumstances, there is significant exposure to litigation against the City.

   One Case:
   a. *Receipt of written communication threatening litigation by Burton Haimes, of Tannenbaum, Helpern, Syracuse, Hirschtritt. A copy is available for public inspection in the City Clerk's Office.*

2. Conference with legal counsel: Existing Litigation - Government Code §54956.9(d)(1)
(City Attorney Garcia)
Once case:

   1. Benveniste v. City of Redlands, San Bernardino Superior Court, Case No. CIVDS 2012175

3. Conference with labor negotiator - Government Code §54957.6
(Assistant City Manager McConnell)

Agency Negotiator:	Laura Kalty, Liebert Cassidy Whitmore; Janice McConnell; Tommi Ng, Danielle Garcia
Employee Organizations:	Redlands Association of Department Directors Redlands Association of Management Employees Redlands Association of Mid-Management Employees Redlands Association of Safety Management Employees Redlands Association of Fire Management Employees Redlands Police Officers Association Redlands Professional Firefighters Association Redlands Civilian Safety Employees Teamsters Local 1932 Redlands Chapter

6:00

D. **Reconvene City Council Meeting**

E. ***Invocation by Council Member Gallagher - Pledge of Allegiance***
(In keeping with long-standing traditions of legislative invocations, this City Council meeting may include a brief invocation. Such invocations are not intended to proselytize or advance any one, or to disparage any other, faith or belief. Neither the City nor the City Council endorses any particular religious belief or form of invocation.)

F. **Closed Session Report**
(No reportable action taken in closed session unless otherwise announced by the City Attorney at this time.)

G. **Presentations**

1. Redlands Pet Adoption (Redlands Animal Services)

2. Presentation of proclamation proclaiming the month of October as “American Pharmacists Month” in the City of Redlands to Courtney Woo, Student of Loma Linda University, School of Pharmacy (Mayor Barich)

H. **Public Comment - City Council**
(At this time, the City Council will provide an opportunity for the public to address them on any subject, within the jurisdiction of the City Council, which is not already scheduled on this agenda. However, any matter that requires action will be referred to staff for a report and possible action at a subsequent meeting. Comments will be limited to three {3} minutes.)

I. **Consent Calendar**
(The following routine items have been recommended for approval and will be acted upon simultaneously unless separate discussion and/or action is requested by a Councilmember or a member of the audience.)

1. Approve the regular meeting minutes of October 4, 2022 (City Clerk Donaldson)

2. Authorize issuance of Proclamation declaring the month of October, 2022 as American Pharmacists Month (Mayor Barich)

3. Authorize issuance of a Proclamation Declaring October 23-29, 2022 as Childhood Lead Poisoning Prevention Week (Mayor Barich)

4. Approve recommendations for appointments to the Human Relations Commission (Mayor Barich and Council Member Davis)

5. Adopt Resolution No. 8398 authorizing remote teleconference meetings by the City Council and all Boards, Commissions, and Committees of the City in accordance with Assembly Bill 361 (2021) for a period of 30 days (Council Member Davis)

6. Approve a Memorandum of Understanding between the City of Redlands and San Bernardino Community College District to provide student interns (Assistant City Manager McConnell)

7. Disclosure and Approval of Agreement of Settlement and General Release - Andrea Benveniste v. City of Redlands; San Bernardino County Superior Court Case No. CIVDS2012175 (City Attorney Garcia)

8. Adopt Ordinance 2944-Second Reading-amending Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments (Management Services/Finance Director Garcia)

9. Authorize a Single Source Professional Services Agreement with Willdan Engineering for the provision of fire plan review and inspection services for an amount not-to-exceed $100,000 for a period of one year; and authorize an additional appropriation in the amount of $100,000 for the cost of these services (Fire Chief Sessler)

10. Accept the Department of Homeland Security, Federal Emergency Management Agency 2021 Emergency Management Performance Grant award in the amount of $18,724, and authorize an additional appropriation of the same amount to the Emergency Preparedness fund (Fire Chief Sessler)

11. Approve the warrant for funds being distributed to the Redlands Police Department by the State of California pursuant to the Budget Act of 2022 in the amount of $200,000, and approve an additional appropriation of $200,000 to the Police Department (Police Chief Catren)

12. Approve the hold harmless agreement with Redlands Joint Venture, LLC, Majestic Realty Co. for use of its facilities for Heroes and Helpers 2022 Event (Police Chief Catren)

13. Approve the Second Amendment to the Agreement with Raftelis Financial Consultants, Inc. to conduct utility rate studies, and an additional appropriation of $46,877 (Municipal Utilities and Engineering Director Harris)

14. Approve the Cooperative Maintenance Agreement with the City of San Bernardino for the Mountain View Avenue Mission Creek Bridge and determine that approval of this agreement is categorically exempt from review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act (Municipal Utilities and Engineering Director Harris)

15. Approve the First Amendment to the Public Works Contract with Tryco General Engineering for the Alley Paving Improvements Project to extend the time for completion by sixty-five (65) calendar days (Municipal Utilities and Engineering Director Harris)

16. Approve the Second Amendment to the Non-Professional Services Agreement with Tanko Streetlighting, Inc. to replace City-owned streetlights with energy-efficient LED lights (Municipal Utilities and Engineering Director Harris)

17. Adopt Ordinance No. 2945-Second Reading-adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal (Assistant City Manager Boatman)

18. Approve a Facility Use Agreement with the San Bernardino County Department of Adult and Aging Services (SBCDAAS) for use of the Senior Center to provide senior citizens with community resources, bus passes, and assistance with the Home Energy Assistance Program and determine that approval of the agreement is exempt from environmental review pursuant to Section 15061 (b)(3) of the State's guidelines implementing the California Environmental Quality Act Guidelines (Assistant City Manager Boatman)

19. Approve the request for in-kind support in the amount of $13,504 related to the Redlands Veterans Day Celebration event hosted by the Redlands Hometown Heroes Foundation on November 11, 2022; approve the request to close E. Citrus Ave., Eureka St., W. State St., Center St., and Redlands Blvd. for the event; authorize the request for the sale and consumption of alcoholic beverages in Jennie Davis Park during the event; and determine that the approval of the request is exempt from environmental review pursuant to Section 15311 of the state's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

20. Approve a First Amendment to the Public Works Contract with DEARK E&C, INC. for the Senior Center Outdoor Dining Facilities Construction Project No. 03012022JN to extend time for completion by ninety (90) calendar days (Assistant City Manager Boatman)

21. Report regarding Emergency Resolution No. 8065 proclaiming the existence of a local emergency in response to COVID-19 (Coronavirus Disease 2019) (Fire Chief Sessler)

J. **Communications**

1. Video Series: Working for You: Redlands Making Progress (Public Information Officer Baker)

2. Conference Report- 2022 Sister Cities International U.S.-Mexico Mayors' Community Summit (Mayor Pro Tem Tejeda)

3. Discussion and possible direction to staff on a request from two Councilmembers to host community-oriented events in City facilities (City Manager Duggan)

K. **Public Hearings**

1. Public Hearing to consider Resolution Nos. 8394 and 8395
(Mayor to declare meeting open as a public hearing)

   a. Resolution 8394 - Calling a special election on the question of levying special taxes within the territory to be annexed to Community Facilities District No. 2004-1; and

   b. Resolution No. 8395 - Declaring results of special election of Annexation No. 27 to Community Facilities District No. 2004-1

(Development Services Director Desatnik)

2. Public Hearing to consider the proposed Transit Villages Specific Plan (Specific Plan No. 65) project and the proposed General Plan Transit Village District consisting of the following items:

   (Mayor to declare meeting open as a public hearing)

   a. **Resolution No. 8399** - A request to certify the Final Environmental Impact Report prepared for the proposed project described below, adopt the Findings of Fact and Statement of Overriding Considerations, and approve and adopt the Mitigation Monitoring & Reporting Program, in accordance with the California Environmental Quality Act (CEQA).

   b. **Resolution No. 8401 (General Plan Amendment No. 146)** - A request to amend certain General Plan maps, exhibits, and policies pertaining to land uses and street segments to ensure the proposed Transit Villages Specific Plan (Specific Plan No. 65) is consistent with the General Plan. The General Plan Land Use Map (Figure 4-1) would be amended to include and identify the proposed Transit Villages Specific Plan area as a Transit Village District" in Figure 4-1.

   c. **Resolution No. 8400** for adoption of the **Transit Villages Specific Plan (Specific Plan No. 65)** and rescind the existing Downtown Specific Plan (Specific Plan No. 45) - The

proposed Specific Plan would provide the development standards and design regulations for future development of up to: 265,000 square-feet of retail and commercial floor area; 238,000 square-feet of office area; up to 2,400 dwelling units (e.g., apartments, condominiums, and townhomes); up to 220 hotel rooms and 110,000 square-feet of hotel space; and approximately 280,000 square-feet of parks and open space. Public realm improvements are also anticipated, to include pedestrian, bicycle, and transit improvements within the plan area. The project area covers approximately 947 acres (or approximately 1.48 square miles) and is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by Interstate 10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The Project area also includes the parcels fronting both sides of the Orange Street corridor between Colton Avenue and Lugonia Avenue. The proposed Transit Villages Specific Plan includes the entire area currently governed by the Downtown Specific Plan, and would replace the existing Downtown Specific Plan.

d. **Ordinance No. 2947** (**Zone Change No. 475)** - A request to amend the city's Zone Map to include and identify the Transit Villages Specific Plan (Specific Plan No. 65) area as a new zoning designation on the Zone Map.

(Development Services Director Desatnik)

3. Public Hearing to consider Ordinance No. 2943-amending Section 12.56 of the Redlands Municipal Code relating to the establishment of regulations governing vehicle operating speeds at the Redlands Airport (Assistant City Manager Boatman)

(Mayor to declare meeting open as a public hearing)

L. **New Business**

1. Consideration of an agreement with Genesis Staffing Firm for city-wide janitorial services for an amount not-to-exceed $1,735,406.16 for a three-year term with two additional one-year terms (Assistant City Manager Boatman)

2. Consideration of Resolution No. 8830 Establishing Fees for the Redlands Municipal Airport and determination that the project is exempt from further environmental review pursuant to Section 15061(b)(3) of the state’s guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

3. Consideration of a contract with My Electrician Inc. for an amount not-to-exceed $2,000,000 for the Redlands Bowl Electrical and Theatrical Lighting Upgrade, waive a minor error in the bid, approve additional appropriation totaling $1,500,000, and determine that the project is exempt from environmental review pursuant to Section 15303(e) of the State's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

4. Consideration of a Single Source purchase order with Meridian Rapid Defense Group for an amount not-to-exceed $262,158.75 for the purchase of mobile crash barriers, consider reallocation of the remaining balance from the Premium Pay program from SLFRF through ARPA funds, and determine that approval of the purchase is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

M. **Individual Council Member Announcements and/or Reports on Activities**
(No collective discussion or action.)

N. **Adjournment**

The next regular meeting of the City Council will be held on November 1, 2022.

Regular meetings are televised live on Redlands TV Channel 3 (Spectrum) and Channel 35 (Frontier) and re-broadcast at 7:00 P.M. the following Wednesday, Friday and Sunday; and at 9:00 A.M. Thursday, Saturday and Monday. Meetings are also streamed live and archived for later viewing on demand on the City's website at www.cityofredlands.org. Agendas, staff reports and minutes of the City Council of the City of Redlands are available online at: www.cityofredlands.org.

City Council Meeting **I. 1.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the regular meeting minutes of October 4, 2022 (City Clerk Donaldson)

MOTION:

I move to approve the regular meeting minutes of October 4, 2022.

Attachments

Regular meeting minutes of October 4, 2022

MINUTES

Regular meetings of the City Council and the Board of Directors of the Successor Agency of the former Redevelopment Agency of the City of Redlands held in the Council Chambers, Civic Center, 35 Cajon Street, on October 4, 2022 at 5:00 P.M.

Present:	Paul Barich, Mayor Denise Davis, Council Member Jenna Guzman-Lowery, Council Member Mick Gallagher, Council Member
Absent:	Eddie Tejeda, Mayor Pro Tempore
Staff:	Charles M. Duggan, Jr., City Manager; Yvette M. Abich Garcia, City Attorney; Jeanne Donaldson, City Clerk; Janice McConnell, Assistant City Manager; Chris Boatman, Assistant City Manager; Carl Baker, Public Information Officer; Chris Catren, Police Chief; Danielle Garcia, Management Services/Finance Director; Brian Desatnik, Development Services Director; John Harris, Municipal Utilities and Engineering Director; Rich Sessler, Fire Chief

Mayor Barich called the meeting to order and explained that comments could be presented in-person, via Zoom, via cell phone or landline. He offered the public an opportunity to provide comment on any item on the agenda for the closed session.

PUBLIC COMMENT

Steve Rogers expressed concerns with the City Manager's contract.

CLOSED SESSION

Conference with labor negotiator - Government Code §54957.6
(Assistant City Manager McConnell)

Agency Negotiators:	Mayor Barich and Mayor Pro Tem Tejeda
Unrepresented Employee:	City Manager

Conference with labor negotiator - Government Code §54957.6
(Assistant City Manager McConnell)

Agency Negotiator:	Laura Kalty, Liebert Cassidy Whitmore; Janice McConnell; Tommi Ng, Danielle Garcia
Employee Organizations:	Redlands Association of Department Directors Redlands Association of Management Employees Redlands Association of Mid-Management Employees Redlands Association of Safety Management Employees Redlands Association of Fire Management Employees Redlands Police Officers Association Redlands Professional Firefighters Association Redlands Civilian Safety Employees Teamsters Local 1932 Redlands Chapter

RECONVENE CITY COUNCIL MEETING

The meeting reconvened at 6:00 P.M. with an invocation by Council Member Guzman-Lowery followed by the pledge of allegiance to the American flag. Council Member.

CLOSED SESSION REPORT

City Attorney Abich Garcia announced that no reportable action was taken during the closed session.

PRESENTATIONS

Redlands Pet Adoption

Animal Control Officer Kaitlyn Giroux introduced “Stede”, a three-year old female German Shepard/Husky mix who is available for adoption, along with forty other dogs, thirty-one cats, one turtle and one pig at the Redlands Animal Shelter. Ms. Giroux informed the Council there had been nine adoptions since the last regular City Council meeting.

PUBLIC COMMENT

TVSP EIR - Steve Rogers referenced a Cal Trans letter related to the City's General Plan Update approved in 2017 and he expressed concerns that certain agencies, including Cal Trans, had not properly been included on the distribution list.

Record Request - Dennis Bell was frustrated he had not received documents related to a public record request made in late July.

Community Diversity Celebration - Mario Saucedo, Chairman of Common Vision Coalition, invited everyone to attend an event celebrating the rich heritage and diversity of community history on October 13, 2022, at the University's Casa Loma Room.

Inclusionary Housing Program - Felipe Alberto and Tracy Wise expressed their appreciation of the Council's decision to provide for an inclusionary housing program, scheduled to be

considered on tonight's meeting agenda and they were both in full support of the program.

CONSENT CALENDAR

Minutes

On motion of Council Member Denise Davis, seconded by Council Member Mick Gallagher, the City Council approved, by roll call vote, the regular meeting minutes of September 20, 2022, and special meeting minutes of September 21,2022.

Vote: 4 - 0 Passed

Municipal Utilities/Public Works Commission Appointments

As public comment, Dennis Bell recommended the City consider appointing new applicants to serve on the Boards and Commissions, rather than approving the same appointees over and over.

On motion of Council Member Denise Davis, seconded by Council Member Jenna Guzman-Lowery, the City Council reappointed, by roll call vote, Steve Stockton and Chandrasekar Venkatraman to each serve second terms on the Municipal Utilities/Public Works Commission ending November 16, 2026.

Vote: 4 - 0 Passed

Proclamation Hispanic Heritage Month

Council Member Guzman-Lowery spoke of the importance of celebrating Hispanic Heritage Month in Redlands and highlighted the many contributions of the Hispanic population. She encouraged everyone to support activities that develop understanding and enjoyment of Hispanic heritage, culture, art and music, such as utilizing the AK Smiley Library's Heritage Room as a resource.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council approved, by roll call vote, the issuance of a proclamation proclaiming September 15, 2022 through October 15,2022 as Hispanic Heritage Month in the City of Redlands.

Vote: 4 - 0 Passed

Resolution No. 8393 Remote Teleconference Meetings

On motion of Council Member Denise Davis, seconded by Council Member Mick Gallagher, the City Council approved, by roll call vote, Resolution No. 8393 authorizing remote teleconference meetings by the City Council and all Boards, Commissions, and Committees of the City in accordance with Assembly Bill 361 (2021) for a period of 30 days.

Vote: 4 - 0 Passed

Cal-ID/Identix Maintenance Payment

On motion of Council Member Denise Davis, seconded by Council Member Mick Gallagher, the City Council authorized, by roll call vote, the annual payment to San Bernardino County Sheriff's Department (Cal-ID/Identix) in the amount of $83,961.72 for Redlands Police Department's Fingerprint Identification Services.

Vote: 4 - 0 Passed

Resolution 8388 Mills Act Program

Development Services Director Desatnik presented background of the local Mills Act program. The current program is set to expire on November 7, 2022. The City of Redlands is a Certified Local Government ("CLG") in cooperation with the State Office of Historic Preservation, and the local Mills Act program is an important element in the city's historic preservation program. As public comment, Dennis Bell questioned how much property tax the City was losing because of their participation in the Mills Act Program, and he said the program was a taxpayer-subsidized bailout.

On motion of Council Member Mick Gallagher, seconded by Council Member Denise Davis, the City Council approved, by roll call vote, Resolution 8388 to extend the City of Redlands' “Mills Act” program for an additional five years to November 30, 2027.

Vote: 4 - 0 Passed

2021 Homeland Security Grant Program Award

On motion of Council Member Denise Davis, seconded by Council Member Mick Gallagher, the City Council approved, by roll call vote, to accept the grant award from the FY 2021 Homeland Security Grant Program; and approved an additional appropriation of $36,670 to the Police Department.

Vote: 4 - 0 Passed

SBCTA Cooperative Agreement Interstate 10/Alabama Street Project

Municipal Utilities and Engineering Director Harris reviewed the need to extend the Cooperative Agreement with SBCTA for the Interstate 10/Alabama Street Improvement Project by two years to December 31, 2024. As public comment, Steve Rogers was worried the City may never see Phase II completed.

On motion of Council Member Mick Gallagher, seconded by Council Member Denise Davis, the City Council approved, by roll call vote, the Cooperative Agreement Time Extension with SBCTA for the Interstate 10/Alabama Street Improvement Project by two (2) years to December 31, 2024.

Vote: 4 - 0 Passed

Resolution No. 8385 Water Efficiency Rebate Program

Municipal Utilities and Engineering Director Harris introduced Resolution No. 8385 amending the City's Water Efficiency Rebate Program. Council Member Davis was pleased to see the increase in funding to grow the program, but questioned why the City was providing rebate monies to residents who used artificial turf. She said the material has been found to be harmful to the environment, and she requested the resolution be revised to remove rebates for installing artificial turf.

On motion of Council Member Denise Davis, seconded by Council Member Jenna Guzman-Lowery, the City Council directed staff to further review the City's Water and Efficiency Rebate Program and to address the feedback presented by Council Members tonight.

Vote: 4 - 0 Passed

Food Truck License Agreement

On motion of Council Member Denise Davis, seconded by Council Member Mick Gallagher, the City Council determined, by roll call vote, that approval of the License Agreement with Juan Morales, doing business as "The Dog House", is exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act Guidelines; and approved the License Agreement with Juan Morales, doing business as "The Dog House", for a food truck at the City's Corporate Yard, 1270 W. Park Avenue.

Vote: 4 - 0 Passed

Street Closure Redlands Elks Veterans Car Show

On motion of Council Member Denise Davis, seconded by Council Member Mick Gallagher, the City Council approved, by roll call vote, the request to close New York Street and West Stuart Avenue for the Redlands Elks Veterans Car Show event hosted by the Redlands Elks Lodge on October 15, 2022.

Vote: 4 - 0 Passed

Redlands Turkey Trot In-Kind Support

Assistant City Manager Boatman introduced the request for in-kind support of $6,036 to hold The Redlands Turkey Trot event hosted by Phoenix Hope International on November 24, 2022, within Sylvan Park and the surrounding area. As public comment, Dennis Bell was opposed to granting in-kind support to out-of-state organizations.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council determined, by roll call vote, that approval of the event is exempt from environmental review pursuant to Section 15311(c) of the State’s guidelines implementing the California Environmental Quality Act; authorized the closure of E. High Ave., Division St., E. Park Ave., N. University St., Sylvan Blvd., N. Grove St., E. Brockton Ave., and Chapel St. and; authorized the expenditure of city resources and in-kind support in the amount of $6,036 related to this event.

Vote: 4 - 0 Passed

Downtown Redlands Artwalk In-Kind Support

Assistant City Manager Boatman reviewed the request for in-kind support of $5,554 related to the Downtown Redlands Artwalk event hosted by the Kid's Cures Foundation to be held on October 23, 2022. As public comment, Dennis Bell questioned if the organization provided the appropriate insurance forms. KP wondered if this artwalk event was being hosted by a different organization from similar events in the past. The event organizer desired to encourage artists and the fund-raising efforts would support a non-project group, Build-a-Bag program of the Kid's Cures Foundation. Assistant City Manager Boatman stated any organization hosting an event must provide the necessary insurance forms. This year's activities were hosted by a different organization than in the past and any group interested in hosting an event was invited to submit their request to the City.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council determined, by roll call vote, that approval of the event is exempt from environmental review pursuant to Section 15311(c) of the State's guidelines implementing the California Environmental Quality Act; authorized and approved a request for in-kind support in the amount of $5,544 related to this event; authorized the temporary closure of East State Street from Orange Street to 7th Street and 5th Street from Redlands Boulevard to State Street on October 23, 2022; and approved the request for the sale and consumption of alcoholic beverages in Ed Hales Park.

Vote: 4 - 0 Passed

COMMUNICATIONS

Inclusionary Housing Program

Development Services Director Desatnik provided background on the creation of an Inclusionary Housing program. Many cities have viewed Inclusionary Housing programs as offering multiple benefits to the community, including: housing for low to moderate income working households, such as those headed by teachers, police officers, retail clerks, firefighters, senior citizens, young families, and others who would otherwise be priced out of the current real estate market; diverse, mixed-income communities; affordable housing spread throughout the community; market-based solution to leverage affordable housing; reduced sprawl and traffic congestion by allowing people to live closer to where they work and, for public sector employees, in the communities in which they serve; and predictability for developers who must all follow the same inclusionary housing policy and procedures. He added that despite a number of court challenges, these other ordinances have been upheld as a valid exercise of a city's zoning powers. He added the first step to create the program was to complete a financial evaluation. As public comment, Jeff Green and Maribel Nunez, of Inland Equity Community Land Trust, supported the City's efforts to establish a program and encouraged the Council to engage community residents as they move forward with the matter.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council authorized, by roll call vote, staff to develop an inclusionary housing program to encourage the development of affordable housing; approved the sole source agreement with Keyser Marston Associates Inc., for an amount not-to-exceed $50,400; and approved an additional appropriation of $50,400 from the General Fund unassigned fund balance to the Development Services FY 2022-23 Planning Budget.

Vote: 4 - 0 Passed

PUBLIC HEARINGS

Planning Commission's Approval Appeal of City Center Project

Mayor Barich declared the meeting open as a public hearing and called on Sean Reilly, of Development Services, for a review of the appeal of the Planning Commission's approval for the City Center mixed use project, as submitted by Lozeau Drury LLP, representing Supporters Alliance for Environmental Responsibility (SAFER). Amalia Bowley Fuentes, representing the Appellant, stated the Planning Commission should not have approved the Project and the City should prepare a revised SCEA or prepare an Environmental Impact Report ("EIR") because the SCEA failed to reduce the project impacts. As public comment, Steve Rogers said he thought there had been no real environmental review done and he questioned why a traffic study was not prepared. Tom Robinson, the project developer, urged the Council to deny the appeal, adding the City was in need of housing and the building and construction of the project would comply with the state's green building codes. A representative from the project consulting team, EPD Consulting, clarified that the appellant's comments were thoroughly reviewed and nothing led the team to change their opinion. One written comment was received, requesting the City approve to deny the appeal. With no further comments, the Mayor closed the public hearing.

On motion of Council Member Mick Gallagher, seconded by Council Member Denise Davis, the City Council approved, by roll call vote, to deny the Appeal and uphold the Planning Commission's approval for Conditional Use Permit No. 1138 and Tentative Parcel Map No. 20475, and adoption and certification of the Sustainable Communities Environmental Assessment, for the City Center mixed-use project.

Vote: 4 - 0 Passed

The Grand Residential Project

Mayor Barich declared the meeting open as a public hearing and called on Contract Planner, Emily Elliott for details of "The Grand", a proposed residential project located at the northeast corner of West Redlands Boulevard and Eureka Street. The Applicant, Vantage One Real Estate Investments, LLC. The Applicant, represented by Tom Robinson, described the project location as a key intersection in the town, which will encourage people to walk in the area and access the train station. Smaller units have intentionally been designed in order to be more affordable, but he added there will be many attractive amenities. As public comment, Steve Rogers complained that a full environmental impact report was not prepared, and he was concerned this project was situated within a flood zone and he urged the Council to hold off approval of this until the Transit Villages Specific Plan (TVSP) was considered. Pat Meyer, representing Vantage One Real Estate, pointed out a full hydrology study was performed in compliance with FEMA and the project was

consistent with the City's Municipal Code. Development Services Director Desatnik stated both the City Center Project and The Grand Project were not dependent on approval of the TVSP. One written comment was received in support of the project. With no further comments, Mayor Barich closed the public hearing.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council approved, by roll call vote, Resolution No. 8389 adopting the Sustainable Communities Environmental Assessment document prepared for the project in accordance with the California Environmental Quality Act; adopted Resolution No. 8390 approving Amendment No. 23 to Specific Plan No. 45 (Downtown Specific Plan); and adopted Resolution No. 8391, approving Commission Review and Approval No. 911 and Tentative Parcel Map No. 20175 for the proposed project.

Vote: 4 - 0 Passed

Resolution No. 8392 2021-2029 Housing Element

Mayor Barich declared the meeting open as a public hearing and called on Development Services Director Desatnik who presented Resolution No. 8392 to adopt the Amended 6th Cycle 2021-2029 Housing Element (General Plan Amendment No. 144). The Housing Element is one of the required elements of the General Plan, pursuant to the State Law and is required to be updated periodically. Each cycle of Housing Element Update requires local adoption by the City Council, as well as certification by the California Department of Housing and Community Development ("HCD"). One written comment was received, congratulating staff for their efforts. With no further comments, Mayor Barich closed the public hearing.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council approved Resolution No. 8392 adopting the Amended 6th Cycle 2021-2029 Housing Element (General Plan Amendment No. 144).

Vote: 4 - 0 Passed

Mayor Barich announced a brief recess at 7:48 P.M. with the City Council reconvening at 8:00 P.M.

NEW BUSINESS

City Manager's Employment Agreement

City Attorney Abich Garcia discussed the Employment Agreement between the City of Redlands and Charles M. Duggan, Jr. The agreement proposed the following terms: extension of the Employment Agreement for an additional 3 years expiring January 31, 2026; base salary of $280,000; twelve months of severance; benefits, leave and deferred compensation as set forth in the current contract remain unchanged. As public comment, Steve Rogers was not pleased with the performance of the City Manager. In his opinion, there had not been a shift away from past practices of the former city manager and he thought incentive bonuses should not apply to the city manager position.

On motion of Council Member Denise Davis, seconded by Council Member Jenna Guzman-Lowery, the City Council unanimously approved, by roll call vote, the City Manager Employment Agreement between the City of Redlands and Charles M. Duggan, Jr. Mayor Barich congratulated Mr. Duggan and thanked him for his dedication.

Vote: 4 - 0 Passed

Side Letter RPFA Agreement

Assistant City Manager McConnell introduced the Side Letter of Agreement between the City and the Redlands Professional Firefighters Association related to negotiations of their current Memorandum of Understanding (MOU) with proposed changes to Article 23: Paramedic Pay to include paramedic incentive for eligible Fire Engineers and Fire Captains; and Article 39: minimum staffing to increase the minimum staffing due to a new tiller truck and new fire station. Council Members fully supported the side letter. Council Member Gallagher pointed out that with approval of the paramedic incentive language in Article 23 of the MOU, only one emergency vehicle, not two, will be deployed in response to a call because the Fire Department will have a paramedic assigned to each unit.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council approved, by roll call vote, the Side Letter of Agreement between the City and the Redlands Professional Firefighters Association.

Vote: 4 - 0 Passed

Ordinance 2944 Water, Sewer and Solid Waste Charges/Payments

Management Services/Finance Director Garcia explained the need for Ordinance 2944 amending Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments to provide clarification and simplify processes for city staff to waive late fees for customers and provide for the customer to request a late fee waiver once every twelve months.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council introduced, by roll call vote, Ordinance 2944 amending Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments; and determined that the Ordinance is not subject to environmental review pursuant to Section 15060(c)(2) and 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act.

Vote: 4 - 0 Passed

Contract Award Joslyn Senior Center Renovation Project

Assistant City Manager Boatman reviewed the public works construction contract with Armstrong Cal Builders, Inc. for an amount not-to-exceed $1,033,800 for the Joslyn Senior Center Renovation Project.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council determined, by roll call vote, that the approval of the non-professional services agreement with Armstrong Cal Builders, Inc. for the Joslyn Senior Center Renovation Project is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; approved an additional appropriation of $180,535.38; and awarded the public works construction contract to Armstrong Cal Builders, Inc. in the amount of $1,033,800 for the Joslyn Senior Center Renovation Project No. FCS10252021ER.

Vote: 4 - 0 Passed

SBCTA Operations/Maintenance Agreement for Downtown Station

Assistant City Manager Boatman described the Operations and Maintenance Agreement with the San Bernardino County (erroneously referred to as San Bernardino California) Transportation Authority (SBCTA) for the City's maintenance and security obligations at the Downtown Station for the Redlands Passenger Rail Project. He added the City would continue to monitor and evaluate security services for the next 18 months and SBCTA was providing funding for two years. As public comment, Steve Rogers was concerned that University Station was not mentioned in this agreement and it appeared to him that there would be no bus service to serve the rail.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Mick Gallagher, the City Council determined, by roll call vote, that approval of an Operations and Maintenance Agreement with the San Bernardino County (erroneously referred to as San Bernardino California) Transportation Authority is not subject to environmental review pursuant to Section 15162 of the State's Guidelines implementing the California Environmental Quality Act; and approved the Operations and Maintenance Agreement with the San Bernardino County (erroneously referred to as San Bernardino California) Transportation Authority for the City's maintenance and security obligations at the Downtown Station.

Vote: 4 - 0 Passed

Ordinance No. 2945 Organic Waste Disposal

Assistant City Manager Boatman provided a report of Ordinance No. 2945, adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal. The Solid Waste Division implemented the collection of commercial organic food waste in 2016 and implemented a residential organic waste drop-off pilot program in 2021. To be in full compliance with state regulations, the City must adopt an enforceable ordinance to ensure full compliance with organics diversion requirements by residential and commercial waste generators; implement a program to recover organics from single-family residents and recover food from multi-family locations; and implement a program for contamination monitoring and develop an "implementation record" to ensure all activities are documented. Assistant City Manager Boatman responded to Council Members' questions and added the proposed ordinance does not change anything currently in the Municipal Code and would provide a framework for the future.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council introduced, by roll call vote, Ordinance No. 2945, adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal; and determined that approval of the ordinance is exempt from environmental review pursuant to Section 15308 of the State's guidelines implementing the California Environmental Quality Act.

Vote: 4 - 0 Passed

Downtown Market Plan

Assistant City Manager Boatman detailed the implementation plan for the Downtown Market as recommended by the City Council subcommittee. Based on the survey results, staff provided a recommendation to the Parks and Recreation Committee on May 12, 2022, that included bringing the Market back on Saturday mornings from 8 a.m. to noon during the spring, summer and fall seasons. The Market would include new policies and guidelines to include higher quality merchandise and local products as suggested in the returned surveys. This option would also help alleviate conflicts between the merchants and downtown business parking during busy evening hours. Costs for staff resources would be reduced relative to previous operations and impacts to parking would be minimal. Furthermore, the demand for police officers to patrol the market would not be immediately necessary for this option, as the current Saturday Farmer's Market has not demonstrated a need for this service. As public comment, Evan Sanford, representing the Redlands Chamber of Commerce, supported the expansion of the Saturday Morning Farmer's Market. Council Members provided their thoughts and perspectives and discussed at length the merits of offering the market on Saturday morning versus bringing back the program on Thursday night. Council Member Guzman-Lowery described the importance of providing the community with family-friendly activities in the downtown area and she supported maintaining the Thursday night program, but suggested the City consider offering both a night market and a morning market. Chief Catren reiterated he does not have the police resources to cover a night market.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council determined, by roll call vote, that approval of the Plan is categorically exempt from environmental review pursuant to Section 15311(c) of the State's guidelines implementing the California Environmental Quality Act; and directed staff to implement the Downtown Market Plan as recommended by the City Council subcommittee.

Vote: 4 - 0 Passed

Platform and Parking Lot Security Agreement

Assistant City Manager Boatman presented an agreement with Patrol Solutions, LLC., for the provision of platform and parking lot security for the Redlands Passenger Rail Downtown and University Stations in an amount not-to-exceed $410,000 for the initial term of one year, with the option to extend by one additional one-year term for a total amount not-to-exceed $820,000. The project will be fully funded by SBCTA for two years. The City and SBCTA have agreed the City will provide a security guard at both stations, beginning 15 minutes prior to the arrival of the first train until 15 minutes after the last scheduled train departs; approximately 18-19 hours daily. SBCTA is responsible for reimbursing the City for costs associated with maintenance and security for the initial two-year period. After the initial period, the City and SBCTA will reassess

the need for full-time onsite security.

On motion of Council Member Jenna Guzman-Lowery, seconded by Council Member Denise Davis, the City Council unanimously approved, by roll call vote, the agreement with Patrol Solutions, LLC., for the provision of platform and parking lot onsite security services for the Redlands Passenger Rail Downtown and University Stations in an amount not-to-exceed $410,000 for the initial term of one year, with the option to extend by one additional one-year term for a total amount not-to-exceed $820,000; and approved additional appropriations of $160,000 in both revenue and expenses in FY 2022-23, and FY 2023-2024.

Vote: 4 - 0 Passed

COUNCIL MEMBER ANNOUNCEMENTS AND ACTIVITIES

Mayor Barich stated the City was very fortunate to have City Manager Duggan for his strong leadership and dedication to the City. Mr. Duggan expressed his appreciation of the Council for renewing his employment agreement and credited the hard work of all the directors and staff. Mr. Duggan announced the City's finance rating was upgraded to "AA".

ADJOURNMENT

There being no further action required, the meeting adjourned at 9:05 P.M. The next regular meeting of the City of Redlands City Council will be held on October 18, 2022.

SUCCESSOR AGENCY OF THE FORMER REDEVELOPMENT AGENCY OF THE CITY OF REDLANDS

Chairman Barich called the meeting to order and offered anyone present the opportunity to address the Board on any subject, not already on the agenda, within the jurisdiction of the Successor Agency.

PUBLIC COMMENT

None forthcoming

Minutes

On motion of Board Member Davis, seconded by Board Member Gallagher, the minutes of the regular meeting of September 6, 2022, were approved by roll-call vote.

Vote: 4 - 0 Passed

ADJOURNMENT

There being no further business, the Successor Agency Board of Directors' meeting was adjourned at 9:06 P.M. The next regular meeting of the Agency will be held on November 1, 2022.

City Council Meeting **I. 2.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Authorize issuance of Proclamation declaring the month of October, 2022 as American Pharmacists Month (Mayor Barich)

MOTION:

I move to authorize issuance of Proclamation declaring the month of October, 2022 as American Pharmacists Month.

Attachments

Proclamation - American Pharmacist Month 2022

PROCLAMATION

American Pharmacists Month

WHEREAS, pharmacy is one of the oldest of the health professions concerned with the health and well-being of all people; and

WHEREAS, pharmacists are specifically educated with a focus and level of expertise on medication therapy and are ideally suited to work collaboratively with other health care providers and patients to improve medication use and outcomes by providing services through medication therapy management; and

WHEREAS, it is important to promote the profession of pharmacy as an essential health care provider; and

WHEREAS, pharmacists provide both expertise and accessibility which are crucial to patients fully optimizing access to medications that are not self-administered such as, but not limited to immunizations; and

WHEREAS, the American Pharmacists Association and the California Pharmacists Association have proclaimed October as American Pharmacists Month with the theme "Your Pharmacist: improving health and increasing access";

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Redlands does hereby proclaim the month of October as "American Pharmacists Month" in the City of Redlands and encourages its residents to actively engage with their local pharmacist to create a healthier and more informed future.

IN WITNESS WHEREOF, we hereunto affix our signatures and Official Seal of the City of Redlands on this 18th day of October, 2022.

_____

Paul T. Barich, Mayor

Attest:

_____

Jeanne Donaldson, City Clerk

City Council Meeting **I. 3.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Authorize issuance of a Proclamation Declaring October 23-29, 2022 as Childhood Lead Poisoning Prevention Week (Mayor Barich)

MOTION:

I move to authorize issuance of a Proclamation Declaring October 23-29, 2022 as Childhood Lead Poisoning Prevention Week.

Attachments

Childhood Lead Poisoning Prevention Week

PROCLAMATION

Childhood Lead Poisoning Prevention Week

WHEREAS, one of government's important responsibilities is to keep its constituents safe from environmental hazards. Lead poisoning is among the most pervasive of these, as lead occurs in soil, groundwater, and human-made materials such as paint and plumbing fixtures. Lead exposure is especially harmful to children under the age of six. It is vital that we take the necessary steps to make sure that we have a safe environment in the City of Redlands; and

WHEREAS, one of our most important responsibilities is to promote the health of our citizens. While there are many dangers that require caution, lead poisoning poses a threat to residents of all ages, especially to children under the age of six years. It is vital to take the necessary steps to ensure we have a safe environment in the City of Redlands; and

WHEREAS, protecting children from lead is vital to lifelong health. Even small amounts of lead in the body have been shown to impact IQ, ability to pay attention, and academic achievement. The damaging effect of lead exposure often go undetected, as initial symptoms may not be apparent. A blood lead test is the best way to identify if a child has been exposed to lead; and

WHEREAS, lead can be found in many products and locations, lead exposure is preventable; and therefore, City of Redlands residents are encouraged to learn about the risks and potential sources of lead exposure, and the steps we can take to protect our children; and

WHEREAS, Redlands youth deserve a bright future, and this week, Redlands residents are encouraged to learn about the dangers that lead poisoning presents and ways to best prevent them in your family; and

WHEREAS, the City of Redlands supports the endeavors of the San Bernardino County Department of Public Health in its efforts to educate the community and local agencies regarding the hazards of lead poisoning;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Redlands does hereby proclaim October 23-29, 2022, as "Childhood Lead Poisoning Prevention Week".

IN WITNESS WHEREOF, we hereunto affix our signatures and Official Seal of the City of Redlands on this 18th day of October, 2022.

_____

Paul T. Barich, Mayor

Attest:

_____

Jeanne Donaldson, City Clerk

City Council Meeting **I. 4.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve recommendations for appointments to the Human Relations Commission (Mayor Barich and Council Member Davis)

MOTION:

I move to appoint Matthew Maiberger and Claudia Ruiz to each serve four-year terms on the Human Relations Commission beginning October 18, 2022 and ending October 18, 2026.

RECOMMENDATION:

In accordance with Redlands Municipal Code Section 2.66.020, nominations to this Commission are made on a rotational basis by members of the City Council. Because there are two terms expiring, two council members have made recommendations to City Council to appoint the individuals listed below to serve four-year terms on the Human Relations Commission.

Recommendation	By:
Matthew Maiberger	Mayor Barich
Claudia Ruiz	Council Member Davis

DISCUSSION:

The terms of both Commissioner Gretchen Andrews and Commissioner Stephanie Miranda will expire on October 21, 2022. Neither commissioner is seeking reappointment. As a result, two new commissioners have been selected from among the applications received.

A public notice advertising that the City was accepting applications for the Human Relations Commission was issued in August of this year. In addition, the public notice was concurrently aired on Redlands TV and posted on the community bulletin board at the A. K. Smiley Public Library. The local

newspapers also received distribution of the public notice. The City received two applications from residents interested in serving on this commission, and had five from a previous posting.

The Human Relations Commission consists of nine members as follows:

- Vanessa Annaguey Aranda
- Roy George
- Shaheen Zakaria
- Kenneth Ford
- Julie Houston
- Gail Howard
- Gretchen Andrews-Expiring
- Stephanie Miranda-Expiring
- Varun Srivastava (Student)

ALTERNATIVES:

The City Council may choose not to support the recommendations and direct staff to seek additional applications for consideration.

SUBMITTED BY:
Jennifer Macias, Management Analyst

REVIEWED BY:
Charles M. Duggan, Jr., City Manager
Janice McConnell, Assistant City Manager

Attachments

Human Relations Commission Applications
Human Relations Commission-Public Notice

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)

COMMISSION\BOARD APPLIED FOR

Human Relations Commission

Name Richard Cunningham

Address [redacted]

Telephone (Work) _____ (Cell / Home) [redacted]

Email [redacted]

Occupation Writer, former professor @UCR

Reasons for desiring to serve – relevant experience and qualifications:

I desire to be a part of this commission inorder to have deeper roots in the Redlands community. When people feel more welcomed in a community they are more likely to pa community. I have experiance in this area as a former professor of a divers student bod ethnic, abilities, etc.) and as a parent who has enrolled my children in bilingual education Education: B.A. Economics; B.A. Philosophy; Masters of Divinity; M.A. New Testament; I

Signature [signature] **Date** 8/11/22

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) Nick Myers

[redacted]

Telephone [redacted]

(2) Mark Leonard

[redacted]

Telephone [redacted]

Return Application to: Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org

You will be notified of appointments by the City Council. Your application will be retained for one year. PLEASE NOTE: Planning Commissioners and Historic & Scenic Preservation Commissioners are required to file Statements of Economic Interest in accordance with California State Law.

Reasons for desiring to serve:

I desire to be a part of this commission in order to have deeper roots in the Redlands community. When people feel more welcomed in a community they are more likely to participate in community. I have experience in this area as a former professor of a diverse student body (economic, ethnic, abilities, etc.) and as a parent who has enrolled my children in bilingual education programs.

Education: B.A. Economics; B.A. Philosophy; Masters of Divinity; M.A. New Testament; Ph.D. A.B.D.

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)

AUG 2022
RECEIVED
City Manager's Office

COMMISSION\BOARD APPLIED FOR

Human Relations Commission

Name Louisa Amis

Address [redacted]

Telephone (Work) ——— (Cell / Home) [redacted]

Email [redacted]

Occupation Semi-retired, Part-time apartment manager

Reasons for desiring to serve – relevant experience and qualifications:

I wish to continue community service. I was an alternate Public Member of LAFCO (Local Agency formation Commission) 2016-2018. IN 2021-2022 I served on the civil Grand Jury of San Bernardino County. I was employed 2005-2015

Signature Louisa Amis **Date** 8-10-2022

**** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)***

Two References: (Please do not include Councilmembers or City Staff)

(1) DR. Eileen Brantley PhD. (2) Erin Kerr

[redacted]

Loma Linda, Ca. 92354

Telephone [redacted] Telephone [redacted]

Return Application to: Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org

page (1) of (2)
continue experience/qualifications page 2

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✓ Address Verified

at Loma Linda University as a laBonatory technician and lab manager in a cancer Research lab. Aside from my other duties I managed 4-6 people of different ages, and nationalities.

In my current part time position, I am the front office for tenants and applicants. I also work with tenants Resolving disputes

I hold a B.A. in History and a B.S. in chemistry.



CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)

COMMISSION\BOARD APPLIED FOR

Human Relations Commission

Name Matthew Joseph Maiberger

Address [redacted]

Telephone (Work) _____ (Cell / Home) [redacted]

Email [redacted]

Occupation Hindu Yogi - King of the Temple

Reasons for desiring to serve – relevant experience and qualifications:

desire to serve
former Rent Review commission member
long time resident (1966)
extreme people experience
King of the Temple - servant of the people

Signature Matt J. Maiberger **Date** 8/4/22

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) SAM Trad
[redacted]
Redlands, CA. 92373
Telephone [redacted]

(2) Dr. Robert Zielinski
[redacted]
LANDLORD
Redlands, CA. 92373
Telephone [redacted]

Return Application to: Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org

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✓ addressed Confirmed

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)



COMMISSION\BOARD APPLIED FOR

Human Relations Commission

Name Marilyn Jeane Trombetta

Address [redacted]

Telephone (Work) N/A (Cell / Home) [redacted]

Email [redacted]

Occupation Retired Senior Staff Analyst with SBCounty

Reasons for desiring to serve – relevant experience and qualifications:

Grand Juror for San Bernardino County for 2 terms.

Analytical ability to address multi-displinary responsibiities i.e. contracts, budgets and policies

Experience in mediation, human resourses and human services

Wrote and received grants up to $700,000 for San Bernardino County

President of HOA for 15 plus years -

Signature Marilyn Jeane Trombetta **Date** 6/24/2021

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) Mia M Sullivan
Deputy Director Family and Children Service
Telephone [redacted]

(2) Judge Charlie Umeda
Judge for SBCounty Superior Count
Telephone [redacted]

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✓ address verified

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)

RECEIVED
City Manager's Office
MAY 4 2021

COMMISSION\BOARD APPLIED FOR

Human Relations Commision

Name Kimberly Hillyer

Address [redacted]

Telephone (Work) [redacted] (Cell / Home) [redacted]

Email [redacted]

Occupation Neonatal Nurse Practitioner

Reasons for desiring to serve – relevant experience and qualifications:

Redlands, I desire to serve you because I believe that this commission is vital in strengthening and bringing hope back to a community that like our country was shaken by all the events of 2020. As a mother of two, I have a vested interest in the counties that I was raised in. As a healthcare worker, I know the critical work that members on committees like this do. I have taught at a graduate level, participated in many committes at Loma Linda University Health and the school of Nursing. I have been an active PTA leader at Crafton,

Signature Kimberly Hillyer **Date** 5/4/2021

**** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)***

Two References: (Please do not include Councilmembers or City Staff)

(1) Toby Richards [redacted]

Telephone [redacted]

(2) Sherry Nolfe [redacted]

Telephone [redacted]

Return Application to: **Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org**

You will be notified of appointments by the City Council. Your application will be retained for one year. PLEASE NOTE: Planning Commissioners and Historic & Scenic Preservation Commissioners are required to file Statements of Economic Interest in accordance with California State Law.

5/4/2021 - verified

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)



COMMISSION\BOARD APPLIED FOR

Human Relations Commission

Name Mario Vasquez

Address [redacted]

Telephone (Work) _____ (Cell / Home) [redacted]

Email [redacted]

Occupation Labor Union Staff Worker

Reasons for desiring to serve – relevant experience and qualifications:

I am active in community organizing throughout the region. The goal is always in tune with what the City hopes to acheive with the Human communities. Moreover, I recently ended a term as a member of the San Bernardino Countywide Oversight Board, which demonstrates my ability to serve the public first and foremost..

Signature Mario Vasquez **Date** 5/3/21

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) Rich Smith

[redacted]

Telephone [redacted]

(2) Teresa Conrow

[redacted]

Telephone [redacted]

Return Application to: **Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org**

You will be notified of appointments by the City Council. Your application will be retained for one year. PLEASE NOTE: Planning Commissioners and Historic & Scenic Preservation Commissioners are required to file Statements of Economic Interest in accordance with California State Law.

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request)



COMMISSION\BOARD APPLIED FOR

Human Relations

Name James Held

Address [redacted]

Telephone (Work) [redacted] (Cell / Home) [redacted]

Email [redacted]

Occupation STRP/Child Therapy

Reasons for desiring to serve – relevant experience and qualifications:

In my employment, I have represented minorities and helped coach the youth and parents. Underserved communities are no strangers to me. I am also the first openly gay man in the family and help LGBT youth.

Signature James Held **Date** 4/29/21

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) Darlene Held
[redacted]
Redlands, CA 92374
Telephone [redacted]

(2) Cheryl Graybill
[redacted]
Redlands, CA 92373
Telephone [redacted]

Return Application to: Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org

You will be notified of appointments by the City Council. Your application will be retained for one year. PLEASE NOTE: Planning Commissioners and Historic & Scenic Preservation Commissioners are required to file Statements of Economic Interest in accordance with California State Law.

5/3/21 verified 30

CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)



COMMISSION\BOARD APPLIED FOR

Human Relations Commision

Name Claudia Ruiz

Address [redacted]

Telephone (Work) _____ (Cell / Home) [redacted]

Email [redacted]

Occupation self employed

Reasons for desiring to serve – relevant experience and qualifications:

Redlands has been my home for the last 23 years. Being an immigrant, working as a professional for the largest employer in Redlands gave me valuable insights of our community.

Previous human resources and general management working experience gives experience on change management and education. . Previous human resources and general management working experience gives experience on change management and educatior

I would like to contribute my experience and knowledge to educating and bringing people together to expand their understanding of our differences so we all respect our different views and perspectives.

It is fundamental for the success of a thriving community enriched by different cultures to be able to interact and learn from each other, rather than isolate

These past years have been very divisive, so I feel this is important work. It is my intention to get involved in the community with an active role. This is a good opportunity in which I can be of service.

Signature Claudia Ruiz **Date** April 29, 2021

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) Jo Lynn Lambert

(2) Mary Ingram

Telephone [redacted]

Telephone [redacted]

Return Application to: Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org

You will be notified of appointments by the City Council. Your application will be retained for one year. PLEASE NOTE: Planning Commissioners and Historic & Scenic Preservation Commissioners are required to file Statements of Economic Interest in accordance with California State Law.

Claudia Ruiz – Human Relations Commission Application "Reasons for desiring to serve" narrative:

Redlands has been my home for the last 23 years. Being an immigrant, working as a professional for the largest employer in Redlands gave me valuable insights of our community. Previous human resources and general management working experience gives experience on change management and education. . Previous human resources and general management working experience gives experience on change management and education. Spanish is my native language and I am fluent in English and French. I would like to contribute my experience and knowledge to educating and bringing people together to expand their understanding of our differences so we all respect our different views and perspectives. t is fundamental for the success of a thriving community enriched by different cultures to be able to interact and learn from each other, rather than isolate. These past years have been very divisive, so I feel this is important work. It is my intention to get involved in the community with an active role. This is a good opportunity in which I can be of service.



CITY OF REDLANDS
COMMISSION APPLICATION FORM

(Please note that this form is a public record that may be subject to disclosure upon request.)

COMMISSION\BOARD APPLIED FOR

Human Relations Commission

Name Richard Cunningham

Address 732 S. Grove St., Redlands, CA 92374

Telephone (Work) _____ (Cell / Home) (909) 575-7625

Email richdcunningham@gmail.com

Occupation Writer, former professor @UCR

Reasons for desiring to serve – relevant experience and qualifications:

I desire to be a part of this commission inorder to have deeper roots in the Redlands community. When people feel more welcomed in a community they are more likely to pa community. I have experiance in this area as a former professor of a divers student bod ethnic, abilities, etc.) and as a parent who has enrolled my children in bilingual education Education: B.A. Economics; B.A. Philosophy; Masters of Divinity; M.A. New Testament; I

Signature _____ **Date** 8/11/22

** If appointed, please be advised that all City commissioners and committee/board members must complete mandatory harassment prevention training consistent with the requirements of Assembly Bill No. 1825. (Resolution No. 7206 adopted July 26, 2012)*

Two References: (Please do not include Councilmembers or City Staff)

(1) Nick Myers
736 S. Grove St.
Redlands, CA 92374
Telephone (909) 499-1069

(2) Mark Leonard
1666 Mistquite Vista
Beaumont, CA 92223
Telephone (909) 583-3045

Return Application to: Office of the City Council, C/O Office of the City Manager, Suite 200, 35 Cajon Street, PO Box 3005, Redlands, CA 92373, OR by email to RedlandsOCM@cityofredlands.org

You will be notified of appointments by the City Council. Your application will be retained for one year. PLEASE NOTE: Planning Commissioners and Historic & Scenic Preservation Commissioners are required to file Statements of Economic Interest in accordance with California State Law.

Reasons for desiring to serve:

I desire to be a part of this commission in order to have deeper roots in the Redlands community. When people feel more welcomed in a community they are more likely to participate in community. I have experience in this area as a former professor of a diverse student body (economic, ethnic, abilities, etc.) and as a parent who has enrolled my children in bilingual education programs.

Education: B.A. Economics; B.A. Philosophy; Masters of Divinity; M.A. New Testament; Ph.D. A.B.D.

City of

REDLANDS

Incorporated 1888
35 Cajon Street, Redlands, CA 92373
909-798-7510
www.ci.redlands.ca.us

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that the City Council of the City of Redlands encourages residents of the City of Redlands to apply for a position on the following commission:

HUMAN RELATIONS COMMISSION

The Human Relations Commission was established to foster peaceful relations among persons of different races and national origins. This commission serves in an advisory capacity to the City Council and to aid the City in achieving better human relations by providing assistance to all persons or groups in promoting good will and better relations among all people.

The Human Relations Commission meets on the second Monday of odd-numbered months at 6:30 p.m.

Residents interested in applying for the non-salaried position on this commission may request application forms from the City Manager's Office, City Hall, 35 Cajon Street, Suite 200 or by phone at 798-7510 or from the City's website at www.cityofredlands.org

Deadline for filing application is August 12, 2022.

Jennifer Macias, Management Analyst
City Manager's Office
City of Redlands

08/01/2022

\boards

City Council Meeting **I. 5.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Adopt Resolution No. 8398 authorizing remote teleconference meetings by the City Council and all Boards, Commissions, and Committees of the City in accordance with Assembly Bill 361 (2021) for a period of 30 days (Council Member Davis)

MOTION:

I move to adopt Resolution No. 8398.

DISCUSSION:

On October 4, 2022, the City Council adopted Resolution No. 8389 authorizing remote teleconference meetings by the City Council and all Boards, Commissions, and Committees of the City in accordance with Assembly Bill 361 (2021) for a period of 30 days ending November 2, 2022. AB 361, signed into law on September 16, 2021, amends Government Code Section 54953 to provide the authority and specific requirements for public agencies to hold virtual meetings during a proclaimed state of emergency and remain in compliance with the Brown Act.

In accordance with Government Code Section 54953 (e)(3), the City Council must review the need and make findings for continuing the teleconferencing as authorized by AB 361 at least once every thirty days until the Governor terminates the state of emergency. With the adoption of Resolution No. 8384, the City Council is reaffirming its findings and compliance with AB 361 for an additional 30 days ending November 16, 2022.

SUBMITTED BY:
Council Member Denise Davis

Attachments

Reso. 8398 Teleconference Meeting

RESOLUTION NO. 8398

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS AUTHORIZING REMOTE TELECONFERENCE MEETINGS BY THE CITY COUNCIL AND ALL BOARDS, COMMISSIONS, AND COMMITTEES OF THE CITY IN ACCORDANCE WITH ASSEMBLY BILL 361 (2021) FOR A PERIOD OF THIRTY DAYS

WHEREAS, COVID-19 (also known as the "Coronavirus Disease") is a respiratory disease that has spread across the globe, with thousands of confirmed cases in California, including within the City of Redlands ("City"); and

WHEREAS, on January 31, 2020, the United States Secretary of Health and Human Services declared a public health emergency based on the threat caused by COVID-19, and the President of the United States issued a proclamation declaring a national emergency concerning COVID-19 beginning March 1, 2020; and

WHEREAS, in response to COVID-19, the Governor of the State of California issued a proclamation of a state of emergency on March 4, 2020; and

WHEREAS, the City Council of the City adopted a proclamation of a local emergency related to the COVID-19 virus on March 17, 2020; and

WHEREAS, the City is committed to preserving and fostering public access, transparency, observation, and participation in meetings of the City Council and City boards, commissions, and committees (hereafter collectively referred to as "legislative bodies;") and

WHEREAS, all meetings of the City Council and legislative bodies are open and public as required by the Ralph M. Brown Act ("Brown Act") (Government Code section 54950 *et seq*.), so that any member of the public may attend, observe, and participate in a meaningful way; and

WHEREAS, Government Code section 54953(b)(3) of the Brown Act allows a local legislative body to hold public meetings by teleconference and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to attend and to address the local legislative body, as long as the following requirements are met:

1. Each teleconference location from which a member is participating is noticed on the agenda;
2. Each teleconference location is accessible to the public;
3. Members of the public must be able to address the body at each teleconference location;
4. At least one member of the legislative body must be physically present at the location specified in the meeting agenda; and
5. During teleconference meetings, at least a quorum of the members of the local body must participate from locations within the local body's territorial jurisdiction; and

WHEREAS, the Brown Act, as amended by AB 361 (2021), at Government Code section 54953(e), allows for remote observation and participation in meetings by members of a legislative body and members of the public without compliance with the requirements of Government Code section 54953(b)(3), subject to certain conditions; and

WHEREAS, the initial required condition of Government Code section 54953(b)(3) is a declaration of a state of emergency by the Governor pursuant to the California Emergency Services Act at Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state and within the boundaries of the City, caused by conditions as described in Government Code section 8558; and

WHEREAS, the Governor's proclamation of a state of emergency includes area within the jurisdictional boundaries of the City; and

WHEREAS, Government Code section 54953(e)(3)(A-B), added by AB 361, provides an alternative to having public meetings in accordance with Government Code Section 54953(b)(3) when the City Council has reconsidered the circumstances of the COVID-19 state of emergency and that the following circumstances exist:

1. The state of emergency as a result of COVID-19 continues to directly impact the ability of the members of City Council and the members of the City's boards, commissions, and committees to meet safely in person; and

2. The State of California and the County of San Bernardino continue to recommend measures to promote social distancing; and

WHEREAS, Government Code Section 54953(e) further requires that state or local officials have imposed, or recommended, measures to promote social distancing, or the legislative body finds that meeting in person would present an imminent risk to the health or safety of attendees; and

WHEREAS, such conditions now exist in the City in that (i) state and local officials do recommend social distancing measures, and (ii) emergency conditions evidenced by COVID-19 and its variants create ongoing COVID-19 cases, hospitalizations, and deaths, such that meeting in person would present imminent risk to health or safety of attendees; and

WHEREAS, the City Council affirms that it will allow for observation and participation by City Council members as well as board, commission, and committee members and the public, via Zoom, or other appropriate technology, in an effort to protect the constitutional and statutory rights of all attendees; and

WHEREAS, Government Code Section 54953 (e)(3) further requires that the City Council review the need and make findings for continuing the teleconferencing as authorized by AB 361 at least once every thirty days until the Governor terminates the state of emergency;

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

Section 1. The above recitals are true and correct and are incorporated herein by this reference.

Section 2. The City Council finds that the state of emergency conditions related to COVID-19 as set forth in the Governor's and City's proclamations of emergency are on-going.

Section 3. The City Council further finds that State and county officials recommend social distancing conditions causing imminent risk to attendees as described above exist.

Section 4. The City Council hereby recognizes and affirms the existence and conditions of a state of emergency as proclaimed by the Governor, and the City, and affirms, authorizes, and proclaims the existence of a local emergency throughout the City.

Section 5. The City Council finds that the state of emergency as a result of COVID-19 continues to directly impact the ability of members of the City Council and the members of the City's boards, commissions, and committees to meet safely in person and such fact creates an imminent health risk to such members.

Section 6. The City Council hereby authorizes the City Council, and all of the boards, commissions, and committees of the City, to conduct their meetings without compliance with Government Code section 54953(b)(3), and to instead comply with the remote meeting requirements as authorized by Government Code section 54953(e).

Section 7. The City Manager and City Clerk are authorized and directed to take all actions reasonably necessary to carry out the intent and purpose of this Resolution, including, conducting open and public meetings remotely in accordance with Government Code section 54953(e), and other applicable provisions of the Brown Act, for all City Council meetings, and all boards, commissions, and committee meetings of the City.

Section 8. This Resolution shall take effect immediately upon its adoption and shall be effective until either (i) November 16, 2022, or (ii) such time as the City Council adopts a Subsequent Resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the City Council and all City legislative bodies may continue to meet remotely, without compliance with Government Code section 54953(b)(3), but otherwise as permitted by Government Code section 54953(e).

ADOPTED, SIGNED AND APPROVED this 18th day of October 2022.

ATTEST: Paul T. Barich, Mayor

Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, hereby certify that the foregoing resolution was duly adopted by the City Council at a special meeting thereof held on the 18th day of October 2022.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

City Council Meeting **I. 6.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve a Memorandum of Understanding between the City of Redlands and San Bernardino Community College District to provide student interns (Assistant City Manager McConnell)

MOTION(S):

I move to approve a Memorandum of Understanding between the City of Redlands and San Bernardino Community College District to provide student interns.

RECOMMENDATION:

Staff recommends that Council approve a Memorandum of Understanding agreement with San Bernardino Community College District, as it provides the City of Redlands a valuable opportunity for college students to learn about municipal government careers while providing supplemental staffing to multiple city departments.

DISCUSSION:

San Bernardino Community College District is providing a Federal Work-Study Program which is designed to provide eligible students with the opportunity to work as interns with local employers in order to connect classroom knowledge with the workplace and gain valuable work experience. The student intern will work up to a maximum of 15 hours per week and salaries will be covered by the college. The City of Redlands has been engaging student interns for the past several years to perform a variety of tasks and supplement the work force in the city departments. The term of the attached Memorandum of Understanding agreement is for a period of one year from October 11, 2022 to June 30, 2023, unless terminated by either Party after giving the other Party 7 days' prior written notice of the intent to terminate.

ALTERNATIVES:
N/A

STRATEGIC PLAN:
N/A

SUBMITTED BY:
Janice McConnell, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Tommi Ng, Assistant Director, Human Resources and Risk

PREPARED BY:
Beatris Ordaz, Human Resources Manager

Fiscal Impact

Discussion:
There is no fiscal impact associated with the approval of this MOU.

Attachments

MOU with SBCCD

San Bernardino Community College District
114 Del Rosa Drive
San Bernardino, California, 92408

Memorandum of Understanding
For Off-Campus Work-Study Placement

This Memorandum of Understanding is entered into this 18th day of October 2022 by and between the City of Redlands "SITE" and San Bernardino Community College District for the Campus Crafton Hills College hereinafter referred to as "DISTRICT".

WHEREAS, SITE and the DISRICT desire to form a partnership in support of DISTRICT'S Federal Work-Study Program:

NOW THEREFORE, SITE and DISTRICT agree to the following:

1. **RESPONSIBILITIES OF THE SITE**:
    a. Provide support to DISTRICT'S ISEEK students in the form of student employment site and skills training.
    b. Provide facility, tools, equipment and supplies as maybe deem necessary to the work experience.
    c. Train students as to the company's procedures and duties.
    d. Monitor student's timecards and ensure that students do not work more than fifteen (15) hours each week and no more than eight (8) hours in one day.
    e. Submit completed Student timesheets to DISTRICT by no later than the 12th of each month.
    f. Monitor progress of students via evaluation, progress reports and completeness of a student performance objective.
    g. SITE reserves the right of approval of students provided by DISTRICT.

2. **RESPONSIBILITIES OF THE DISTRICT**:

    a. Provide suitable Intern students who will provide support to SITE.
    b. Provide orientation to students
    c. Provide information and any updates on timesheet reporting
    d. Process payroll for Intern students
    e. Provide students with support for any work-related issues
    f. Meet with SITE staff as appropriate
    g. Include students in its Workers' Compensation Insurance coverage
    h. Ensure that students have been fingerprinted for criminal record clearance and are free from active tuberculosis if needed by SITE.

3. TERM

The Term of this MOUS shall be October 11, 2022, to June 30, 2023. Not to Exceed one Fiscal year.

4. TERMINATION

This agreement may be canceled by either party without cause by written notice and with seven (7) calendar days.

5. RELATIONSHIP OF PARTIES

DISTRICT and SITE herby agree and acknowledge that SITE, in providing the services herein specified, is and at all times shall be acting as an independent contractor. As such, SITE shall have the right to determine the time and the manner in which the contracted services are performed. DISTRICT shall not have the right to control or to determine the results to be attained by the work of CONTRACTOR, nor the details, methods, or means by which that result is to be attained. CONTRACTOR shall not be considered an agent or employee of DISTRICT and shall not be entitled to participate in any employee fringe benefits of DISTRICT. The relationship of the parties will be based on the IRS guidelines (see Attachment A). The DISTRICT reserves the right to make the final determination as to the correct relationship of the parties.

6. HOLD HARMLESS

Each party agrees to defend, indemnify, save and hold each others, its officers, agents and employees harmless from any liability for any claims, accusations, or suits at law or in equity, or in any administrative proceeding, that may be brought by third persons on account of personal injury, death, or damage to property, or a property of business or personal interest, or for any fine, forfeiture or civil penalty arising from any act or omission by either party, its officers, agents, or employees while performing operations under the Agreement.

7. INSURANCE

SITE agrees to maintain in force during the term of the MOU, such General Liability Insurance as will protect each with respect its own operations.

8. ATTORNEY'S FEES

Should any party violate or breach any term or condition of this Agreement, any other party shall have, without limitation, the right to move for entry of judgment by a court of competent jurisdiction, to seek specific performance thereof, and otherwise exercise all remedies available to him, her or it under the law to obtain redress from injury or damage resulting from any such violation or breach. In any such legal proceeding(s) brought to enforce the

terms and conditions of this Agreement, the prevailing party shall be entitled to recover its reasonable attorney's fees and costs incurred as a consequence hereof.

9. ENTIRE AGREEMENT

There are no understandings or agreements except as herein expressly stated.

IN WITNESS WHEREOF: the parties to the agreement have executed this MOU on the day and year written above.

DISTRICT	SITE
_____	_____
(Signature) Steven J. Sutorus, Business Manager 114 South Del Rosa Drive San Bernardino, CA, 92408	(Signature) Name: Charles M. Duggan, Jr. Title: City Manager Address: 35 Cajon Street, Suite 200 Redlands, CA 92373
Date: _____	Date: _____

City Council Meeting **I. 7.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Disclosure and Approval of Agreement of Settlement and General Release - Andrea Benveniste v. City of Redlands; San Bernardino County Superior Court Case No. CIVDS2012175 (City Attorney Garcia)

DISCUSSION:

Attached is a copy of the "Agreement of Settlement and General Release," which reflects the terms and conditions for settlement of the above-mentioned litigation as authorized by the City Manager and City Attorney. In accordance with the City's Municipal Code, and following the spirit of the Brown Act, this matter is on your agenda to notify the public of the settlement negotiated by the City and to authorize the Mayor to execute the Agreement.

SUBMITTED BY:

Jimmy Nguyen, Administrative Analyst

REVIEWED BY:

Charles M. Duggan, Jr., City Manager
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Christopher Boatman, Assistant City Manager

Attachments

Settlement Agreement

DocuSign Envelope ID: B46E4FF1-B840-4A37-B56A-6F069DA48488

AGREEMENT OF SETTLEMENT AND GENERAL RELEASE

1. *PARTIES*: The parties to this Agreement of Settlement and General Release ("Agreement") are Andrea Benveniste ("Plaintiff"), and the City of Redlands ("Defendant").

2. *RECITALS*: This Agreement is made with reference to the following facts:

2.1 Certain disputes and controversies have arisen between the parties hereto.

2.2 Such disputes and controversies include, but are not limited to, the claims, demands and case or causes of action set forth by the parties hereto in a civil action pending in the San Bernardino County Superior Court and entitled Andrea Benveniste v City of Redlands ,et al., Case No. CIVDS 2012175.

2.3 It is the intention of the parties hereto to settle and dispose of, fully and completely, any and all claims, demands and cause or causes of action existing as of the effective date of this agreement and arising out of, connected with, or incidental to the dealings between parties hereto to the effective date hereof including, without limitation on the generality of the foregoing, any and all claims, demands and cause or causes of action reflected in the civil action referenced in Paragraph 2.2 above.

3. *DISMISSAL*: Concurrently with the execution of this Agreement, Plaintiff shall dismiss, with prejudice, the civil action referenced in Paragraph 2.2 above, in exchange for the promises, covenants, conditions and payments set forth in Paragraph Four.

4. *PAYMENT*: Concurrently with the execution of this Agreement, Defendant shall pay to Plaintiff the aggregate sum of Eighty Thousand Dollars ($80,000.00), each party to bear their own fees and costs. Payment shall be made as follows: Andrea Benveniste and VAM Law APC.

5. *GENERAL RELEASE*: In consideration of the mutual general releases contained herein, and for other good and valuable consideration, the receipt of which is acknowledged by each party hereto, the parties promise, agree and generally release as follows:

5.1 Except as to such rights or claims as may be created by this Agreement, each party hereto hereby releases, remises and forever discharges each other party hereto from any and all claims, demands and cause or causes of action existing as of the effective date and arising out of, connected with or incidental to the dealings between the parties hereto prior to the effective date hereof including, without limitation on the generality of the foregoing, any and all claims, demands and cause or causes of action reflected in the civil action referenced in Paragraph 2.2 above.

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5.2 Each party to this Agreement specifically waives the benefit of provisions of Section 1542 of the Civil Code of the State of California, as follows:

> A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.

6. *REPRESENTATIONS AND WARRANTIES*: Each of the parties to this Agreement represents and warrants to, and agrees with, each party hereto, as follows:

6.1 Each party has received independent legal advice from its attorneys with respect to the advisability of making the settlement provided for herein, with respect to the advisability of executing this Agreement, and with respect to the meaning of California Civil Code Section 1542.

6.2 No party (nor any officer, agent, employee, representative, or attorney of or for any party), has made any statement or representation or failed to make any statement or representation to any other party regarding any fact relied upon in entering into this Agreement, and each party does not rely upon any statement, representation, omission or promise of any other party (or of any officer, agent, employee, representative, or attorney of or for any party), in executing this Agreement, or in making the settlement provided for herein, except as expressly stated in this Agreement.

6.3 Each party to this Agreement has made such investigation of the facts pertaining to this settlement and this Agreement, and all the matters pertaining thereto, as it deems necessary.

6.4 Each party or responsible officer thereof has read this Agreement and understands the contents hereof. Each of the officers executing this Agreement on behalf of their respective corporations is empowered to do so and thereby binds such respective corporation.

6.5 In entering into this Agreement and the settlement provided for herein, each party assumes the risk of any misrepresentation, concealment or mistake. If any party should subsequently discover that any fact relied upon by it in entering into this Agreement was untrue, or that any fact was concealed from it, or that its understanding of the facts or of the law was incorrect, such party shall not be entitled to any relief in connection therewith including, without limitation on the generality of the foregoing, any alleged right or claim to set aside or rescind this Agreement. This Agreement is intended to be and is final and binding between the parties hereto, regardless of any claims of misrepresentation, promise made without the intention to perform, concealment of fact, mistake of fact or law, or of any other circumstance whatsoever.

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6.6 Each party has not heretofore assigned, transferred, or granted, or purported to assign, transfer, or grant, any of the claims, demands, and cause or causes of action disposed of by this Agreement.

6.7 Each term of this Agreement is contractual and not merely a recital.

6.8 Each party is aware that it may hereafter discover claims or facts in addition to or different from those it now knows or believes to be true with respect to the matters related herein. Nevertheless, it is the intention of the parties to fully, finally and forever to settle and release all such matters, and all claims relative thereto, which do now exist, may exist, or heretofore have existed between them. In furtherance of such intention, the releases given herein shall be and remain in effect as full and complete mutual releases of all such matters, notwithstanding the discovery of existence of any additional or different claims of facts relative thereto.

6.9 The parties will execute all such further and additional documents as shall be reasonable, convenient, necessary or desirable to carry out the provisions of this Agreement.

6.10 Plaintiff agrees to hold Defendant harmless from, and defend and indemnify Defendant from, the claims of any and all medical care providers and/or lienholders, including, but not limited to, Medicare or MediCal, providing medical services to Plaintiff as a result of the subject accident.

7. *SETTLEMENT*: This Agreement effects the settlement of claims which are denied and contested, and nothing contained herein shall be construed as an admission by any party hereto of any liability of any kind to any other party. Each of the parties hereto denies any liability in connection with any claim and intends hereby solely to avoid litigation and buy its peace.

8. *MISCELLANEOUS*:

8.1 This Agreement shall be deemed to have been executed and delivered within the State of California and the rights and obligations of the parties hereto shall be construed and enforced in accordance with, and governed by, the laws of the State of California.

8.2 This Agreement is the entire Agreement between the parties with respect to the subject matter hereof and supersedes all prior and contemporaneous oral and written agreements and discussions. This Agreement may be amended only by an agreement in writing, signed by the parties thereto.

8.3 This Agreement is binding upon and shall inure to the benefit of the parties hereto,

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their respective agents, employees, representatives, officers, directors, divisions, subsidiaries, affiliates, assigns, heirs, successors in interest and shareholders.

8.4 Each party has cooperated in the drafting and preparation of this Agreement. Hence, in any construction to be made of this Agreement, the same shall not be construed against any party.

8.5 In the event of litigation relating to this Agreement, the prevailing party shall be entitled to attorney's fees and costs.

8.6 This Agreement may be executed in counterparts, and when each party has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterparts, shall constitute one Agreement, which shall be binding upon and effective as to all parties.

8.7 The parties expressly agree that the Court shall retain jurisdiction over the terms of this settlement and shall specifically retain jurisdiction to entertain a motion to enforce the settlement should the need for such a motion arise.

This Agreement, consisting of five pages, is made and entered into on and as of September 30, 2022, in Redlands, California, and is effective as of this date.

DocuSigned by:

8D81FD53E55640B...

ANDREA BENVENISTE, Plaintiff

CITY OF REDLANDS

BY: _____

PAUL BARICH, Mayor

ATTEST

BY: _____

JEANNE DONALDSON, City Clerk

DocuSign Envelope ID: B46E4FF1-B840-4A37-B56A-6F069DA48488

APPROVED AS TO FORM AND CONTENT:

DocuSigned by:

0C886AFD5221430...

WHIT ACKERMAN, Attorney for Plaintiff ANDREA BENVENISTE

BRUCE E. DISENHOUSE, Attorney for Defendant
CITY OF REDLANDS

City Council Meeting **I. 8.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Adopt Ordinance 2944-Second Reading-amending Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments (Management Services/Finance Director Garcia)

MOTION(S):

If the City Council determines that the staff's recommendation is appropriate, the following motion is provided:

I move to adopt Ordinance No. 2944.

RECOMMENDATION:

It is recommended the City Council consider adoption of Ordinance No. 2944, amending Title 13 (Public Services) Chapter 13.12 relating to water, sewer and solid waste charges and payments.

DISCUSSION:

The proposed ordinance and staff report prepared for the introduction of this ordinance are available in the City Clerk's office.

ALTERNATIVES:

The Council may continue this matter in order to allow additional time to review Ordinance No. 2944.

STRATEGIC PLAN:

Not Applicable

SUBMITTED BY:
Jeanne Donaldson, City Clerk

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Jeanne Donaldson, City Clerk

Fiscal Impact

Discussion:

Codification: $22/per page affected by the change
Legal Publication: $285

Attachments

Ordinance No. 2944

ORDINANCE NO. 2944

AN ORDINANCE OF THE CITY OF REDLANDS AMENDING CHAPTER 13.12 OF THE REDLANDS MUNICIPAL CODE RELATING TO UTILITY DUE DATES

THE CITY COUNCIL OF THE CITY OF REDLANDS DOES ORDAIN AS FOLLOWS:

Section 1. Section 13.12.020 of the Redlands Municipal Code, titled "Due Date," is hereby amended to read as follows:

"13.12.020: DUE DATE:

A. The city may use a unified billing system for city provided services. The charges for water, wastewater, and refuse service, or any other city provided services, may be billed on one bill and collected as one item. Failure to pay the amount due in full for any of the services may result in the discontinuation of water services.

B. All bills and charges for service shall be due and payable upon presentation and shall become delinquent twenty six (26) days thereafter. If the bill is not paid on, or prior to, said due date, the billing shall be considered delinquent and a late charge shall be levied upon the unpaid balance as follows:

1. For any account with an unpaid balance, a onetime charge of ten percent (10%) of the unpaid balance per service shall be assessed.

2. This charge shall be due and payable immediately upon accrual.

3. Upon request from the customer, one (1) late charge may be waived by city staff once every twelve (12) months.

4. In lieu of imposing a late charge upon a customer's delinquent water service billings, the City may offer to any customer of the city's water service who has a delinquent water service billing the option to participate in the city's automatic payment plan rather than be responsible for the payment of late charges pursuant to subsection 1, above. Such participation, if agreed to by the water service customer, shall be for a period of one (1) year. In the event the customer terminates his or her participation in the automatic payment plan during such one (1) year period, the customer shall immediately become liable for the late charges and penalties that would otherwise have been imposed on the customer's delinquent water service account.

C. Service may be discontinued upon written notice required by law if payment of all charges is not made prior to the date such service becomes delinquent, to the extent authorized by law.

D. If any owner or agent pays for water service on more than one property or unit, service may be discontinued on all properties for failure to pay on any one property. Procedures

and charges for restoration of service are set forth by resolution and section 13.12.050 of this chapter.

E. Failure to receive a bill shall not relieve the customer of liability. Any amount due shall be deemed a debt to the city, and any person, firm or corporation failing, neglecting, or refusing to pay said indebtedness shall be liable in a civil action brought by the city in any court of competent jurisdiction for the amount thereof.

F. In addition to any other remedies it may have for the collection of delinquent accounts, the city may cause notice of a hearing on delinquent accounts in accordance with Government Code sections 25831 and 38790.1. Such notice shall be mailed to property owners listed as delinquent accounts not less than ten (10) days prior to the date of the hearing. At the hearing, the city council shall hear any objections or protests of such property owners. The city council may make such revisions, corrections or deletions to the report of delinquent accounts as it deems just, after which, by resolution, the report shall be confirmed. The delinquent charges set forth in the delinquent account report may be placed as a lien on such properties for the amount of such delinquent charges plus legal fees and administration costs. A certified copy of the confirmed report shall be filed with the city clerk for the current tax roll. The lien created attaches upon recordation, in the office of the county recorder, of a certified copy of the resolution of confirmation. All laws applicable to the levy, collection and enforcement of city ad valorem property taxes shall be applicable to such liens."

Section 2. The City Council finds and determines that the adoption of this Ordinance is exempt from the California Environmental Quality Act under State CEQA Guidelines Section 15060(c)(2), in that the adoption of this Ordinance will not result in a direct or reasonably foreseeable indirect physical change in the environment, and is further and independently exempt from the California Environmental Quality Act under State CEQA Guidelines Section 15061(b)(3), in that it can be seen with certainty there is no possibility the adoption of this Ordinance will have a significant effect on the environment.

Section 3. If any section, subsection, subdivision, paragraph, sentence, clause or phrase, or portion of this Ordinance is, for any reason, held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance irrespective of the fact that one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared unconstitutional or invalid or ineffective. To this end the provisions of this Ordinance are declared to be severable.

Section 4. The Mayor shall sign this ordinance and the City Clerk shall certify to the adoption of this ordinance and shall cause it, or a summary of it, to be published once in the Redlands Daily Facts, a newspaper of general circulation within the City, and thereafter, this ordinance shall take effect as provided by law.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Ordinance was duly adopted by the City Council at the regular meeting thereof, held on the _____ day of October 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Jeanne Donaldson, City Clerk

City Council Meeting **I. 9.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Authorize a Single Source Professional Services Agreement with Willdan Engineering for the provision of fire plan review and inspection services for an amount not-to-exceed $100,000 for a period of one year; and authorize an additional appropriation in the amount of $100,000 for the cost of these services (Fire Chief Sessler)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motion is provided:

I move to approve a single source Professional Services Agreement with Willdan Engineering for the provision of fire plan review and inspection services for the Redlands Fire Department for an amount not-to-exceed $100,000 for a period of one year; and authorize an additional appropriation in the amount of $100,000 for these services.

RECOMMENDATION:

Staff recommends the City Council approve a single source Professional Services Agreement with Willdan Engineering for the provision of fire plan review and inspection services for the Redlands Fire Department for an amount not-to-exceed $100,000 for a period of one year, and authorize an additional appropriation in the amount of $100,000 to fund these services.

DISCUSSION:

On July 5, 2022, the City Council approved an agreement with Willdan Engineering for the provision of on-call building inspection, plan review, CASp consulting, emergency response and special projects for Development Services Department.

Similar to the Development Services Department, the Fire Department Community Risk Reduction Division reviews plans for new construction and occupancy of all residential, commercial and industrial buildings in order to ensure life, fire and health safety. Prior to the issuance of building permits, the Fire Marshal performs plan checks of all proposed construction projects which includes additions and alterations to existing buildings. Field inspections are performed on all new construction, additions, alterations and demolitions for compliance with all structural, fire, energy and life safety requirements. Like Development Services, the responsibility of the CRR Division also includes providing the general public with basic construction information, seismic safety information, calculating fees, and issuing building, plumbing, electrical, mechanical and demolition permits.

Due to the unplanned personnel shortages within the Community Risk Reduction (CRR) Division, staff would like to request approval of a Professional Services Agreement (PSA) with Willdan Engineering for the provision of fire plan review and inspection services as a single source procurement. The staffing issues in the CRR Division have created an urgent need to outsource building and fire protection systems inspections and life safety plan reviews so that turn-around times are not impacted. Approval of the proposed PSA would augment staffing in the CRR Division during peak demand for services and prevent service delivery impacts. Willdan Engineering has proven to be efficient and cost-effective through their services to the Development Services Department. Currently, they are also providing part-time fire plan review services to RFD in order to avoid delays in turn-around times for permits. Staff is now seeking to have a contract in place for these services while the recruitment for staff is completed.

The Professional Service Agreement with Willdan Engineering would provide said services for an amount not-to-exceed $100,000 for a period of one year. In addition to the approval of the PSA with Willdan Engineering, staff is requesting the authorization of an additional appropriation in the amount of $100,000 to fund the cost of these services.

ALTERNATIVES:

Not approve the single source professional services agreement with Willdan Engineering Services to provide fire plan review and inspections services for the Redlands Fire Department. However, not approving the agreement could potentially impact service delivery by delaying the turn-around time on permit inspections and plan review.

STRATEGIC PLAN:

Priority B - Public Health and Safety

SUBMITTED BY:
Rich Sessler, Fire Chief

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director
Dana Abramovitz-Daniel, Procurement Manager

PREPARED BY:
Bruni Reyes, Management Analyst

Fiscal Impact

Fiscal Year:	2022-2023
Revenue Generating:	N
Appropriation Required Y/N:	Y
Amount:	100,000
Budgeted Y/N:	N
Account No.:	101250

Discussion:

The Fire Department is requesting an additional appropriation in the amount of $100,000 to fund the plan check review and inspection services. The additional appropriation is needed as the funding for these contract services was not budgeted and is now needed due to unplanned personnel shortages within the Community Risk Reduction Division to prevent service delivery impacts.

Attachments

Agreement
Single Source Form
Additional Appropriation

AGREEMENT TO PERFORM PROFESSIONAL SERVICES

This agreement for the provision of building and safety services ("Agreement") is made and entered in this 18th day of October, 2022 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City") and Willdan Engineering a California Corporation ("Consultant"). City and Consultant are sometimes individually referred to herein as a "Party" and, together, as the "Parties." In consideration of the mutual promises contained herein, City and Consultant agree as follows:

ARTICLE 1 – ENGAGEMENT OF CONSULTANT

1.1 City hereby engages Consultant to provide on-call building and fire and life safety inspection, and plan review for City (the "Services").

1.2 The Services shall be performed by Consultant in a professional manner, and Consultant represents that it has the skill and the professional expertise necessary to provide the Services to City at a level of competency presently maintained by other practicing professional consultants in the industry providing like and similar types of Services.

ARTICLE 2 – SERVICES OF CONSULTANT

2.1 The Services that Consultant shall perform are more particularly described in Exhibit "A," titled "Scope of Services," which is attached hereto and incorporated herein by this reference.

2.2 Consultant shall comply with applicable federal, state and local laws and regulations in the performance of this Agreement including, but not limited to, any applicable State prevailing wage laws.

ARTICLE 3 – RESPONSIBILITIES OF CITY

3.1 City designates Rich Sessler, Fire Chief, as City's representative with respect to performance of the Services, and such person shall have the authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to performance of the Services.

ARTICLE 4 – PERFORMANCE OF SERVICES

4.1 Consultant shall perform the Services in a prompt and diligent manner in accordance with the schedule set forth in Exhibit "A," titled "Scope of Services," which is attached hereto and incorporated herein by reference.

4.2 The term of this Agreement shall be for a period of one year commencing as of the Effective Date, unless terminated earlier as provided herein.

4.3 If Consultant's Services include deliverable electronic visual presentation materials, such materials shall be delivered in a form, and made available to City, consistent with City Council-adopted policy for the same. It shall be the obligation of Consultant to obtain a copy of such policy from City staff.

ARTICLE 5 – PAYMENTS TO CONSULTANT

5.1 Total compensation for Consultant's performance of the Services shall not exceed the amount of One Hundred Thousand Dollars ($100,000). City shall pay Consultant on a time and materials basis up to the not to exceed amount in accordance with Exhibit "C," titled ("Fee Schedule Title") which is attached hereto and incorporated herein by reference.

5.2 Consultant shall submit monthly invoices to City describing the Services performed during the preceding month. Consultant's invoices shall include a brief description of the Services performed, the dates the Services were performed, the number of hours spent and by whom, and a description of reimbursable expenses related to the Services. City shall pay Consultant no later than thirty (30) days after receipt and approval by City of Consultant's invoice.

5.3 Any notice or other communication required, or which may be given, pursuant to this Agreement, shall be in writing. Any such notice shall be deemed delivered (i) on the date of delivery in person; (ii) five (5) days after deposit in first class registered mail, with return receipt requested; (iii) on the actual delivery date if deposited with an overnight courier; or (iv) on the date sent by facsimile or electronic mail transmission (including PDF), if confirmed with a copy sent contemporaneously by first class, certified, registered or express mail; in each case properly posted and fully prepaid to the appropriate address set forth below, or such other address as a Party may provide notice in accordance with this section:

CITY:

Rich Sessler, Fire Chief
Redlands Fire Department
City of Redlands
35 Cajon Street, Suite 12
P.O. Box 3005 (mailing)
Redlands, CA 92373
rsessler@redlandsfire.org

CONSULTANT:

Patrick Johnson, Director
Building and Safety
Willdan Engineering
650 E. Hospitality Lane
Suite 400
San Bernardino, CA 92408
pjohnson@willdan.com

ARTICLE 6 – INSURANCE AND INDEMNIFICATION

6.1 The following insurance coverage required by this Agreement shall be maintained by Consultant for the duration of its performance of the Services. Consultant shall not perform any Services unless and until the required insurance listed below is obtained by Consultant. Consultant shall provide City with certificates of insurance and endorsements evidencing such insurance prior to commencement of the Services. Insurance policies shall include a provision prohibiting cancellation or modification of the policy except upon thirty (30) days prior written notice to City.

A. Workers' Compensation and Employer's Liability insurance in the amount that meets statutory requirements with an insurance carrier acceptable to City, or certification to City that Consultant is self-insured or exempt from the workers' compensation laws of the State of California. Consultant shall execute and provide City with Exhibit "C," titled "Workers' Compensation Insurance Certification," which is attached hereto and incorporated herein by this reference, prior to performance of the Services.

B. Comprehensive General Liability insurance with carriers acceptable to City in the minimum amount of One Million Dollars ($1,000,000) per occurrence and Two Million Dollars ($2,000,000) aggregate, for public liability, property damage and personal injury is required. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

C. Consultant shall secure and maintain professional liability insurance throughout the term of this Agreement in the amount of One Million Dollars ($1,000,000) per claim made.

D. Business Auto Liability coverage, with minimum limits of One Million Dollars ($1,000,000) per occurrence, combined single limit bodily injury liability and property damage liability. This coverage shall include all Consultant owned vehicles used in connection with Consultant's provision of the Services, hired and non-owned vehicles, and employee non-ownership vehicles. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

E. Consultant is expressly prohibited from assigning or subcontracting any of the Services without the prior written consent of City. In the event of mutual agreement by the Parties to assign or subcontract a portion of the Services, Consultant shall add such assignee or subcontractor as an additional insured to the insurance policies required hereby and provide City with the insurance endorsements prior to any Services being performed by the assignee or subcontractor.

6.2 Consultant shall defend, indemnify and hold harmless City and its elected and appointed officials, employees and agents from and against any and all claims, losses or liability,

including attorneys' fees, arising from injury or death to persons or damage to property occasioned by any negligent act or omission by, or the willful misconduct of, Consultant, or its officers, employees and agents in performing the Services.

ARTICLE 7 – CONFLICTS OF INTEREST

7.1 Consultant covenants and represents that it does not have any investment or interest in any real property that may be the subject of this Agreement or any other source of income, interest in real property or investment that would be affected in any manner or degree by the performance of Consultant's Services. Consultant further covenants and represents that in the performance of its duties hereunder, no person having any such interest shall perform any Services under this Agreement.

7.2 Consultant agrees it is not a designated employee within the meaning of the Political Reform Act because Consultant:

A. Does not make a governmental decision whether to:

(i) approve a rate, rule or regulation, or adopt or enforce a City law;
(ii) issue, deny, suspend or revoke any City permit, license, application, certification, approval, order or similar authorization or entitlement;
(iii) authorize City to enter into, modify or renew a contract;
(iv) grant City approval to a contract that requires City approval and to which City is a party, or to the specifications for such a contract;
(v) grant City approval to a plan, design, report, study or similar item;
(vi) adopt, or grant City approval of, policies, standards or guidelines for City or for any subdivision thereof.

B. Does not serve in a staff capacity with City and in that capacity, participate in making a governmental decision or otherwise perform the same or substantially the same duties for City that would otherwise be performed by an individual holding a position specified in City's Conflict of Interest Code under Government Code section 87302.

7.3 In the event City determines that Consultant must disclose its financial interests, Consultant shall complete and file a Fair Political Practices Commission Form 700, Statement of Economic Interests, with the City Clerk's office pursuant to the written instructions provided by the City Clerk.

ARTICLE 8 – GENERAL CONSIDERATIONS

8.1 In the event any action is commenced to enforce or interpret any of the terms or conditions of this Agreement the prevailing Party shall, in addition to any costs and other relief, be entitled to the recovery of its reasonable attorneys' fees, including fees for the use of in-house counsel by a Party.

8.2 Consultant shall not assign any of the Services, except with the prior written approval of City and in strict compliance with the terms and conditions of this Agreement. Any assignment or attempted assignment without such prior written consent may, in the sole discretion of City, result in City's immediate termination of this Agreement.

8.3 Consultant is for all purposes under this Agreement an independent contractor and shall perform the Services as an independent contractor. Neither City nor any its agents shall have control over the conduct of Consultant or Consultant's employees, except as herein set forth. Consultant shall supply all necessary tools and instrumentalities required to perform the Services. Assigned personnel employed by Consultant are for its account only, and in no event shall Consultant or personnel retained by it be deemed to have been employed by City or engaged by City for the account of, or on behalf of City. Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent, nor shall Consultant have any authority, express or implied, to bind City to any obligation.

8.4 This Agreement may be terminated by City, in its sole discretion, by providing not less than five (5) days prior written notice to Consultant of City's intent to terminate. If this Agreement is terminated by City, an adjustment to Consultant's compensation shall be made, but (1) no amount shall be allowed for anticipated profit or unperformed Services, and (2) any payment due Consultant at the time of termination may be adjusted to the extent of any additional costs to City occasioned by any default by Consultant. Upon receipt of a termination notice, Consultant shall immediately discontinue its provision of the Services and, within five (5) days of the date of the termination notice, deliver or otherwise make available to City, copies (in both hard copy and electronic form, where applicable) of project related data, design calculations, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by Consultant in performing the Services. Consultant shall be compensated on a pro-rata basis for Services completed up to the date of termination.

8.5 Consultant shall maintain books, ledgers, invoices, accounts and other records and documents evidencing costs and expenses related to the Services for a period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant pursuant to this Agreement. Such books shall be available at reasonable times for examination by City at the office of Consultant.

8.6 This Agreement, including the Exhibits incorporated herein by reference, represents the entire agreement and understanding between the Parties as to the matters contained herein, and any prior negotiations, written proposals or verbal agreements relating to such matters are superseded by this Agreement. Except as otherwise provided for herein, any amendment to this Agreement shall be in writing, approved by City and signed by City and Consultant.

8.7 This Agreement shall be governed by and construed in accordance with the laws of the State of California, without regard to its conflicts of laws provisions. The Parties agree that all actions or proceedings arising in connection with this Agreement shall be tried and

litigated only in the state courts located in San Bernardino County, California, and the federal courts located in Riverside County, California.

8.8 If one or more of the sentences, clauses, paragraphs or sections contained in this Agreement is declared invalid, void or unenforceable by a court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall not affect, impair or invalidate the remaining sentences, clauses, paragraphs or sections contained herein, unless to do so would deprive a Party of a material benefit of its bargain under this Agreement.

IN WITNESS WHEREOF, duly authorized representatives of City and Consultant have signed in confirmation of this Agreement.

CITY OF REDLANDS

By:_____
Paul T. Barich, Mayor

WILLDAN ENGINEERING

By: _____
Patrick Johnson,
Director of Building & Safety

ATTEST:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

SCOPE OF SERVICES

Plan review - Review building, fire protection systems and life safety plans for compliance with the current editions of the California Codes (i.e., the California Building Code, California Plumbing Code, California Mechanical Code, California Electrical Code, California Green Code, California Fire Code, Historical Code, etc.), development approvals, and other pertinent City and State regulations falling within the purview of the Fire Code Official; provide a detailed list of deficiencies needing correction and mark up documents; make recommendations for approval of said plans when found to be in compliance, as stated above, or when they have been corrected or altered to be in compliance; and meet with various constituents, including but not limited to, architects, building designers, contractors and owner-builders, to resolve issues regarding plans being reviewed.

Inspection - Provide inspectors certified and qualified, per Subsection C below, to perform fire code and building code inspections in accordance with the current editions of the California Codes (i.e., the California Building Code, California Plumbing Code, California Mechanical Code, California Electrical Code, California Green Code, California Fire Code, Historical Code, etc.), State and City regulations and other rules and regulations within the purview of the Building Official and review the permit package to verify that the on-site condition is consistent with the City's records for development approvals, square footage, setbacks, heights, and other requirements that may be applicable. Inspectors shall be qualified to perform inspections of existing building for violations of Building Codes, Fire codes, and Ordinances as adopted by the City; research properties for prior approvals, permit and general information relating to violations; investigate and take necessary action when a violation of City regulations exists; comply with the City's procedures for reporting inspection results and deficiencies; use City inspection summary reports; make appropriate entries onto the permit documents and other records; notify the builder of other agency approvals required prior to finalizing a building and fire permit; maintain records as may be needed for the efficient and effective operation of the City; and meet with members of the general public and City staff on a daily basis in the City offices, if necessary.

EXHIBIT "B"
COMPENSATION

Cost Proposal

September 21, 2022

City of Redlands
Attn: Rich Sessler, Fire Chief
35 Cajon Street, Suite 12
Redlands, CA 92373

Subject: Cost Proposal – On-Call Building and Safety Inspection, Plan Review and CASp Consulting Services

Dear Mr. Sessler:

Willdan Engineering is pleased to present this cost proposal to the **City of Redlands** to continue to provide Building and Safety and Fire Protection services to the City. All services will be provided to the City for all-inclusive hourly rates as shown below.

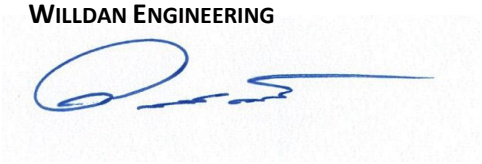
SERVICE PROVIDED	ALL-INCLUSIVE HOURLY RATE
ICC Certified Plans Examiner	$120/hour
Fire Plan Review	$125/hour
Plan Check Engineer	$135/hour
ICC Certified Building Inspector	$ 95/hour*
Fire Inspection	$ 100/hour*
CASp Certified Inspector/Plans Examiner	$120/hour
Emergency Services	Rates as shown above x 1.5%
Special Projects	As mutually agreed upon depending on service
Permit Technician	$ 65/hour
Building Official Services	$135/hour

*For inspections, overtime will be charged a 1.5 factor, and mileage for inspections will be billed at the current IRS Standard Mileage Rate.

Rates will not increase through June 30, 2023. If the Agreement is extended beyond June 30, 2023, Willdan may reserve the right to increase rates once per year to the value between the 12-month % change of the Consumer Price Index for San Bernardino County area and five percent.

Willdan looks forward to continuing its service to the City of Redlands.

Respectfully submitted,
WILLDAN ENGINEERING



Patrick Johnson, PE, CBO
Director of Building and Safety

EXHIBIT "C"

WORKERS' COMPENSATION INSURANCE CERTIFICATION

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

(a) By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.

(b) By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

_____I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

WILLDAN ENGINEERING

By:_____ Date:_____

Patrick Johnson,
Director of Building and Safety

Sole Source/ Single Source/ Standardization Form

For procurement of supplies, equipment and services valued at $5,000 and over

NOTE: Every question must be answered with appropriate documentation attached; incomplete forms will be immediately rejected by Purchasing.

Date: 9/22/22

TO: Purchasing Division

FROM: Bruni Reyes, Management Analyst

Purchase Requisition # PSA

Estimated Total Cost: $ 100,000

Proposed Vendor: Willdan Engineering

Request Term: 10/18/2023

This form must accompany the purchase document whenever an exception to the competitive process is requested. Requests for goods and/or services from a specific vendor or limited to a specific brand, where substitutes to the recommended vendor or brand are unacceptable, must be accompanied by a written justification explaining the circumstances that make alternatives unacceptable.

The City Manager will determine whether the justification is appropriate. Requests for exception must be supported by factual statements that will pass an audit.

INSTRUCTIONS

1. Please check all applicable categories (a. through i.) below and provide additional information where indicated.

☐ a. The requested product is an integral repair part or accessory compatible with existing equipment.

Existing Equipment: _____

Manufacturer/Model Number: _____

Age: _____

Current Estimated Value: _____

☐ b. The requested product has unique design/performance specifications or quality requirements that are not available in comparable products.

☐ c. I have standardized the requested product and the use of another brand/model would require considerable time and funding to evaluate.

☐ d. The requested product is one in which I (and/or my staff) have specialized training and/or extensive expertise. Retraining would incur substantial cost in time and/or funding.

☐ e. The requested product is used or demonstration equipment available at a lower-than-new cost.

☐ f. Repair/Maintenance service is available only from manufacturer or designated service representative.

☐ g. Upgrade to or enhancement of existing software is available only from manufacturer.

☐ h. Service proposed by vendor is unique; therefore, competitive bids are not available or applicable.

■ i. Other factors (provide detailed explanation in #2 below).

2. Provide a detailed explanation and pertinent documentation *for each category* checked in item 1 above. Attach additional sheets if necessary:

Due to staffing issues in the Community Risk Reduction Division of the Fire Department, there is an urgent need to outsource Fire Plan Review and Fire Inspections. Time is of the essence to have building and fire protections systems and life safety plan reviews completed while the Department recruits a Fire Marshal and Plans Examiner. Willdan Engineering has proven to be efficient and cost-effective through their services to the Development Services Department. Currently they are also providing fire plan review services to RFD in order to avoid delays in

3. Was an evaluation of other equipment, products, or services performed?

☐ Yes ☐ No

***If yes, please explain the type of evaluation performed and provide all supporting documentation*:**

4. List below the name of each individual who was involved in the evaluation, if conducted, and in making the recommendation to procure this product or service. Attach additional information, if necessary.

5. Explain what action(s) the department would take if the sole/single source services were no longer available

6. I certify that the above information is accurate to the best of my knowledge, and a signed copy of this document will be kept on file and available for audit in my department

Bruni Reyes Digitally signed by Bruni Reyes Date: 2022.09.22 15:04:46 -07'00'

Prepared by Date

Rich Sessler Digitally signed by Rich Sessler Date: 2022.09.22 15:09:28 -07'00' 09/22/2022

Department Director Date

Purchasing Approvals

Purchasing Agent Approval Date

City Manager Approval Date

Rev 1.31.19

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 9-20-2022

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: Fire

EXPENDITURE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Special Contractual Services	101251	6710		$ 100,000.00
			$	$ 100,000.00

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
				$ 0.00
			$	$ 0.00

JUSTIFICATION: Additional appropriation is needed to augment staffing in the CRR Division using Professional Services Agreement with Willdan Engineering due to unplanned staffing issues within the Division. The contract services will help decrease service delivery impacts by preventing delays in turn-around times for permit inspections and plan reviews.

Requested By: _____
Department Head

Recommended By Finance Director:

Yes _____ No _____ Signed _____

Recommended: _____
City Manager

Comments: _____

Approved by City Council:

Date: _____

Signed: _____
City Clerk

City Council Meeting **I. 10.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Accept the Department of Homeland Security, Federal Emergency Management Agency 2021 Emergency Management Performance Grant award in the amount of $18,724, and authorize an additional appropriation of the same amount to the Emergency Preparedness fund (Fire Chief Sessler)

MOTION(S):

If the City Council determines that the staff's recommendation is appropriate, the following motion is provided:

I move that City Council accept the Federal Emergency Management Agency 2021 Emergency Management Performance Grant in the amount of $18,724, and authorize an additional appropriation of the same amount to the Emergency Preparedness fund.

RECOMMENDATION:

Staff recommends that the City Council accept the Federal Emergency Management Agency 2021 Emergency Management Performance Grant in the amount of $18,724, and authorize an additional appropriation of the same amount to the Emergency Preparedness fund.

DISCUSSION:

The purpose of the Emergency Management Performance Grant (EMPG) is to sustain and improve comprehensive emergency management programs at the state, tribal, and local levels for all man-made and natural disasters through the prevention, mitigation, response and recovery of all hazardous events.

The acceptance of an additional appropriation for this grant will assist with the partial salary of the Emergency Operations Specialist position in the Fire

Department's Emergency Operations Division. This position assists with grant management, emergency operations plan development and updating, Community Emergency Response Team (CERT) Program, purchasing and other administrative duties within the Fire Department.

ALTERNATIVES:

Do not accept the Emergency Management Performance Grant at this time.

STRATEGIC PLAN:

Priority B - Public Health and Safety

SUBMITTED BY:
Rich Sessler, Fire Chief

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Esther Martinez, Emergency Operations Specialist

Fiscal Impact

Fiscal Year:	2022-2023
Revenue Generating:	Y
Appropriation Required Y/N:	Y
Amount:	$18,724
Budgeted Y/N:	N
Account No.:	101254

Discussion:

Funding in the amount of $18,724 will be used to offset the cost of the Emergency Operations Specialist of the Emergency Operations Division of the Fire Department.

Attachments

Additional Appropriation
FY21 EMPG Approval Notification

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 9/19/2022

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: Fire Department

EXPENDITURE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
EOS Salary	200250	5001		$ 18,724.00
				$ $ 18,724.00

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Federal Grant	200250	4407		$ 18,724.00
				$ $ 18,724.00

JUSTIFICATION: Federal 2021 EMPG to assist with the salary of the Emergency Operations Specialist

Requested By: _____
Department Head

Recommended By Finance Director:

Yes _____ No _____ Signed _____

Recommended: _____
City Manager

Comments: _____

Approved by City Council:

Date: _____

Signed: _____
City Clerk

1743 Miro Way, Rialto, CA 92376 | Phone: 909.356.3998 Fax: 909.356.3965
www.SBCounty.gov

SAN BERNARDINO COUNTY

Office of Emergency Services

Leonard X. Hernandez
Chief Executive Officer

Brent Martin
Emergency Services Manager

March 29, 2022

TO: **FISCAL YEAR 2021 (FY21) EMERGENCY MANAGEMENT PERFORMANCE GRANT (EMPG) PROGRAM SUBRECIPIENTS**

SUBJECT: **FY21 EMPG PROJECT APPROVAL NOTIFICATION**

This letter is to inform you that your jurisdiction's application for the FY21 Emergency Management Performance Grant (EMPG) Program has been approved. Please consider this letter an official authorization to proceed with your FY21 EMPG project(s), unless additional approvals are required prior to incurring costs (Environmental and Historic Preservation Screening (EHP), Sole Source, etc.).

The Operational Area's grant ***performance period is July 1, 2021 to June 30, 2023***. In order to submit final reports for the Operational Area by the State deadline, successfully reconcile all projects, and adhere to FEMA and State grant guidelines, all projects must be completed on or before **May 31, 2023**, and all *final documentation* must be submitted to the Grants Administration Unit on or before **June 9, 2023**.

All reports, deliverables, and supporting documentation must be submitted to the Grants Administration Unit on a timely basis, and when applicable, with your authorized agent's wet signature (in blue ink).

Please follow the procedures below:

1. Match: The EMPG grant requires a dollar-for-dollar cost share and can be fulfilled by expending non-federal dollars, via cash or in-kind match (in-kind must have prior approval, see attached FY21 EMPG Match Guidance). Both the cash match and in-kind match must be submitted with proper supporting documentation when requesting reimbursement.
2. Modifications: Any changes to a project require obtaining pre-approval from the State prior to incurring any cost.
3. Performance Reports: Track and report cumulative project progress/status and submit signed quarterly reports.
4. Reimbursement Requests: Submit copies of original invoices clearly outlining the grant purchased item(s), proof of payment(s), SAM.gov verification, (2) sets of color photos (equip), (3) quotes/bids, payroll reports, time sheets and personnel activity reports. For a complete list of requirements, please refer to the Grant Reimbursement Check List (attached).

Please follow the additional grant information as outlined in the State & Federal guidelines, FY21 EMPG Subrecipient Agreement, and FY21 Application Workbook which your jurisdiction has already

BOARD OF SUPERVISORS
COL. PAUL COOK (RET.) First District | JANICE RUTHERFORD Second District | DAWN ROWE Vice Chair, Third District | CURT HAGMAN Chairman, Fourth District | JOE BACA, JR. Fifth District
Leonard X. Hernandez Chief Executive Officer

completed and signed. In addition, please be advised that acceptance of the FY21 EMPG grant funds makes your jurisdiction subject to compliance with the FY21 EMPG Grant Assurances.

Review the project details and allocation amounts on the attached spreadsheet for accuracy. If a modification is needed, please contact the Grants Administrative Unit.

Some of the upcoming deadlines are as follows:

Upcoming Document Deadlines*	**Due Dates (no later than)**
3rd Quarter Cumulative Mandatory Performance Report	4/5/2022
1st Reimbursement Request Opportunity	4/29/2022
1st Modification Requests Due (or sooner)	5/4/2022

** Refer to "FY 2021 EMPG Grant Deadlines" for all pertinent deadlines (attached).*

Submit signed documents electronically to Terri Sumrall at terri.sumrall@oes.sbcounty.gov and mail the original with wet signature to:

San Bernardino County Office of Emergency Services
Attn: Terri Sumrall - Grant Administration Unit
1743 Miro Way
Rialto, CA 92376

If you have any questions, please do not hesitate to contact our office at (909) 356-3935. Thank you.

Sincerely,

Brent Martin, Emergency Services Manager
San Bernardino County Office of Emergency Services

BM:ts

cc: Grant Administration Unit

Attachments

City Council Meeting **I. 11.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the warrant for funds being distributed to the Redlands Police Department by the State of California pursuant to the Budget Act of 2022 in the amount of $200,000, and approve an additional appropriation of $200,000 to the Police Department (Police Chief Catren)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motion(s) is/are provided:

1. I move to accept the warrant for funds being distributed to the Redlands Police Department by the State of California pursuant to the Budget Act of 2022 in the amount of $200,000.

2. I move to authorize an additional appropriation of funds to the police department in the amount of $200,000.

RECOMMENDATION:

Staff recommends that the Council accept the warrant for funds being distributed to the Redlands Police Department by the State of California pursuant to the Budget Act of 2022 in the amount of $200,000 and approve the additional appropriation of funds to the police department in the amount of $200,000.

DISCUSSION:

During the last six months, staff from the Redlands Police Department (RPD) have worked with California legislative analysts on providing expertise as to how the Redlands Police Department is utilizing technology to address organized retail crime. As a result of that work, the analysts reached out to see if RPD would be willing to participate in a three-year pilot program for use of force and deescalation training. The State offered RPD $200,000 to fund use of force and

deescalation training programs for that time period. Only six law enforcement agencies (LAPD, SBCSD, Fresno County Sheriff's Department, San Francisco Police Department, and Pasadena Police Department) were selected to receive this funding. There are no matching funds required for this opportunity.

Pursuant to State mandates, the funding appropriated in this item shall only be used for Commission on Peace Officer Standards and Training approved use of force and deescalation training. Trainings that provide flexible modes of use, such as mobile platforms, or trainings that utilize the use of body camera footage, shall be prioritized. No more than 10 percent of the grant funding may be used for staffing hours, including overtime hours, to backfill positions for peace officers participating in training supported by this grant program. Funds may also be used for subscriptions, and the purchase of equipment and technology that are required for the use of force and deescalation training that is selected.

Each pilot participant shall collect the following information:
1) The number of participants that received and successfully completed the training, including demographic data that includes race, gender, and position;
2) Use of force incident data for the three previous years;
3) The number of use of force incidents data in each calendar year for the duration of the pilot; and
4) Any quantitative and qualitative data that is collected by specific tools or training that is selected by the pilot participant.

ALTERNATIVES:

Do not approve the acceptance of the warrant for funds and additional appropriation in the amount of $200,000.

STRATEGIC PLAN:

Not applicable

SUBMITTED BY:
Christopher R. Catren, Chief of Police

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Travis Martinez, Deputy Chief of Police

Fiscal Impact

Fiscal Year:	22/23
Revenue Generating:	N
Appropriation Required Y/N:	Y
Amount:	$200,000
Budgeted Y/N:	N
Discussion:	

Attachments

Acceptance Letter
Add'l Appropriation of Grant Funds

BSCC CALIFORNIA

LINDA M. PENNER
Chair

KATHLEEN T. HOWARD
Executive Director

STATE OF CALIFORNIA
BOARD OF STATE AND COMMUNITY CORRECTIONS
2590 VENTURE OAKS WAY, SUITE 200 • SACRAMENTO CA 95833 • 916.445.5073 • BSCC.CA.GOV

GAVIN NEWSOM
Governor

August 29, 2022

Redlands Police Department
Attn: Finance Division
35 Cajon Street, Suite 30
Redlands, CA 92373

To whom it may concern,

Attached you will find a warrant for funds being distributed to your agency per the Budget Act of 2022.

This disbursement is being made in accordance with Senate Bill 154, Chapter 43, Statutes of 2022, Item 5227-125-0001, Provision 1(e) which provides that the Redlands Police Department will receive $200,000 for the Use of Force and Deescalation Training Pilot Program. Please refer to the Senate bill language for more details.

If you have any questions regarding this funding distribution, please contact Lee Sutter, Chief Fiscal Officer, at Lee.Sutter@bscc.ca.gov or (916) 712-2887.

Thank you,

LINDA PENNER
Board Chair

THE BACK OF THIS DOCUMENT CONTAINS AN ARTIFICIAL WATERMARK - VIEW AT AN ANGLE

STATE OF CALIFORNIA

WARRANT NUMBER
04-918613

H THE TREASURER OF THE STATE WILL PAY OUT OF THE FUND NO. 0001 FUND NAME GENERAL FUND

IDENTIFICATION NO. 5227 MO. 09 DAY 12 YR. 2022

90-1342/1211
04918613

TO:
918613
--- REDLANDS POLICE DEPT

DOLLARS	CENTS
$**200000	00

BETTY T. YEE
CALIFORNIA STATE CONTROLLER

FORM 04-08 (2-97) CONTROLLERS WARRANT

⑆121113423⑆ 049186134⑈

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 09/15/2022

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: Police

EXPENDITURE APPROPRIATION INCREASE (if applicable)

Account Description	Orgkey	Object Code	Job Ledger (If applicable)	Amount
Special Contractual Svcs	200202	6710	S202004	80,000.00
All Other Equipment	200202	8706	S202004	120,000.00
				$ 200,000.00 -

REVENUE APPROPRIATION INCREASE (if applicable)

Account Description	Orgkey	Object Code	Job Ledger (If applicable)	Amount
State Grants	200202	4401	S202004	200,000.00
				$ 200,000.00 -

JUSTIFICATION: Use of Force and De-escalation Training funds from Board of State and Community Corrections.

Requested By: _____
Department Head

Recommended By Finance Director:

Yes _____ No _____ Signed _____

Comments: _____

Recommended: _____
City Manager

Approved by City Council:

Date: _____

Signed: _____
City Clerk

City Council Meeting **I. 12.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the hold harmless agreement with Redlands Joint Venture, LLC, Majestic Realty Co. for use of its facilities for Heroes and Helpers 2022 Event (Police Chief Catren)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motion is provided:

I move to authorize the Chief of Police, or his designee, to execute the hold harmless agreement between the City of Redlands and Redlands Joint Venture, LLC. Majestic Realty Co. regarding the use of its facilities on December 21, 2022 to hold Heroes and Helpers 2022.

RECOMMENDATION:

Staff recommends that Council authorize the Chief of Police, or his designee, to execute the hold harmless agreement between the City of Redlands and Redlands Joint Venture, LLC. Majestic Realty Co. regarding the use of its facilities on December 21, 2022 to hold Heroes and Helpers 2022.

DISCUSSION:

For the past several years, the Redlands Police Department has partnered with several community groups to hold the annual Heroes and Helpers event in the month of December. Over the years, hundreds of children from local schools have participated in this event. The children, nominated by school principals, teachers, police officials, and community leaders, are partnered with members of the Redlands Police Department for a sponsored shopping spree at a store of their choosing located within either the Citrus Plaza or the Mountain Grove Shopping Center. Each candidate receives a $150 Visa gift card that can be used to purchase items for themselves and/or their families. Much to our

surprise, many of the children purchased toys as gifts for younger siblings, or they selected items such as deodorant, soap, socks, and other basic necessities we often take for granted.

This year the program has grown even more. Amazon will be donating presents to the siblings of the shoppers. In addition, RPD will take their command post to the parking lot as a staging area. The property management company is requiring a hold harmless agreement to be signed in order for a staging area to be set up.

ALTERNATIVES:

If the City Council chooses not to sign the hold harmless agreement, RPD will not be able to hold the Heroes and Helpers event at Mountain Grove/Citrus Plaza.

STRATEGIC PLAN:

Not applicable

SUBMITTED BY:
Christopher R. Catren, Chief of Police

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager

PREPARED BY:
Travis Martinez, Deputy Chief

Fiscal Impact

Fiscal Year: 22/23
Revenue Generating: N
Appropriation Required Y/N: N
Discussion:
There will be no impact on the budget.

Attachments

Hold Harmless

HOLD HARMLESS AGREEMENT

THE UNDERSIGNED HEREBY AGREES TO HOLD HARMLESS, INDEMNIFY AND DEFEND **REDLANDS JOINT VENTURE, LLC**, **MAJESTIC REALTY CO.**, AND THEIR AFFILIATES, PRINCIPALS AND LENDERS, INCLUDING WITHOUT LIMITATION ANY CORPORATIONS OR OTHER ENTITIES CONTROLLING, CONTROLLED BY OR UNDER COMMON CONTROL WITH **REDLANDS JOINT VENTURE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, MAJESTIC REALTY CO., A CALIFORNIA CORPORATION**, AND ALL OTHER OWNERSHIP AND MANAGEMENT ENTITIES FROM AND AGAINST ANY AND ALL LOSS, COST, DAMAGE, LIABILITY, CLAIM OR EXPENSE (INCLUDING WITHOUT LIMITATION ATTORNEY'S FEES AND COSTS) ARISING FROM OR RELATED TO THE UNDERSIGNED'S PRIVATE PARTY ACTIVITIES AT CITRUS PLAZA FOOD COURT ON WEDNESDAY, DECEMBER 21, 2022 DURING THE HOURS OF 7:30AM TO 3:00PM.

ACTIVITY:	HEROES & HELPERS HOLIDAY EVENT
ORGANIZATION:	REDLANDS POLICE DEPARTMENT AND REDLANDS POLICE COMMUNITY FOUNDATION
LOCATED AT:	CITRUS PLAZA FOOD COURT 27510-27512 W. LUGONIA AVENUE REDLANDS, CA 92374

SIGN: _____

PRINT NAME: _____

TITLE: _____

DATE: _____

City Council Meeting **I. 13.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the Second Amendment to the Agreement with Raftelis Financial Consultants, Inc. to conduct utility rate studies, and an additional appropriation of $46,877 (Municipal Utilities and Engineering Director Harris)

MOTION(S):

If City Council determines the staff recommendation is appropriate, the following motions are provided:

1. I move that City Council approve the Second Amendment to the Agreement with Raftelis Financial Consultants, Inc.

2. I move that City Council approve an additional appropriation of $46,877 to fund the Utility Rate Study expanded scope of work.

RECOMMENDATION:

Staff recommends City Council approve a second amendment to the agreement with Raftelis Financial Consultants, Inc., and an additional appropriation of $46,877 to fund the Utility Rate Study expanded scope of work.

DISCUSSION:

On April 1, 2021, City Council executed an Agreement with Raftelis Financial Consultants, Inc. (Raftelis) for $24,888 to provide continuing professional financial services for water, wastewater, and recycled water/non-potable water utility rate studies. City Council accepted the Utilities Advisory Committee (UAC) and staff recommendations to implement two (2) annual wastewater utility rate increases in fiscal years 21/22 and 22/23 at the March 16, 2021 City Council meeting and both were formally adopted after a Public Hearing on May 4, 2021.

The City will soon reconvene the UAC and Raftelis will continue to provide financial consulting support as the UAC considers future potential utility rate adjustments. The term of the original Raftelis Agreement was for one (1) year and was extended for one (1) additional year with City Council approval of Amendment No. 1 on February 15, 2022. The full original Agreement balance of $24,888 remains and has not been charged against. The Raftelis proposal to provide 5-year water, recycled water/non-potable water, and wastewater utility rate studies is $71,765. This requires an additional appropriation of $46,877. Amendment No. 2 to the Raftelis Agreement increases the compensation amount to $71,765 and extends the termination date to December 31, 2023.

ALTERNATIVES:

City Council may deny the staff recommendation and provide alternate direction.

STRATEGIC PLAN:
N/A

SUBMITTED BY:
John R. Harris, Municipal Utilities and Engineering Director

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
John R. Harris, Municipal Utilities and Engineering Director

Fiscal Impact

Fiscal Year:	FY 22/23
Appropriation Required Y/N:	Y
Amount:	21,094.65
Budgeted Y/N:	N
Account No.:	501900-6106

Discussion:
The expanded financial consulting services scope of work requires an additional appropriation of $21,094.65 from the Water Fund.

Fiscal Year: FY 22/23
Appropriation Required Y/N: Y
Amount: 21,094.65
Budgeted Y/N: N
Account No.: 521900-6106
Discussion:
The expanded financial consulting services scope of work requires an additional appropriation of $21,094.65 from the Wastewater Fund.

Fiscal Year: FY 22/23
Revenue Generating: N
Appropriation Required Y/N: Y
Amount: 4,687.70
Budgeted Y/N: N
Account No.: 531900-6106
Discussion:
The expanded financial consulting services scope of work requires an additional appropriation of $4,687.70 from the Non-Potable Water Fund.

Attachments

Raftelis Financial Agreement
Raftelis Agreement Amendment
Raftelis Amendment Exhibit A
Raftelis Amendment Exhibit B
Raftelis Second Amendment
Additional Appropriation

AGREEMENT TO PERFORM PROFESSIONAL SERVICES

This agreement for the provision of professional financial services to complete a water, wastewater and recycled/non-potable water rate study ("Agreement") is made and entered in this 1st day of April, 2021 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City") and Raftelis Financial Consultants, Inc. ("Consultant"). City and Consultant are sometimes individually referred to herein as a "Party" and, together, as the "Parties." In consideration of the mutual promises contained herein, City and Consultant agree as follows:

ARTICLE 1 – ENGAGEMENT OF CONSULTANT

1.1 City hereby engages Consultant to provide professional financial services to complete a water, wastewater and recycled/non-potable water rate study services for City (the "Services").

1.2 The Services shall be performed by Consultant in a professional manner, and Consultant represents that it has the skill and the professional expertise necessary to provide the Services to City at a level of competency presently maintained by other practicing professional consultants in the industry providing like and similar types of Services.

ARTICLE 2 – SERVICES OF CONSULTANT

2.1 The Services that Consultant shall perform are more particularly described in Exhibit "A," titled "Scope of Services," which is attached hereto and incorporated herein by reference.

2.2 Consultant shall comply with applicable federal, state and local laws and regulations in the performance of this Agreement including, but not limited to, any applicable State prevailing wage laws.

ARTICLE 3 – RESPONSIBILITIES OF CITY

3.1 City designates John R. Harris, Municipal Utilities and Engineering Director, as City's representative with respect to performance of the Services, and such person shall have the authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to performance of the Services.

ARTICLE 4 – PERFORMANCE OF SERVICES

4.1 Consultant shall perform and complete the Services in a prompt and diligent manner. The term of this Agreement shall be for a period of one (1) year commencing as of the Effective Date, unless terminated earlier as provided herein.

4.2 If Consultant's Services include deliverable electronic visual presentation materials, such materials shall be delivered in a form, and made available to the City, consistent with

City Council adopted policy for the same. It shall be the obligation of Consultant to obtain a copy of such policy from City staff.

ARTICLE 5 – PAYMENTS TO CONSULTANT

5.1 Total compensation for Consultant's performance of the Services shall not exceed the amount of twenty four thousand eight hundred eighty eight dollars ($24,888). City shall pay Consultant on a time and materials basis up to the not to exceed amount in accordance with Exhibit "B," titled "Cost Services" which is attached hereto and incorporated herein by reference.

5.2 Consultant shall submit monthly invoices to City describing the Services performed during the preceding month. Consultant's invoices shall include a brief description of the Services performed, the dates the Services were performed, the number of hours spent and by whom, and a description of reimbursable expenses related to the Services. City shall pay Consultant no later than thirty (30) days after receipt and approval by City of Consultant's invoice.

5.3 Any notice or other communication required, or which may be given, pursuant to this Agreement, shall be in writing. Any such notice shall be deemed delivered (i) on the date of delivery in person; (ii) five (5) days after deposit in first class registered mail, with return receipt requested; (iii) on the actual delivery date if deposited with an overnight courier; or (iv) on the date sent by facsimile, if confirmed with a copy sent contemporaneously by first class, certified, registered or express mail; in each case properly posted and fully prepaid to the appropriate address set forth below, or such other address as a Party may provide notice in accordance with this section:

CITY:

City Clerk
City of Redlands
35 Cajon Street
P.O. Box 3005 (mailing)
Redlands, CA 92373
jdonaldson@cityofredlands.org
Phone: (909) 798-7531

CONSULTANT:

Sudhir Pardiwala, Executive Vice President
Raftelis Financial Consultants, Inc.
24640 Jefferson Avenue, Suite 207
Murrieta, CA 92562
spardiwala@raftelis.com
Phone: (626)827-8931

ARTICLE 6 – INSURANCE AND INDEMNIFICATION

6.1 The following insurance coverage required by this Agreement shall be maintained by Consultant for the duration of its performance of the Services. Consultant shall not perform any Services unless and until the required insurance listed below is obtained by Consultant. Consultant shall provide City with certificates of insurance and endorsements evidencing such insurance prior to commencement of the Services. Insurance policies shall include a provision prohibiting cancellation or modification of the policy except upon thirty (30) days prior written notice to City.

A. Workers' Compensation and Employer's Liability insurance in the amount that meets statutory requirements with an insurance carrier acceptable to City, or certification to City that Consultant is self-insured or exempt from the workers' compensation laws of the State of California. Consultant shall execute and provide City with Exhibit "C," titled "Workers' Compensation Insurance Certification," which is attached hereto and incorporated herein by this reference, prior to performance of the Services.

B. Comprehensive General Liability insurance with carriers acceptable to City in the minimum amount of One Million Dollars ($1,000,000) per occurrence and Two Million Dollars ($2,000,000) aggregate, for public liability, property damage and personal injury is required. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

C. Business Auto Liability coverage, with minimum limits of One Million Dollars ($1,000,000) per occurrence, combined single limit bodily injury liability and property damage liability. This coverage shall include all Consultant owned vehicles used in connection with Consultant's provision of the Services, hired and non-owned vehicles, and employee non-ownership vehicles. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

D. Consultant is expressly prohibited from assigning or subcontracting any of the Services without the prior written consent of City. In the event of mutual agreement by the Parties to assign or subcontract a portion of the Services, Consultant shall add such assignee or subcontractor as an additional insured to the insurance policies required hereby and provide City with the insurance endorsements prior to any Services being performed by the assignee or subcontractor.

6.2 Consultant shall defend, indemnify and hold harmless City and its elected officials, employees and agents from and against any and all claims, losses or liability, including attorneys' fees, arising from injury or death to persons or damage to property occasioned by any negligent act or omission by, or the willful misconduct of, Consultant, or its officers, employees and agents in performing the Services.

ARTICLE 7 – CONFLICTS OF INTEREST

7.1 Consultant covenants and represents that it does not have any investment or interest in any real property that may be the subject of this Agreement or any other source of income, interest in real property or investment that would be affected in any manner or degree by the performance of Consultant's Services. Consultant further covenants and represents that in the performance of its duties hereunder, no person having any such interest shall perform any Services under this Agreement.

7.2 Consultant agrees it is not a designated employee within the meaning of the Political Reform Act because Consultant:

A. Does not make a governmental decision whether to:

(i) approve a rate, rule or regulation, or adopt or enforce a City law;
(ii) issue, deny, suspend or revoke any City permit, license, application, certification, approval, order or similar authorization or entitlement;
(iii) authorize City to enter into, modify or renew a contract;
(iv) grant City approval to a contract that requires City approval and to which City is a party, or to the specifications for such a contract;
(v) grant City approval to a plan, design, report, study or similar item;
(vi) adopt, or grant City approval of, policies, standards or guidelines for City or for any subdivision thereof.

B. Does not serve in a staff capacity with City and in that capacity, participate in making a governmental decision or otherwise perform the same or substantially the same duties for City that would otherwise be performed by an individual holding a position specified in City's Conflict of Interest Code under Government Code section 87302.

7.3 In the event City determines that Consultant must disclose its financial interests, Consultant shall complete and file a Fair Political Practices Commission Form 700, Statement of Economic Interests, with the City Clerk's office pursuant to the written instructions provided by the City Clerk.

ARTICLE 8 – GENERAL CONSIDERATIONS

8.1 In the event any action is commenced to enforce or interpret any of the terms or conditions of this Agreement the prevailing Party shall, in addition to any costs and other relief, be entitled to the recovery of its reasonable attorneys' fees, including fees for the use of in-house counsel by a Party.

8.2 Consultant shall not assign any of the Services, except with the prior written approval of City and in strict compliance with the terms and conditions of this Agreement. Any assignment or attempted assignment without such prior written consent may, in the sole discretion of City, result in City's immediate termination of this Agreement.

8.3 Consultant is for all purposes under this Agreement an independent contractor and shall perform the Services as an independent contractor. Neither City nor any its agents shall have control over the conduct of Consultant or Consultant's employees, except as herein set forth. Consultant shall supply all necessary tools and instrumentalities required to perform the Services. Assigned personnel employed by Consultant are for its account only, and in no event shall Consultant or personnel retained by it be deemed to have been employed by City or engaged by City for the account of, or on behalf of City. Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent, nor shall Consultant have any authority, express or implied, to bind City to any obligation.

8.4 This Agreement may be terminated by City, in its sole discretion, by providing not less than five (5) days prior written notice to Consultant of City's intent to terminate. If this Agreement is terminated by City, an adjustment to Consultant's compensation shall be made, but (1) no amount shall be allowed for anticipated profit or unperformed Services, and (2) any payment due Consultant at the time of termination may be adjusted to the extent of any additional costs to City occasioned by any default by Consultant. Upon receipt of a termination notice, Consultant shall immediately discontinue its provision of the Services and, within five (5) days of the date of the termination notice, deliver or otherwise make available to City, copies (in both hard copy and electronic form, where applicable) of project related data, design calculations, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by Consultant in performing the Services. Consultant shall be compensated on a pro-rata basis for Services completed up to the date of termination.

8.5 Consultant shall maintain books, ledgers, invoices, accounts and other records and documents evidencing costs and expenses related to the Services for a period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant pursuant to this Agreement. Such books shall be available at reasonable times for examination by City at the office of Consultant.

8.6 This Agreement, including the Exhibits incorporated herein by reference, represents the entire agreement and understanding between the Parties as to the matters contained herein, and any prior negotiations, written proposals or verbal agreements relating to such matters are superseded by this Agreement. Except as otherwise provided for herein, any amendment to this Agreement shall be in writing, approved by City and signed by City and Consultant.

8.7 This Agreement shall be governed by and construed in accordance with the laws of the State of California.

8.8 If one or more of the sentences, clauses, paragraphs or sections contained in this Agreement is declared invalid, void or unenforceable by a court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall not affect, impair or invalidate the remaining sentences, clauses, paragraphs or sections contained herein, unless to do so would deprive a Party of a material benefit of its bargain under this Agreement.

IN WITNESS WHEREOF, duly authorized representatives of City and Consultant have signed in confirmation of this Agreement.

CITY OF REDLANDS

By: _____
Charles M. Duggan, Jr.,
City Manager

RAFTELIS FINANCIAL
CONSULTANTS, INC.

By: _____
Sudhir Pardiwala, P.E.
Executive Vice President

ATTEST:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"
SCOPE OF SERVICES

Scope of Work

Task 1
Financial Plan, Cost of Service Analysis and Rates

Raftelis will update the cost of service analysis developed in the previous study consistent with industry standards and methodologies based on revised capital expenses and funding methods. Raftelis will update the financial plan and rates based on revised data. Raftelis will provide the City with updated model.

Meetings: None
Deliverable(s): Water and wastewater cost of service analysis in Microsoft Excel

Task2
Meetings with UAC

Raftelis staff will conduct up to two web meetings with the UAC as described in the above tasks to review the financial plan, rate design, rates and customer impacts.

Meetings: Up to two web meetings with the UAC included in the tasks above
Deliverables: Presentation materials for two public meetings; Supplementary communications materials

Task 3
Proposition 218 Notice and Public Hearing

Raftelis will prepare a draft Public Hearing notice for City staff and City Attorney review and incorporate comments into the final notice. City staff will print and mail the notices independently. Raftelis will then present the study results at a Proposition 218 hearing in which we will address the City Council and public questions and comments. Presentation materials will be provided to City staff beforehand for review.

Meetings: One Proposition 218 Public Hearing
Deliverables: Draft and final Proposition 218 public notices; Public Hearing presentation materials

EXHIBIT "B"
COST SERVICES

The table below shows the estimated hours and fees for the scope of work described above, Fees include technology charges to cover computer, network, software, phone call, mailing costs, etc.

Tasks	Number of Web Meetings	Number of Meetings	Hours PM	APM	SC	Admin	Total	Labor	Expenses	Total Fees & Expenses
1. Financial Plan, Cost of Service Analysis and Rates			10	5	40	3	58	$13,615	$580	$14,195
2. UAC Meetings distributed above	2		8		16	0	24	$6,160	$240	$6,400
3. Proposition 218 Notice and Public Hearing/2nd Hearing	2		8	2	4	0	14	$4,130	$140	$4,293
	4	0	26	7	60	3	96			
			$340	$275	$215	$80				
			$8,840	$1,925	$12,900	$240	$23,905			
									Total Fees	$23,905
									Total Expenses	$983
									Total Fees & Expenses	$24,888

PM - Project Manager, Sudhir Pardiwala
APM - Asst Project Manager, John Wright
SC - Staff Consultants
Admin - Administrative Staff

EXHIBIT "C"

WORKERS' COMPENSATION INSURANCE CERTIFICATION

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

(a) By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.

(b) By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

x I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____ I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

RAFTELIS FINANCIAL CONSULTANTS, INC.

By: _____ Date: April 1, 2021

Sudhir Pardiwala, P.E.
Executive Vice President

FIRST AMENDMENT TO AGREEMENT TO PERFORM PROFESSIONAL SERVICES

This first amendment ("First Amendment") to the agreement for the provision of professional financial services to complete a water, wastewater and recycled/non-potable water rate study ("Agreement") dated April 1, 2021 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City"), and Raftelis Financial Consultants, Inc. ("Consultant"), is made and entered into this 15th day of February, 2022.

RECITALS

WHEREAS, it is the desire of the City and Consultant to amend Article 4.1 of their existing Agreement to extend the date for termination of the Services to April 1, 2023;

NOW, THEREFORE, City and Consultant agree as follows:

AGREEMENT

Section 1. Section 4.1 of the Agreement, titled "Performance of Services," is hereby amended to read as follows:

"4.1 Consultant shall perform and complete the Services in a prompt and diligent manner. The term of the Agreement shall be for a period of two (2) years commencing as of the Effective Date, unless terminated earlier as provided herein."

Section 2. All other provisions of the Agreement shall remain unchanged by this First Amendment and in effect.

IN WITNESS WHEREOF, the parties have executed this First Amendment, to be effective as of February 15, 2022.

CITY OF REDLANDS

By: _____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

RAFTELIS FINANCIAL CONSULTANTS, INC.

By: _____
Sudhir Pardiwala, P.E.
Executive Vice President

RAFTELIS

445 S. Figueroa Street, Suite #2270
Los Angeles, CA 90071

Phone 626. 583. 1894
Fax 213.262.9303

www.raftelis.com

September 8, 2022

Mr. John Harris
Municipal Utilities & Engineering Director
City of Redlands
35 Cajon St., Suite 15
Redlands, CA 92373

Subject: Proposal to Conduct Water, Wastewater, and Non-Potable Water Rate Studies

Dear Mr. Harris:

Based on our discussion, Raftelis Financial Consultants, Inc. (Raftelis) is proposing to assist the City of Redlands (City) with a water, wastewater, and non-potable water rate study. The scope and fees for this project are attached herewith.

It is our understanding that the City would like to start the project as soon as possible. Given that it may take some time to establish a new agreement, we propose to use our existing agreement with the City to start work sooner. As previously discussed, there are $19,000 available in our existing agreement with the City. We can work under this agreement to begin the following tasks from our scope:

- Task 1 – Project Initiation, Management, and Data Collection
- Task 2 – Financial Plan Development
    - Update customer account and usage data
    - Analyse the water usage trends for use in water and wastewater rate restructuring
    - Assist with the evaluation and development of the capital improvement program

We look forward to assisting you with the completion of the study. Please call me at 626-583-1894 if you have any questions or concerns.

This letter may be used to form an agreement by signing below and returning a copy for our records.

Sincerely,

RAFTELIS FINANCIAL CONSULTANTS, INC.

By:_____

Sudhir Pardiwala, PE
Executive Vice President

CITY OF REDLANDS

By: _____

Title: _____

Date: _____

attach: Scope for the rate studies

Scope of Work

Task 1
Projection Initiation, Management, and Data Collection

At the beginning of the study, Raftelis will prepare a detailed data request listing the information needed to complete the various analyses for all phases of the study. Information that is typically required to perform a water, wastewater, and recycled/non-potable water rate study includes (but is not limited to): Comprehensive Annual Financial Reports (CAFR), current and projected budgets, current and historical water production and customer billing data, and long-term capital improvement plans. Prior to the meeting, we will review any data provided.

We believe a productive kick-off meeting is the most effective way to begin a study. This meeting provides a forum to discuss goals and objectives, policy, and methodologies, any remaining data gaps, and a work schedule. We will also discuss the City's financial policies and associated reserve levels, as well as the capital plan for each utility. Following the meeting, Raftelis will prepare detailed meeting minutes.

Our project management approach stresses transparency, communication, objectivity, and accountability to meet project objectives. Management responsibilities extend to general administrative duties such as client correspondence, billing, documentation, and adhering to the schedule. Throughout the study, we will schedule interim status meetings or webinars to discuss project progress and present initial results. In every project, we implement a systematic program of quality assurance to ensure consistency, accuracy, and validity. We are proposing web meetings with staff to save time and costs. The fees are based on this assumption

Meeting: One web kick-off meeting with staff
Deliverables: Data request; kick-off meeting agenda; presentation materials; meeting minutes

Task 2
Financial Plan Development

We will utilize the financial and rate model we developed for the City in 2019 as a basis for our new model. As such, we will update the historical data within the model and initialize the model for the new planning period. In addition, we will build on the existing model to ensure that it has the functionality desired by City Staff and incorporates the ability to modify various capital expenditure and financing scenarios. In developing the financial plan, Raftelis will first project revenues based on each utility's existing rates. This will allow the City to examine the utilities' financial health under current rates for a 10-year study period, including their ability to fund the maintenance or replacement of each utility's infrastructure. For the water and recycled/non-potable water supplies, we will work with staff to project water demand. The analysis will include an examination of the availability of the recycled/non-potable water supplies and their effect on potable water consumption and revenues as well as consideration for the impact of conservation on revenues. We will work with City staff to discuss each utility's capital improvement plan and develop a schedule for capital improvements (or CIP), which will be incorporated into the financial plan. A long-term financial plan for the capital improvements incorporating State Revolving Funds (SRF), Water Infrastructure Finance and Innovation Act (WIFIA), market debt and pay-as-you-go will be evaluated. The model will have

the capability to examine different CIP scenarios and financing strategies, allowing staff to consider different planning periods and adjust planned projects. We will review and discuss reserves for operating, capital, rate stabilization, and emergency purposes. We will then propose any necessary revenue adjustments. The new revenue requirement will aid in the cost-of-service analysis and the development of rates for the three utilities.

Meetings: Two web meetings with City staff
Deliverables: Draft water, recycled/non-potable water, and wastewater financial plan models in Microsoft Excel

Task 3
Cost of Service Analysis

Raftelis will update the cost-of-service analysis developed in the previous study consistent with industry standards and methodologies approved by the American Water Works Association (AWWA) *M1 Manual*, *Principles of Water Rates, Fee, and Charges*, and the Water Environment Federation (WEF) *Manual of Practice No. 27, Financing and Charges for Wastewater Systems, 2018.* Water expenses are allocated as capacity related; commodity, private fire protection, customer, and other indirect costs are allocated based on the Base-Extra Capacity Method. Wastewater expenses are allocated based on collection, treatment, customer, and indirect costs. The goal is to distribute the cost components to classes based on responsibility. This results in the total cost to serve each and the basis for developing rates. Raftelis will incorporate the City's policy considerations, as well as current regulations (such as Proposition 218).

Meetings: None
Deliverable(s): Water and wastewater cost of service analysis in Microsoft Excel

Task 4
Rate Design

Raftelis will develop a water and wastewater rate model with the flexibility to compare the current rate structure with alternative rate structures. The City is interested in a flow-based wastewater residential rate structure. The model will have the capability to examine different rate structure scenarios to enhance revenue stability in light of competing objectives, such as affordability for essential needs and funding fixed costs. The rates will be developed in compliance with Proposition 218, resulting from the cost of service developed in Task 3. The revenue adjustments defined in the financial plan analysis will be applied to a five-year schedule based on the proposed rate structure. Once the rates have been defined, we will advise the City on adjusting the ordinances.

The total rate adjustment can sometimes cause "rate shock" to customers. We calculate monthly bills at each level of usage to determine the "true" impact of the new rate structure. The customer impact analysis will include a series of tables and figures that show projected rate impacts by customer class at various levels of usage. Understanding customer impacts and taking corrective action, if necessary, allows us to make informed decisions. It also allows us to design public outreach strategies for generating customer buy-in and successful rate implementation. Further, it aids the City in developing rates that are not only defensible, but also most appropriate for the City and its customers.

Meetings: One web meeting with City staff

Deliverables: Rate and customer bill impacts in Microsoft Excel for each utility

Task 5
Rate Survey

Raftelis will compare the City's current and proposed rates with five local water and wastewater agencies and will include recycled water rates where available. While a useful benchmark, it is worth noting that such comparisons only paint a partial picture, since many factors (such as topography and water sources, etc.) impact the total cost of providing water and wastewater services. Raftelis will develop an Excel module to compare the total monthly water and wastewater bill amount of a typical residential customer within each agency. The model will include the appropriate graphs and figures that display the total bill of a typical customer in each agency.

Meetings: None
Deliverables: Water, recycled/non-potable water, and wastewater rate survey module in Microsoft Excel

Task 6
Draft and Final Report

The draft report will include an executive summary highlighting the major issues and decisions reached during development of rates for all three utilities. The main body of the report will include a brief physical description of each utility system, service area description, an overview of operation and maintenance expenses, the capital improvement plan, debt service, and the proposed revenue adjustments and rates. The water and wastewater cost of service and rate calculations will be described in detail so that the nexus between costs and rates is clearly defined. City staff members and the City's Attorney will provide comments on the report. After incorporating any final edits and receiving confirmation from City staff, Raftelis will provide the final report. It will serve as the administrative record of the rate study in fulfilment of Proposition 218 requirements.

Meetings: One webinar to discuss draft report comments
Deliverables: Draft and final reports in Microsoft Word and PDF file formats; signed final report; electronic files for all reports, calculations, graphs, and spreadsheets

Task 7
Meetings with UAC

Raftelis staff will conduct two meetings with the UAC as described above to review the financial plan, rate design, rates, and customer impacts. In these meetings, we will also provide an overview of the ratemaking process, background on the utilities, and the need for the rate adjustments and updated rate structures.

Meetings: Two meetings with the UAC
Deliverables: Presentation materials for two public meetings; supplementary communications materials

Task 8
Proposition 218 Notice and Public Hearing

Raftelis will prepare a draft Public Hearing notice for City staff and City Attorney review and incorporate comments into the final notice. City staff will print and mail the notices independently. Raftelis will then present the study results at a Proposition 218 hearing in which we will address the City Council and public questions and comments. Presentation materials will be provided to City staff beforehand for review.

Meetings: One Proposition 218 Public Hearing
Deliverables: Draft and final Proposition 218 public notices; Public Hearing presentation materials

Schedule

We anticipate completing the study to the draft report stage by the end of the February 2023. Depending on direction from the City, we believe that a public hearing could be conducted in April with adjustments to rates effective July 1, 2023.

The tentative schedule for the some of the milestones is as follows:

Financial Plan	Nov 15	Rates	Dec 14
Meeting 1	Jan 5	Meeting 2	Jan 19
Draft Report	Feb 17	Final Report	Mar 15

Fees

Tasks	Web Meetings	Number of Meetings	Hours					Total Fees & Expenses
			PM	TR	SC	Admin	Total	
1. Project Initiation, Management, and Data Collection	1		10	8	10	5	33	**$8,410**
2. Financial Plan Development	2		8	8	36	0	52	**$12,440**
3. Cost of Service	1	0	8	2	20	0	30	**$7,470**
4. Rate Design	1		12	2	20	0	34	**$8,910**
5. Rate Survey	0	0	2	0	8	0	10	**$2,320**
6. Draft and Final Report	1		16	4	50	0	70	**$16,940**
7. Public Outreach (UAC)	0	2	16	0	20	0	36	**$9,820**
8. Proposition 218 Notice and Public Hearing	0	1	12	0	6	0	18	**$5,455**
Total Estimated Meetings / Hours	**6**	**3**	**84**	**24**	**170**	**5**	**283**	
Hourly Billing Rate			**$350**	**$285**	**$190**	**$80**		
Total Professional Fees			**$29,400**	**$6,840**	**$32,300**	**$400**	**$68,940**	

Expenses inlcude Mileage Rate of $0.625 per

Total Fees	**$68,940**
Total Expenses	**$2,825**
Total Fees & Expenses	**$71,765**

PM - Project Manager, Sudhir Pardiwala
TR - Technical Reviewer, John Wright
SC - Staff Consultants
Admin - Administrative Staff

Fees include technology charges to cover computer, network, software, phone call, mailing costs, etc.

SECOND AMENDMENT TO AGREEMENT TO PERFORM PROFESSIONAL SERVICES

This second amendment ("Second Amendment") to the agreement to provide financial consulting services necessary to update water, wastewater, and recycled/non-potable water utility rates ("Agreement"), dated April 1, 2021, by and between the City of Redlands, a municipal corporation and a general law city ("City"), and Raftelis Financial Consultants, Inc. ("Consultant"), is made and entered into this 18th day of October, 2022.

RECITALS

WHEREAS, it is the desire of the City and Consultant to amend Article 4.1 of the Agreement to extend the date for termination of the Services to December 31, 2023;

WHEREAS, it is the desire of the City and Consultant to amend Article 5.1 of the Agreement to revise the total compensation amount to $71,765;

WHEREAS, it is the desire of the City and Consultant to revise the Scope of Services;

WHEREAS, it is the desire of the City and Consultant to revise the Cost of Services;

NOW, THEREFORE, for good and valuable consideration in the receipt of which is hereby acknowledge City and Consultant agree as follows:

AGREEMENT

Section 1. Section 4.1 of the Agreement, titled "Performance of Services," is hereby amended to read as follows:

"4.1 Consultant shall complete the Services by December 31, 2023, unless the Services are terminated earlier as provided for herein."

Section 2. Section 5.1 of the Agreement, titled "Payments to Consultant," is hereby amended to read as follows:

"5.1 Total compensation for Consultant's performance of the Services shall not exceed the amount of seventy-one thousand seven hundred and sixty-five dollars ($71,765). City shall pay Consultant on a time and materials basis up to the not to exceed amount in accordance with Exhibit "B," titled "Cost of Services" which is attached hereto and incorporated herein by reference.

Section 3. Exhibit "A" of the Agreement, titled "Performance of Services," is hereby replaced in its entirety;

Section 4. Exhibit "B" of the Agreement, titled "Cost of Services," is hereby replaced in its entirety.

All other provisions of the Agreement shall remain unchanged by this Second Amendment and in effect.

IN WITNESS WHEREOF, the parties have executed this Second Amendment, to be effective as of October 18, 2022.

CITY OF REDLANDS

_____
Paul T. Barich, Mayor

Raftelis Financial Consultants, Inc.

By: _____
Sudhir Pardiwala, P.E.
Executive Vice President

ATTEST:

_____
Jeanne Donaldson, City Clerk

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 10/18/2022

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: MUED

EXPENDITURE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
501900 - Water Service		6106		$ 21,094.65
521900 - Wastewater Service		6106		$ 21,094.65
531900 - Non-Potable Water Service		6106		$ 4,687.70
				$ $ 46,877.00

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
				$ 0.00
				$ $ 0.00

JUSTIFICATION: Raftelis Agreement Second Amendment Funding

Requested By: John R. Harris JRH
Department Head

Recommended By Finance Director:

Yes _____ No _____ Signed _____

Recommended: _____
City Manager

Comments: _____

Approved by City Council:

Date: _____

Signed: _____
City Clerk

City Council Meeting **I. 14.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the Cooperative Maintenance Agreement with the City of San Bernardino for the Mountain View Avenue Mission Creek Bridge and determine that approval of this agreement is categorically exempt from review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act (Municipal Utilities and Engineering Director Harris)

MOTION(S):

If City Council determines the staff recommendation is appropriate, the following motions are provided:

1. I move that City Council determine approval of this Cooperative Maintenance Agreement is categorically exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; and

2. I move that City Council approve the Cooperative Maintenance Agreement with the City of San Bernardino ("San Bernardino") for the Mountain View Avenue Mission Creek Bridge.

RECOMMENDATION:

Staff recommends that City Council determine approval of the Cooperative Maintenance Agreement is categorically exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act, and approve the Cooperative Maintenance Agreement with the City of San Bernardino ("San Bernardino") for the Mountain View Avenue Mission Creek Bridge.

DISCUSSION:

The Inland Valley Development Authority (IVDA) recently completed the Mountain View Avenue Widening Project ("Project") and to widen and rehabilitate Mountain View Avenue from the Santa Ana River Bridge to just south of the Mission Creek Channel. The Project also constructed a new bridge over Mission Creek (the "Mission Creek Bridge"). The boundary line between the cities of San Bernardino and Redlands is located along the centerline of Mountain View Avenue. The east half of the Mission Creek Bridge is located in Redlands and the west half in San Bernardino.Therefore, both cities mutually desire to identify the maintenance responsibilities for the Mission Creek Bridge.

Pursuant to the terms of this Agreement, Redlands shall be responsible for the maintenance and repair of the Mission Creek Bridge, including the west half of the Mission Creek Bridge located in San Bernardino jurisdiction. Redlands will maintain the entire Mission Creek Bridge including the traveled way, shoulders, curbs, sidewalks, and structural drainage systems. The cost of the inspection, maintenance, and repair of the Mission Creek Bridge will be shared equally by both cities.

ALTERNATIVES:

City Council may deny the staff recommendation and provide alternate direction.

STRATEGIC PLAN:

N/A

SUBMITTED BY:
John R. Harris, Municipal Utilities and Engineering Director

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager

PREPARED BY:
Goutam K. Dobey, City Engineer

Fiscal Impact

Discussion:

There is no fiscal impact associated with this action.

Attachments

Cooperative Agreement with San Bernardino Mission Creek Bridge

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COOPERATIVE AGREEMENT
BY AND BETWEEN THE CITY OF SAN BERNARDINO AND THE CITY OF REDLANDS
(MOUNTAIN VIEW AVENUE PROJECT)

This COOPERATIVE AGREEMENT (this "Agreement"), dated as of _____, 2022 (the "Effective Date"), by and among the City of San Bernardino, a charter city ("San Bernardino") and the City of Redlands, a general law city ("Redlands"). San Bernardino, and Redlands are sometimes individually referred to each as a "Party" and collectively referred to as the "Parties."

Recitals

WHEREAS, the Inland Valley Development Authority (IVDA) is a special military base reuse Joint Powers Authority dedicated to the effective reuse of the former Norton Air Force Base.

WHEREAS, the IVDA is currently carrying out Phase II of the Mountain View Avenue Widening Project ("Mountain View Project") in order to widen and rehabilitate Mountain View Avenue from the Santa Ana River Bridge to just south of the Mission Creek Channel.

WHEREAS, IVDA has constructed a new bridge over Mission Creek (the "Mission Creek Bridge") as part of the Mountain View Project, as more particularly described in Exhibit A attached hereto and incorporated herein by this reference.

WHEREAS, the border between the cities of San Bernardino and Redlands is located on the centerline of Mountain View Avenue.

WHEREAS, the Mission Creek Bridge is aligned with Mountain View Avenue with approximately east half of the Mission Creek Bridge located in Redlands and the west half in San Bernardino.

WHEREAS, due to the Mission Creek Bridge being located within the jurisdictions of Redlands and San Bernardino, the PARTIES mutually desire to identify the maintenance responsibilities for the Mission Creek Bridge.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt of which are hereby acknowledged, the Parties agree as follows:

Section 1. Definitions. As used in this Agreement, the following words and terms shall have the meaning as provided in the Recitals or in this section unless the specific context of usage of a particular word or term may otherwise require:

"Mission Creek Bridge" means the bridge constructed over the Mission Creek Channel by IVDA.

"Effective Date" means the date first above referenced in the introductory paragraph of this Agreement.

"Redlands" means the City of Redlands, a general law city, and its officials, officers, employees, volunteers and agents

"San Bernardino" means the City of San Bernardino, a charter city, and its officials, officers, employees, volunteers and agents.

Section 2. Term. The term of this Agreement shall become effective on the Effective Date first shown above and shall remain in full force and effective until amended, unless otherwise terminated or extended by mutual agreement of the Parties.

Section 3. Maintenance of the Mission Creek Bridge.

Section 3.1 It is the intent of the Parties that the Mission Creek Bridge be maintained and kept in a safe condition and repair and in compliance with all applicable laws and safety regulations. During the term of this Agreement Redlands shall be responsible for the maintenance and repair of the Mission Creek Bridge as provided in this Section 3, and by this Agreement is permitted to enter the west half of the Mission Creek Bridge located in San Bernardino to perform its obligations under this Agreement.

Section 3.2 Redlands will maintain the entire Mission Creek Bridge including the traveled way, shoulders, curbs, sidewalks, and structural drainage systems with the cost being shared by the Parties as described by Section 4.

Section 3.3 Each Party will maintain at their expense the Party's utilities such as water and storm drain, that are within the Mission Creek Bridge, as well as lighting, traffic service facilities (signs, pavement markings) and the elimination of graffiti that is within their jurisdiction.

Section 3.4 Redlands shall arrange for an annual inspection of the Mission Creek Bridge by a Caltrans approved inspector. Specific inspection dates shall be coordinated with the inspector and Redlands shall provide a copy the report issued by the inspector to San Bernardino. Redlands shall be responsible for performing all maintenance and repair of the Mission Creek Bridge as recommended in the inspection report together with such other maintenance and repairs as reasonably necessary to maintain the Mission Creek Bridge in accordance with the standards in 3.1 above.

Section 3.5 San Bernardino shall have the right to perform inspections of the Mission Creek Bridge independent from the annual inspection under 3.4 above, which inspections shall be made at the expense of San Bernardino. If such inspection reveals any necessary maintenance or repairs the inspecting Party shall provide a written report to Redlands detailing the required maintenance or repairs. Redlands will have a reasonable period of time to review the requested maintenance or repairs, to inspect the Mission Creek Bridge and either undertake such work or respond to San Bernardino as to the necessity and scope of the requested work. In the event if any difference of opinion as to any necessary maintenance or repairs to the Mission Creek Bridge all of the Parties will meet, confer, and cooperate in good faith pursuant to Section 6 below to determine the necessary work to maintain the Mission Creek Bridge in accordance with the standards in 3.1 above.

Section 4. Payment

Section 4.1 Redlands shall provide San Bernardino a detailed invoice of the cost of the inspection, maintenance, and repair of the Mission Creek Bridge as described by Section 3 and any associated permitting costs within 30 calendar days of the maintenance and repair being conducted. San Bernardino shall have 60 calendar days from the date of receiving the invoice to reimburse Redlands fifty percent (50%) of the cost. In the event of a difference of opinion between the Parties as to the costs

included in the invoice the Parties will meet, confer and cooperate in good faith pursuant to Section 6 below to reach a mutual understanding of the invoice amount.

Section 5. Insurance and Indemnity

Section 5.1 All insurance required by this Agreement is to be maintained by Redlands for the term of this Agreement, and all such insurance shall be primary with respect to Redlands and non-contributing to any insurance or self-insurance maintained by San Bernardino. Redlands shall provide San Bernardino with certificates of insurance and endorsements evidencing such insurance within ten (10) days of the Effective Date of the Agreement. No contractor of Redlands shall perform any maintenance or repair work for the Mission Creek Bridge unless Redlands provides to San Bernardino certificates of insurance and endorsements evidencing the contractor's compliance with the requirements of this Section prior to the commencement of such work.

a. Workers' Compensation and Employer's Liability. Redlands shall secure and/or self-insure, and require its contractors to secure, workers' compensation and employer's liability insurance in an amount which satisfies statutory requirements with an insurance carrier reasonably acceptable to San Bernardino in connection with any construction, maintenance or repair work performed for the Mission Creek Bridge by Redlands and its contractors pursuant to Redlands obligations under this Agreement.

b. Comprehensive General Liability Insurance. Redlands shall secure and/or self-insure, and require its contractors to secure, comprehensive general liability insurance covering all maintenance or repair work performed for the Mission Creek Bridge by Redlands and its contractors pursuant to Redlands' obligations under this Agreement, with carriers reasonably acceptable to San Bernardino. Minimum coverage of one million dollars ($1,000,000) per occurrence and two million dollars ($2,000,000) in the aggregate for public liability, property damage and personal injury is required. San Bernardino, and their elected officials, officers and employees, shall be named as additional insureds, and the insurance policies shall include a provision prohibiting modification of the coverage limits or cancellation of the policy except upon thirty (30) days prior written notice to San Bernardino.

c. Business Auto Liability Insurance. Redlands shall secure and/or self-insure, and require its contractors to secure, business auto liability coverage, with minimum limits of one million dollars ($1,000,000) per occurrence, combined single limit for bodily injury liability and property damage liability. This coverage shall include all Redlands and its contractor owned vehicles, hired and non-owned vehicles, and employee non-ownership vehicles used in connection with any maintenance or repair work performed for the Mission Creek Bridge by Redlands and its contractors pursuant to the Redlands' obligations under this Agreement. San Bernardino and their elected officials, officers and employees shall be named as additional insureds, and the insurance policies shall include a provision prohibiting modification of the coverage limits or cancellation of the policy except upon thirty (30) days prior written notice to San Bernardino.

Section 5.2 Indemnity/Hold Harmless. San Bernardino and their elected officials, officers, employees and agents (collectively, the "Indemnified Parties") shall not be liable for any injuries (as defined by Government Code section 810.8) to persons or property occasioned by reason of the negligent acts or omissions, or willful misconduct, of Redlands, or its employees, contractors and agents, in the performance of the Redlands' maintenance obligations for the Mission Creek Bridge under this Agreement. Redlands further agrees to protect, defend, indemnify and hold harmless the Indemnified Parties from any and all claims, demands, causes of action, injuries, liability or loss of any kind, resulting from, or arising out of, the negligent acts or omissions, or willful misconduct, of Redlands, or its employees, contractors and agents in the performance of any maintenance or repair work performed, or

caused to be performed, by Redlands for the Mission Creek Bridge pursuant to Redlands' obligations under this Agreement, except however, Redlands is not obligated to protect, defend or indemnify Indemnified Parties for any claims, demands, damages or losses resulting from the negligence or willful misconduct of Indemnified Parties in connection with or arising from this Agreement.. The indemnity and hold harmless provided by Redlands hereunder shall not extend to any claims, actions, demands, damages or losses related to the design of the Mission Creek Bridge or the initial construction of the Mission Creek Bridge, it being the understanding of the Parties that the indemnity and hold harmless hereunder shall only be applicable to Redlands performance of maintenance work to the Mission Creek Bridge in accordance with this Agreement.

Section 6. Dispute Resolution.

Section 6.1. In the event of a dispute, claim or controversy arising from or in relation to this Agreement, the Parties agree to meet and confer in a good faith attempt to resolve said dispute, claim or controversy within fourteen (14) calendar days after the receipt of written notice from the Party alleging that a dispute, claim or controversy exists or in the event of a claimed default fourteen (14) calendar days after the date of the notice provided under Section 10 below. The Parties additionally agree to cooperate with the other Party in scheduling negotiation sessions. However, if said matter is not resolved within thirty (30) calendar days after conducting the first negotiating session, any Party may then request that the matter be submitted for mediation or non-binding arbitration as determined by the Parties; provided that no Party shall be required to submit to mediate or non- binding arbitration.

Section 6.2. The Parties agree that those Parties participating in mediation or arbitration shall share the fees of the mediator, arbitrator and all costs associated with mediation and arbitration proceeding; provided, however, each Party that is subject to the proceeding shall be responsible for its own legal costs, including attorneys' fees and the costs associated with experts.

Section 7. Default.

Section 7.1. The failure or delay by any Party to perform any material term or provision of this Agreement shall constitute a default under this Agreement; provided, however, that if the Party who are otherwise claimed to be in default by the other Party commences to cure, to correct or to remedy the alleged default within thirty (30) calendar days after receipt of written notice specifying such default and thereafter diligently undertakes efforts to complete such cure, correction or remedy, such Party shall not be deemed to be in default hereunder. The Party claiming that a default has occurred shall give written notice of default to the defaulting Party specifying the deficiencies causing the alleged default. Delay in giving such written notice shall not constitute a waiver of any default nor shall it change the time of default; provided, however, the non-defaulting Party shall have no right to exercise any remedy for a default hereunder without first delivering the written default notice as specified herein.

Section 7.2. In the event that the defaulting Party fails to commence to cure, to correct or to remedy a default within thirty (30) calendar days following receipt of written notice, or thereafter fails to diligently complete such cure, correction or remedy, a breach of this Agreement shall be deemed to have occurred. In the event of a breach the non-defaulting Party shall have all rights and remedies available under applicable law, including the right to terminate this Agreement through a written notice of termination. Disputes regarding the facts that may have given rise to termination under this section shall be subject to the dispute resolution provisions provided in Section 6 above.

Section 8. Force Majeure. In addition to specific provisions of this Agreement, performance by any Party hereunder shall not be deemed to be in default, or considered to be a default, where delays or

defaults are due to the force majeure events of war, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, casualties, acts of God, acts of the public enemy, epidemics, quarantine restrictions, freight embargoes or lack of transportation, weather-caused delays, inability to secure necessary labor, materials or tools, delays of any contractors, subcontractor or supplier, which are not attributable to the fault of the Party claiming an extension of time to prepare or acts or failure to act of any public or governmental agency or entity. An extension of time for any such force majeure event shall be for the period of the enforced delay and shall commence to run from the date of occurrence of the delay; provided, however, that the Party that claims the existence of the delay has first provided the other Party with written notice of the occurrence of the delay within seven (7) calendar days after the commencement of such occurrence or delay. A Party's failure to timely submit such notice of the occurrence of the delay pursuant to this Section shall be precluded from asserting the occurrence of an enforced delay or force majeure event.

Section 9. Approvals. Approvals required of the Parties, or any officers, agents or employees of any Party, shall not be unreasonably withheld and approval or disapproval shall be given within a reasonable time.

Section 10. Notices, Demands and Communications Between the Parties.

Section 10.1. Formal notices, demands and communications between the Parties shall be deemed sufficiently given if: (i) dispatched by registered or certified mail via the United States Postal Service, postage prepaid, return receipt requested, as designated in this Section, or (ii) by messenger service for immediate personal delivery, or (iii) by electronic transmittal, including fax transmissions with telephonic verification receipt. Such written notices, demands and communications may be sent in the same manner to such other addresses as the Parties may from time to time designate by written notice to the other Parties.

Section 10.2. All notices, demands and communications shall be sent, as follows:

TO SAN BERNARDINO:	TO REDLANDS:
City of San Bernardino	City of Redlands
Attn: City Manager	Attn: City Manager
300 North "D" Street, 6th Floor	35 Cajon Street, Suite 200
San Bernardino, CA 92418	Redlands, CA 92373

Section 11. Amendment. This Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing signed by all of the Parties.

Section 12. Further Actions and Instruments. Each of the Parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement.

Section 13. Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

Section 14. Time is of the Essence. For each provision of this Agreement which states a specific amount of time within which the requirements thereof are to be satisfied, time shall be deemed of the essence.

Section 15. Third Party Beneficiaries. This Agreement and the performance of the Parties' obligations hereunder are for the sole and exclusive benefit of the Parties. No person or entity who or which is not a signatory to this Agreement shall be deemed to be benefited or intended to be benefited by any provision hereof, and no such person or entity shall acquire any rights or causes of action against the Parties hereunder as a result of any Party's performance or nonperformance of their respective obligations under this Agreement.

Section 16. Governing Law. This Agreement shall be governed by the laws of the State of California without regard to conflicts of laws principles. This Agreement shall be deemed to have been made in the County of San Bernardino, State of California, regardless of the order of the signatures of the Parties affixed hereto. Any litigation or other legal proceedings which arise under or in connection with this Agreement shall be conducted in a federal or state court located within or for the County, in the State. The Parties consent to the personal jurisdiction and venue in federal or state court located within or for the County, in the State, and hereby waive any defenses or objections thereto including defenses based on the doctrine of forum non conveniens.

Section 17. Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to San Bernardino, and to Redlands include all officials, officers, employees, personnel, agents, volunteers, contractors and subcontractors of San Bernardino and Redlands, except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, the content, or the intent of this Agreement.

Section 18. Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party or Parties on any default shall impair such right or remedy or be construed as a waiver. Any Parties' consent or approval of any act by the other Party requiring its consent or approval shall not be deemed to waive or to render unnecessary its consent to or approval of any subsequent act of the other Party. Any waiver by any Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

Section 19. Rights and Remedies are Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by any Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

Section 20. Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the Parties hereunder.

Section 21. Binding Effect. The terms of this Agreement shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective successors and assigns.

Section 22. Authorized Representatives. The person or persons executing this Agreement on behalf of the Agency, of San Bernardino and Redlands warrant and represent that he/she has the authority to execute this Agreement on behalf of that Party and that they have the authority to bind that Party to the performance of its obligations hereunder.

Section 23. Entire Agreement. This Agreement constitutes the entire and integrated agreement of San Bernardino and Redlands with respect to the subject matter hereof and supersedes any and all prior and contemporaneous oral or written negotiations, representations or agreements.

[SIGNATURES ON THE FOLLOWING PAGE]

SIGNATURE PAGE TO COOPERATIVE AGREEMENT

SAN BERNARDINO

City of San Bernardino,
a charter city

By: _____
Robert D. Field, City Manager

Dated: _____

APPROVED AS TO LEGAL FORM:

By: _____
Best Best Krieger, City Attorney

ATTEST:

By: _____
Genoveva Rocha, CMC, City Clerk

REDLANDS

City of Redlands

By: _____
Paul T. Barich, Mayor

Dated: _____

APPROVED AS TO LEGAL FORM:

By: _____
Yvette M. Abich Garcia, City Attorney

ATTEST:

By: _____
Jeanne Donaldson, City Clerk

EXHIBIT A

DESCRIPTION OF MISSION CREEK BRIDGE

Mission Creek Bridge spans the Mission Creek approximately 0.3 miles north of the I-10 Freeway and approximately 0.2 miles south of E. Victoria Avenue/Almond Avenue. The centerline of Mountain View Avenue, therefore the bridge, is the border between the City of San Bernardino and the City of Redlands.

City Council Meeting **I. 15.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the First Amendment to the Public Works Contract with Tryco General Engineering for the Alley Paving Improvements Project to extend the time for completion by sixty-five (65) calendar days (Municipal Utilities and Engineering Director Harris)

MOTION(S):

If City Council determines that staff's recommendation is appropriate, the following motion is provided:

I move to approve the First Amendment to the Public Works Contract with Tryco General Engineering for the Alley Paving Improvements Project to extend the time for completion by sixty-five (65) calendar days.

RECOMMENDATION:

Staff recommends City Council approve the First Amendment to the Public Works Contract with Tryco General Engineering for the Alley Paving Improvements Project to extend the time for completion by sixty-five (65) calendar days.

DISCUSSION:

On June 21, 2022, City Council approved a Public Works Contract with Tryco General Engineering (Tryco) to construct the Alley Paving Improvements Project (Project) for an amount not-to-exceed $1,238,000. The Project will resurface fourteen (14) alleys, construct drainage facilities, and remove and replace driveways and sidewalks where necessary throughout the City.

Recently, Tryco notified staff that the lead time for project materials is lengthy and exceeds the Contract completion deadline. Therefore, staff recommends a Contract amendment to increase the time for completion by sixty- five (65)

calendar days, resulting in a revised time for completion of 185 calendar days. This is the only Contract revision proposed.

ALTERNATIVES:

City Council may deny the staff recommendation, although doing so would prevent completion of the project.

STRATEGIC PLAN:

N/A

SUBMITTED BY:
John R. Harris, Municipal Utilities and Engineering Director

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director
Goutam K. Dobey, City Engineer

PREPARED BY:
Elva Arellanes, Associate Engineer

Fiscal Impact

Discussion:
There is no fiscal impact associated with this action.

Attachments

First Amendment to Tryco Contract
Tryco Executed Contract (Reference Only)

FIRST AMENDMENT TO PUBLIC WORKS CONSTRUCTION CONTRACT

This first amendment ("First Amendment") to the Public Works Construction Contract for the Alley Paving Improvements Project dated June 21, 2022 (the "Contract"), by and between the City of Redlands, a municipal corporation and general law city ("City"), and Tryco General Engineering, a California corporation ("Contractor"), is made and entered into this 18th day of October, 2022.

RECITALS

WHEREAS, it is the desire of the City and Contractor to amend their existing Contract, specifically to amend the Time for Completion of the Contract; and

WHEREAS, the City Council approved the contract with contractor for work in accordance with the Contract Documents for City's Alley Paving Improvements Project, Project No. 211005;

NOW, THEREFORE, in consideration of the mutual promises contained herein City and Contractor agree as follows:

AGREEMENT

Section 1. The time for completion, as set forth in Section 3 of the Contract, is hereby amended to increase Contractor's time for completion and shall read as follows:

> "TIME FOR COMPLETION: the Work shall be completed within One Hundred Eighty-Five (185) calendar days from and after the date of City's issuance of a Notice to Proceed to Contractor."

Section 2. All other provisions of the Contract shall remain unchanged by this First Amendment, and in effect.

IN WITNESS WHEREOF, the parties have executed this First Amendment, to be effective as of the 18th day of October 2022.

CITY OF REDLANDS

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

TRYCO GENERAL ENGINEERING

By: _____
Sylvan Kirtley, Secretary

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PUBLIC WORK CONSTRUCTION CONTRACT

This Public Work Construction contract ("Contract") is made and entered into this 21st day of June, 2022, by and between the City of Redlands, a municipal corporation, organized and existing under the laws of the State of California (hereinafter "City"), and Tryco General Engineering (hereinafter "Contractor"). City and Contractor are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

In consideration of the mutual promises contained herein, City and Contractor agree as follows:

1. **SCOPE OF WORK:** Contractor shall furnish all materials and will perform all of the work for the following: Alley Paving Improvements Project, complete all items as required by the Contract Documents (as herein defined) and Specifications for City's Alley Paving Improvements Project, Project No. 211005 (the "Work").

2. **CONTRACT SUM:** City shall pay Contractor the sum of one million two hundred thirty-eight thousand dollars ($1,238,000) as consideration for its performance of the Work in accordance with the terms and conditions set forth in the Contract Documents. Pursuant to Public Contract Code Section 22300, Contractor has the option to deposit securities with an escrow agent as a substitute for retention of earnings required to be withheld by City pursuant to an escrow agreement as set forth in Public Contract Code section 22300.

3. **TIME FOR COMPLETION:** The Work shall be completed within One Hundred Twenty (120) calendar days from and after the date of City's issuance of a Notice to Proceed to Contractor.

4. **LIQUIDATED DAMAGES:** Contractor's failure to complete the Work within the time allowed will result in damages being sustained by City. Such damages are, and will continue to be, impracticable and extremely difficult to determine. Accordingly, Contractor shall pay to City, or have withheld from monies due to Contractor, the sum of Five Hundred dollars ($500) for each consecutive calendar day in excess of the specified time for completion of the Work. Execution of this Contract shall constitute agreement by City and Contractor that Five Hundred dollars ($500) per day is the estimated damage to City caused by the failure of the Contractor to complete the work within the allowed time. Such sum is liquidated damages and shall not be construed as a penalty, and may be deducted from payments due the Contractor if such delay occurs.

5. **CONTRACT DOCUMENTS:** This Contract incorporates by reference the following: Notice Inviting Bids, Instructions to Bidders, Contractor's Proposal, Bid Bond, Agreement, Performance Bond, Labor and Material Bond, Plans, General Conditions, Special Provisions and Specifications, and any addenda thereto (collectively, the "Contract Documents").

6. **ATTORNEYS' FEES:** In the event any action is commenced to enforce or interpret the terms or conditions of this Contract, or the Contract Documents, the prevailing Party in such action, in addition to any costs and other relief, shall be entitled to recover its reasonable attorneys' fees, including fees for use of in-house counsel by a Party.

7. **RESOLUTION OF CONSTRUCTION CLAIMS:** Claims by Contractor in the amount of three hundred seventy-five thousand dollars ($375,000) or less shall be made by Contractor and processed by the City pursuant to the provisions of Part 3, Chapter 1, Article 1.5 of the Public Contract Code (commencing with Section 20104). All claims shall be in writing and include the documents necessary to substantiate the claim. Nothing in subdivision (a) of Public Contract Code

Section 20104.2 shall extend the time limit or supersede the notice requirements provided in this case from filing claims by Contractor.

8. **ELIGIBILITY OF CONTRACTOR/SUBCONTRACTOR:** Contractor and all of its subcontractors shall abide by California Public Contract Code, Section 6109, and California Labor Code Sections 1777.1 and/or 1777.7, and certify that they are not debarred and are eligible to work on this project.

9. **ASSIGNMENT OF AGREEMENT:** No assignment by a Party of any rights or interests under this Contract shall be binding on another Party without the written consent of the Party sought to be bound.

10. **SUCCESSORS AND ASSIGNS:** City and Contractor each binds itself and their respective successors and assigns in respect to all covenants, agreements, and obligations contained in the Contract Documents.

11. **SEVERABILITY:** Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon City and Contractor.

IN WITNESS WHEREOF, the Parties hereto have executed this Contract the day and year first written above.

CITY OF REDLANDS

(SEAL)

By: _____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

(SEAL)

Tryco General Engineering
Name of Contractor

By: _____
Signature of Authorized Agent

Secretary
Title

_____
Signature of Authorized Agent (if necessary)

_____
Title

960295
Contractor's License No.

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WORKER'S COMPENSATION INSURANCE CERTIFICATION

Description of Contract: City of Redlands
Municipal Utilities and Engineering Department
Alley Paving Improvements Project
Project No. 211005

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

a. By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.

b. By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

__✓__ I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____ I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

Dated this 14 day of June, 2022.

Tryco General Engineering
(Contractor)

Sylvan Kirtley
(Signature)

Secretary
(Official Title)

(SEAL)

(Labor Code Section 1861 provides that the above certificate must be signed and filed by the Contractor with the Owner prior to performing the work of the contract.)

Bond No. 54395
Premium: $15,880.00
Premium Based on Final Contract Amount

FAITHFUL PERFORMANCE BOND

Whereas, the City of Redlands ("City"), State of California, and Tryco General Engineering (hereinafter designated as "Principal") have entered into an agreement dated June 21, 2022 ("Agreement") whereby Principal agrees to install and complete certain public improvements (the "Work"), which said Agreement is identified as Alley Paving Improvements Project, Project No. 211005 and is hereby referred to and made a part hereof; and

Whereas, said Principal is required under the terms of the Agreement to furnish a bond for the faithful performance of the Work, now, therefore, we, the Principal and, Western National Mutual Insurance Company, as Surety, are held and firmly bound unto the City in the penal sum of one million two hundred thirty eight thousand dollars ($1,238,000) lawful money of the United States, for the payment of which sum we bind ourselves, and our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the Agreement and any alteration thereof made as therein provided, on his or its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall faithfully fulfill the one-year guarantee of all materials and workmanship, and shall defend, indemnify and save harmless the City and its elected officials, officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligations, all to be taxed as costs and included in the judgment rendered.

As a condition precedent to the satisfactory completion of the Work, the above obligation shall hold good for a period of one (1) year or longer if required by the Agreement after the acceptance of the work by the City, during which time if the Principal shall fail to make full, complete, and satisfactory repair and replacements and totally protect the City from loss or damage made evident during this period from the date of completion of the Work, and resulting from or caused by defective materials or faulty workmanship, the above obligation in penal sum thereof shall remain in full force and effect. The obligations of Surety hereunder shall continue so long as any obligation of the Principal remains.

Whenever the Principal shall be, and is declared by the City to be, in default under the Agreement, the City having performed the City obligations thereunder, the Surety shall promptly remedy the default, or shall promptly, at the City's option:

1. Complete the Work in accordance with its terms and conditions; or

2. Obtain a bid or bids for completing the Work in accordance with its terms and conditions, and upon determination by Surety of the lowest responsive and responsible bidder, arrange for a contract between such bidder and the City, and make available as work progresses sufficient funds to pay the cost of completion of the Work less the balance of the Agreement price, but not exceeding, including other costs and damages for which Surety may be liable hereunder, the

amount set forth above. The term "balance of the Agreement price," as used in this paragraph, shall mean the total amount payable to the Principal by the City under the Agreement and any modifications thereto, less the amount previously properly paid by the City to the Principal.

Surety expressly agrees that the City may reject any contractor or subcontractor which may be proposed by Surety in fulfillment of its obligations in the event of default by the Principal.

Surety shall not utilize the Principal in completing the Work nor shall Surety accept a bid from the Principal for completion of the Work if the City, when declaring the Principal in default, notifies Surety of the City's objection to the Principal's further participation in the completion of the Work.

No right of action shall accrue on the bond to or for the use of any person or corporation other than the City named herein or the successors or assigns of the City. Any suit under this bond must be instituted within the applicable statute of limitations period.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Agreement or to the work or to the specifications.

No final settlement between the City and the Principal shall abridge the right of any beneficiary hereunder whose claim may be unsatisfied.

The Principal and Surety agree that if the City is required to engage the services of any attorney in connection with the enforcement of this bond, each shall pay the City's reasonable attorneys' fees incurred, with or without suit, in addition to the above sum.

In witness whereof, this instrument has been duly executed by the Principal and Surety above named, on June 21, 2022.

(SEAL)
Tryco General Engineering
(Contractor)
Dylan Kirtley
(Signature)

(SEAL)
Western National Mutual Insurance Company
(Surety)
BY: Pietro Micciche
(Signature) Pietro Micciche, Attorney-in-Fact

Address: 4700 West 77th Street
Edina, MN 55435-4818
Telephone (855) 283-8106

(Seal and Notarial Acknowledgment of Surety)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 Los Angeles)

On JUN 21 2022 before me, Angel Nunez, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Pietro Micciche
Name(s) of Signer(s)

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.

ANGEL NUNEZ
Notary Public - California
Los Angeles County
Commission # 2321675
My Comm. Expires Mar 14, 2024

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name:	Signer's Name:
☐ Corporate Officer — Title(s):	☐ Corporate Officer — Title(s):
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☑ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other:	☐ Other:
Signer Is Representing:	Signer Is Representing:

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Bond No. 54395
Premium Included in Performance Bond

LABOR AND MATERIAL BOND

Whereas, the City Council of the City of Redlands, State of California, and Tryco General Engineering (hereinafter designated as "Principal") have entered into an agreement (the "Agreement") whereby Principal agrees to install and complete certain designated public improvements (the "Work"), which said agreement, dated June 21, 2022, and identified as Alley Paving Improvements Project, Project No. 211005 is hereby referred to and made a part hereof; and

Whereas, under the terms of the Agreement, Principal is required before commending the performance of the Work, to file a good and sufficient Labor and Material bond with the City of Redlands to secure the claims to which reference is made in Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code of the State of California.

Now, therefore, said Principal and the undersigned as corporate surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, material men and other persons employed in the performance of the Agreement and referred to in the aforesaid Code of Civil Procedure in the sum of one million two hundred thirty eight thousand dollars ($1,238,000) for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall insure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition.

In witness whereof, this instrument has been duly executed by the Principal and surety above named, on June 21, 2022.

(SEAL)
Tryco General Engineering
(Contractor)
Dylan Kirtley
(Signature)

(Seal and Notarial Acknowledgement of Surety)

(SEAL)
Western National Mutual Insurance Company
(Surety)
BY: Pietro Micciche
(Signature) Pietro Micciche, Attorney-in-Fact
Address: 4700 West 77th Street
Edina, MN 55435-4818
Telephone: (855) 283-8106

L:\ca\Agreements\Tryco General Engineering Contract.PW-3.1.FY21-0136.doc.jn

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 Los Angeles)

On JUN 21 2022 before me, Angel Nunez, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Pietro Micciche,
Name(s) of Signer(s)

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.

ANGEL NUNEZ
Notary Public - California
Los Angeles County
Commission # 2321675
My Comm. Expires Mar 14, 2024

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name:	Signer's Name:
☐ Corporate Officer — Title(s):	☐ Corporate Officer — Title(s):
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☑ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other:	☐ Other:
Signer Is Representing:	Signer Is Representing:

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WESTERN NATIONAL INSURANCE
The relationship company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Western National Mutual Insurance Company, a Minnesota mutual insurance company, does make, constitute, and appoint: **Patricia Zenizo, Pietro Micciche, Manuel Reguerra, and Elisabete Salazar ,**
Preferred Bonding Services (#9760)

Its true and lawful Attorney(s)-in-Fact, with full power and authority for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto (if a seal is required) bond, undertakings recognizances or other written obligations in the nature thereof, **(other than bail bonds, bank depository bonds, mortgage deficiency bonds, mortgage guaranty bonds, guarantees of installment paper and note guaranty bonds, self-insurance workers compensation bonds guaranteeing payment of benefits, hazardous waste remediation bonds or black lung bonds),** as follows:

All written instruments in an amount not to exceed an aggregate of Seven Million Five Hundred Thousand and 00/100 ($7,500,000.00) for any single obligation, regardless of the number of instruments issued for the obligation.

and to bind Western National Mutual Insurance Company thereby, and all of the acts of said Attorneys-in-Fact, pursuant to these presents, are ratified and confirmed. This appointment is made under and by authority of the board of directors at a meeting held on September 28, 2010. This Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolutions adopted by the board of directors of Western National Mutual Insurance Company on September 28, 2010:

RESOLVED that the president, any vice president, or assistant vice president in conjunction with the secretary or any assistant secretary, may appoint attorneys-in-fact or agents with authority as defined or limited in the instrument evidencing the appointment in each case, for and on behalf of the company to execute and deliver and affix the seal of the Company to bonds, undertakings, recognizances, and suretyship obligations of all kinds, and said officers may remove any such attorney-in-fact or agent and revoke any Power of Attorney previously granted to such person.

RESOLVED FURTHER that any bond, undertaking, recognizance, or suretyship obligation shall be valid and binding upon the Company

(i) when signed by the president, any vice president or assistant vice president, and attested and sealed (if a seal be required) by any secretary or assistant secretary; or

(ii) when signed by the president, any vice president or assistant vice president, secretary or assistant secretary, and countersigned and sealed (if a seal be required) by a duly authorized attorney-in-fact or agent; or

(iii) when duly executed and sealed (if a seal be required) by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority evidenced by the Power of Attorney issued by the Company to such person or persons.

RESOLVED FURTHER that the signature of any authorized officer and the seal of the company may be affixed by facsimile to any Power of Attorney or certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company; and such signature and seal when so used shall have the same force and effect as though manually affixed.

IN WITNESS WHEREOF, Western National Mutual Insurance Company has caused these presents to be signed by its proper officer and its corporate seal to be affixed this 16th day of December, 2020.

Jon R. Hebeisen, Secretary

WESTERN NATIONAL MUTUAL INSURANCE CORPORATE SEAL MINNESOTA

Larry A. Byers, Sr. Vice President

STATE OF MINNESOTA, COUNTY OF HENNEPIN

On this 16th day of December, 2020, personally came before me, Jon R. Hebeisen and Larry A. Byers and to me known to be the individuals and officers of the Western National Mutual Insurance Company who executed the above instrument, and they each acknowledged the execution of the same, and being by me duly sworn, did severally dispose and say; that they are the said officers of the corporation aforesaid, and that the seal affixed to the above instrument is the seal of the corporation, and that said corporate seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority of the board of directors of said corporation.

JENNIFER A. YOUNG
NOTARY PUBLIC
MINNESOTA
My Commission Expires 01/31/2026

Jennifer A. Young, Notary Public
My commission expires January 31, 2026

CERTIFICATE

I, the undersigned, assistant secretary of the Western National Mutual Insurance Company, a Minnesota corporation, CERTIFY that the foregoing and attached Power of Attorney remains in full force and has not been revoked; and furthermore, that the Resolutions of the board of directors set forth in the Power of Attorney, are now in force.

Signed and sealed at the City of Edina, MN this 21st day of June, 2022

WESTERN NATIONAL MUTUAL INSURANCE CORPORATE SEAL MINNESOTA

Jennifer A. Young, Assistant Secretary

City Council Meeting **I. 16.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the Second Amendment to the Non-Professional Services Agreement with Tanko Streetlighting, Inc. to replace City-owned streetlights with energy-efficient LED lights (Municipal Utilities and Engineering Director Harris)

MOTION(S):

If City Council determines the staff recommendation is appropriate, the following motion is provided:

I move City Council approve the Second Amendment to the Non-Professional Services Agreement with Tanko Streetlighting, Inc.

RECOMMENDATION:

Staff recommends City Council approval of the Second Amendment to the Non-Professional Services Agreement with Tanko Streetlighting, Inc.

DISCUSSION:

On September 7, 2021, City Council approved a Non-Professional Services Agreement (Agreement) with Tanko Streetlighting, Inc. (Tanko) to replace City-owned streetlights with energy-efficient light-emitting diode (LED) lights. On July 19, 2022, City Council approved the First Amendment to the Agreement that extended the project completion deadline to March 1, 2023.

Tanko has received the first shipments of LED streetlight fixtures and is preparing to begin retrofitting high-pressure sodium and other non-LED streetlight fixtures. The original Agreement not-to-exceed value is $1,315,685.93. Recently, staff and Tanko identified project cost savings to reduce the total project cost to $1,266,444.73, a savings of $49,241.20. Considering this savings, staff solicited a price quote from Tanko to supply and

install metal pole tags with unique identifiers and bar codes for each streetlight within the City. The proposed cost to supply and install the pole tags on each of the 4,479 streetlights scheduled for LED fixture conversion is $14.26 ($63,870.54 total). The proposed cost to supply and install the pole tags on each of the 1,297 remaining streetlights within the City that were previously converted to LED fixtures is $27.26 ($35,356.22 total). The proposed sum total cost for this work is $99,226.76 and would increase the original Tanko Agreement not-to-exceed value to $1,365,671.49, an increase of $49,985.56.

ALTERNATIVES:
City Council may deny the staff recommendation.

STRATEGIC PLAN:
N/A

SUBMITTED BY:
John R. Harris, Municipal Utilities and Engineering Director

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
John R. Harris, Municipal Utilities and Engineering Director

Fiscal Impact

Fiscal Year:	FY 22/24
Appropriation Required Y/N:	N
Budgeted Y/N:	Y
Account No.:	101401-6710

Discussion:
There is no fiscal impact associated with this action. The FY 22/24 MUED Budget includes sufficient funding for the expanded scope of work.

Attachments

Tanko Agreement

Tanko Agreement First Amendment
Tanko Agreement Second Amendment
Pole Tag Preliminary Proof
Pole Tag Quote

AGREEMENT TO PERFORM NON-PROFESSIONAL SERVICES
FOR IMPROVEMENT TO PUBLIC BUILDINGS AND GROUNDS

This agreement for the provision of replacing City-owned streetlights to energy-efficient light-emitting diode ("LED") lights ("Agreement") is made and entered in this 7th day of September, 2021 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City") and Tanko Streetlighting, Inc., a California corporation ("Contractor"). City and Contractor are sometimes individually referred to herein as a "Party" and, together, as the "Parties." In consideration of the mutual promises contained herein, City and Contractor agree as follows:

ARTICLE 1 – ENGAGEMENT OF CONTRACTOR

1.1 City hereby engages Contractor to perform the replacement City-owned streetlights to LED lights (the "Services"). The Services that Contractor shall perform are more particularly described in Exhibit "A," titled "Scope of Services," which is attached hereto and incorporated herein by reference.

1.2 The Services shall be performed by Contractor in a professional manner, and Contractor represents that it has the skill and the professional expertise necessary to provide the Services to City at a level of competency presently maintained by other practicing professional Contractors in the industry providing like and similar types of Services.

ARTICLE 2 – RESPONSIBILITIES OF CONTRACTOR

2.1 Contractor shall comply with all applicable federal, state and local laws and regulations in the performance of the Services including, but not limited, to all applicable Labor Code and prevailing wage laws and non-discrimination laws, including the Americans with Disabilities Act. Pursuant to Labor Code section 1773.2, copies of the prevailing rates of per diem wages as determined by the Director of the California Department of Industrial Relations for each craft, classification or type of worker needed to undertake the Services are on file at City's Municipal Utilities and Engineering Department, located at the Civic Center, 35 Cajon Street, Suite 15A (Mailing: P.O. Box 3005), Redlands, California 92373.

2.2 Contractor acknowledges that if it violates the Labor Code provisions relating to prevailing wages that City may enforce such provisions by withholding payments to Contractor or its subcontractors pursuant to Labor Code section 1771.6.

2.3 If Contractor executes an agreement with a subcontractor to perform any portion of the Services, Contractor shall comply with Labor Code sections 1775 and 1777.7, and shall provide the subcontractor with copies of the provisions of Labor Code sections 1771, 1775, 1776, 1777.5, 1813 and 1815. Contractor acknowledges that the statutory provisions establishing penalties for failure to comply with state wage and hour laws and to pay prevailing wages may be enforced by City pursuant to Labor Code sections 1775 and 1813.

2.4 Contractor and its subcontractors shall comply with the provisions of Labor Code section 1776 regarding payroll records maintenance, certifications, retention and inspection.

2.5 Contractor acknowledges that eight (8) hours constitutes a legal day's work pursuant to Labor

Code section 1810.

2.6 Contractor shall comply with the provisions of Labor Code section 1777.5 as to apprenticeships, and Labor Code sections 1771, 1775, 1776, 1777.5, 1813 and 1815.

2.7 Pursuant to Public Contract Code section 7103.5(b), Contractor offers and agrees to assign to City all rights, title and interest in and to all causes of action it may have under section 4 of the Clayton Act (15 U.S.C. section 15) or under the Cartwright Act (Chapter 2 (commencing with section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, goods or materials pursuant to this Agreement.

ARTICLE 3 – RESPONSIBILITIES OF CITY

3.1 City shall make available to Contractor information in its possession that may assist Contractor in performing the Services.

3.2 City designates Chris Boatman, Facilities and Community Services Director, as City's representative with respect to performance of the Services, and such person shall have the authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to performance of the Services.

ARTICLE 4 – PERFORMANCE OF SERVICES

4.1 Contractor shall perform and complete the Services in a prompt and diligent manner in accordance with the schedule set forth in Exhibit "A," which is attached hereto and incorporated herein by reference. The Services shall commence as of the Effective Date of this Agreement.

4.2 Contractor shall complete the Services by September 1, 2022, unless the Services are earlier terminated as permitted herein.

4.3 Within ten (10) business days upon Notice to Proceed with the project's Streetlight Conversion phase as outlined in Exhibit A, the Contractor shall be required to provide the City with 100% payment and performance bonds from a surety company licensed to do business in the State of California and with a minimum rating of A from AM Best.

ARTICLE 5 – PAYMENTS TO CONTRACTOR

5.1 Total compensation for Contractor's performance of the Services shall be in the amount of one million three hundred fifteen thousand six hundred eighty five dollars and ninety three cents ($1,315,685.93). City shall pay Contractor in accordance with Exhibit "A" titled "Cost Proposal" which is attached hereto and incorporated herein by reference.

5.2 Contractor and City shall develop a progress payment schedule based on completion of milestone Services. Contractor shall submit an invoice to City upon completion of the Services. City shall pay Contractor no later than thirty (30) days after receipt and approval by City of Contractor's invoice.

5.3 Any notice or other communication required, or which may be given, pursuant to this Agreement, shall be in writing. Any such notice shall be deemed delivered (i) on the date of delivery in person; (ii) five (5) days after deposit in first class registered mail, with return receipt requested; (iii) on the actual delivery date if deposited with an overnight courier; or (iv) on the date sent by facsimile or electronic mail transmission (including PDF), if confirmed with a copy sent contemporaneously by first class, certified, registered or express mail; in each case properly posted and fully prepaid to the appropriate address set forth below, or such other address as a Party may provide notice in accordance with this section:

CITY	CONTRACTOR
City Clerk	Jason Tanko, Chief Executive Officer
City of Redlands	Tanko Streetlighting, Inc.
35 Cajon Street	220 Bayshore Boulevard
P.O. Box 3005 (mailing)	San Francisco, CA 94124
Redlands, CA 92373	jason@tankolighting.com
jdonaldson@cityofredlands.org	415-254-7966
(909) 798-7531	415-822-3626

ARTICLE 6 – INSURANCE AND INDEMNIFICATION

6.1 The following insurance coverage required by this Agreement shall be maintained by Contractor for the duration of its performance of the Services. Contractor shall not perform any Services unless and until the required insurance listed below is obtained by Contractor. Contractor shall provide City with certificates of insurance and endorsements evidencing such insurance prior to commencement of the Services. Insurance policies shall include a provision prohibiting cancellation or modification of the policy except upon thirty (30) days prior written notice to City.

A. Workers' Compensation and Employer's Liability insurance in the amount that meets statutory requirements with an insurance carrier acceptable to City, or certification to City that Contractor is self-insured or exempt from the workers' compensation laws of the State of California. Contractor shall execute and provide City with Exhibit "D," titled "Workers' Compensation Insurance Certification," which is attached hereto and incorporated herein by this reference, prior to performance of the Services.

B. Comprehensive General Liability insurance with carriers acceptable to City in the minimum amount of One Million Dollars ($1,000,000) per occurrence and Two Million Dollars ($2,000,000) aggregate, for public liability, property damage and personal injury is required. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

C. Business Auto Liability coverage, with minimum limits of One Million Dollars ($1,000,000) per occurrence, combined single limit bodily injury liability and property damage liability. This coverage shall include all Contractor owned vehicles used in connection with Contractor's provision of the Services, hired and non-owned vehicles, and employee non-ownership vehicles. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

6.2 Contractor shall defend, indemnify and hold harmless City and its elected officials, employees and agents from and against any and all claims, losses or liability, including attorneys' fees, arising from injury or death to persons or damage to property occasioned by any negligent act or omission by, or the willful misconduct of, Contractor, or its officers, employees and agents in performing the Services.

ARTICLE 7 – CONFLICTS OF INTEREST

7.1 Contractor covenants and represents that it does not have any investment or interest in any real property that may be the subject of this Agreement or any other source of income, interest in real property or investment that would be affected in any manner or degree by the performance of Contractor's Services. Contractor further covenants and represents that in the performance of its duties hereunder, no person having any such interest shall perform any Services under this Agreement.

7.2 Contractor agrees it is not a designated employee within the meaning of the Political Reform Act because Contractor:

A. Does not make a governmental decision whether to:

(i) approve a rate, rule or regulation, or adopt or enforce a City law;
(ii) issue, deny, suspend or revoke any City permit, license, application, certification, approval, order or similar authorization or entitlement;
(iii) authorize City to enter into, modify or renew a contract;
(iv) grant City approval to a contract that requires City approval and to which City is a party, or to the specifications for such a contract;
(v) grant City approval to a plan, design, report, study or similar item;
(vi) adopt, or grant City approval of, policies, standards or guidelines for City or for any subdivision thereof.

B. Does not serve in a staff capacity with City and in that capacity, participate in making a governmental decision or otherwise perform the same or substantially the same duties for City that would otherwise be performed by an individual holding a position specified in City's Conflict of Interest Code under Government Code section 87302.

7.3 In the event City determines that Contractor must disclose its financial interests, Contractor shall complete and file a Fair Political Practices Commission Form 700, Statement of Economic Interests, with the City Clerk's office pursuant to the written instructions provided by the City Clerk.

ARTICLE 8 – GENERAL CONSIDERATIONS

8.1 In the event any action is commenced to enforce or interpret any of the terms or conditions of this Agreement the prevailing Party shall, in addition to any costs and other relief, be entitled to the recovery of its reasonable attorneys' fees, including fees for the use of in-house counsel by a Party.

8.2 Contractor shall not assign any of the Services, except with the prior written approval of City and in strict compliance with the terms and conditions of this Agreement. Any assignment or attempted assignment without such prior written consent may, in the sole discretion of City, results in City's immediate termination of this Agreement.

8.3 Contractor is for all purposes under this Agreement an independent contractor and shall perform the Services as an independent contractor. Neither City nor any of its agents shall have control over the conduct of Contractor or Contractor's employees, except as herein set forth. Contractor shall supply all necessary tools and instrumentalities required to perform the Services. Assigned personnel employed by Contractor are for its account only, and in no event shall Contractor or personnel retained by it be deemed to have been employed by City or engaged by City for the account of, or on behalf of City. Contractor shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent, nor shall Contractor have any authority, express or implied, to bind City to any obligation.

8.4 This Agreement may be terminated by City, in its sole discretion, by providing not less than five (5) days prior written notice to Contractor of City's intent to terminate. If this Agreement is terminated by City, an adjustment to Contractor's compensation shall be made, but (i) no amount shall be allowed for anticipated profit or unperformed Services, and (ii) any payment due Contractor at the time of termination may be adjusted to the extent of any additional costs to City occasioned by any default by Contractor. Upon receipt of a termination notice, Contractor shall immediately discontinue its provision of the Services and, within five (5) days of the date of the termination notice, deliver or otherwise make available to City, copies (in both hard copy and electronic form, where applicable) of project related data, design calculations, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by Contractor in performing the Services. Contractor shall be compensated on a pro-rata basis for Services completed up to the date of termination.

8.5 Contractor shall maintain books, ledgers, invoices, accounts and other records and documents evidencing costs and expenses related to the Services for a period of three (3) years, or for any longer period required by law, from the date of final payment to Contractor pursuant to this Agreement. Such books shall be available at reasonable times for examination by City at the office of Contractor.

8.6 This Agreement, including the Exhibits incorporated herein by reference, represents the entire agreement and understanding between the Parties as to the matters contained herein, and any prior negotiations, written proposals or verbal agreements relating to such matters are superseded by this Agreement. Except as otherwise provided for herein, any amendment to this Agreement shall be in writing, approved by City and signed by City and Contractor.

8.7 This Agreement shall be governed by and construed in accordance with the laws of the State of California, without regard to its conflicts of laws provisions. The Parties agree that all actions or proceedings arising in connection with this Agreement shall be tried and litigated only in the state courts located in San Bernardino County, California, and the federal courts located in Riverside County, California.

8.8 If one or more of the sentences, clauses, paragraphs or sections contained in this Agreement is declared invalid, void or unenforceable by a court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall not affect, impair or invalidate the remaining sentences, clauses, paragraphs or sections contained herein, unless to do so would deprive a Party of a material benefit of its bargain under this Agreement.

IN WITNESS WHEREOF, duly authorized representatives of City and Contractor have signed in confirmation of this Agreement.

CITY OF REDLANDS

By: _____
Paul T. Barich, Mayor

TANKO STREETLIGHTING, INC.

By: _____
Jason Tanko, Chief Executive Officer

ATTEST:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

SCOPE OF SERVICES

Streetlight GIS Audit

a. Audit and Lighting Assessment

- Perform a Geographic Information Systems (GIS) inventory audit and photometric design of the new LED streetlight system to ensure safe night-lighting standards to include selection of distribution types, wattage recommendations, color grading, and relevant lighting design information;
- Perform data reconciliation of audit data with utility data; and

Streetlight Conversion

a. Pre and Post Installation Administration

- Develop a comprehensive methodology and timeline to the LED streetlight conversion and LED Pilot Installation;
- Pilot Installation timeline and approach should include an arterial street with minimum conversion of 3 consecutive streetlights and a low-density residential street with a minimum conversion of 2 consecutive streetlights;
- Submit all required documents to ensure SCE processes all available rebates, rate reductions, and incentives to the City;
- Administer all efforts required to submit and process tariff changes from LS- 1 to LS-2 and amend any billing records if needed;
- Manage the fixture selection process, including design, material procurement, installation and commissioning;
- Provide updated electronic post-construction GIS records for all streetlights in the City that include the date of installation, new fixture installed, and updates on asset condition, as well as confirmation of the City's pre- conversion data (lamp type, wattage, pole type, etc.);

b. LED Streetlight Conversion

- Contractor must complete a Bond for Faithful Performance and possess and maintain a California State Contractor's Class C-10 contractor's license throughout the term of the construction phase of the contract;
- Manage procurement, tracking, receipt, offloading, inspection, storage and warehousing of all procured fixtures and equipment with all returns performed at Contractor's sole expense;
- Purchase City approved luminaires from a vendor authorized by the fixture manufacturer;
- Contractor shall warrant all labor and replace defective luminaires and parts thereof for a period of one year from the date of project acceptance;

- Manage deliveries and staggering of material, this should include any secured storage considerations;
- Provide all traffic control plans as necessary to be reviewed and approved by the City and obtain all required no-fee encroachment permits;
- Participate in the development of community outreach and notification plans with the City's Administrative Contact to ensure project awareness and minimize neighborhood disturbance;
- Facilitate proper disposal and recycling of waste material including old fixtures;
- The Contractor shall verify all billing adjustments and coordinate inspection of fixtures with SCE as required;
- Provide all necessary equipment, hardware, and any other materials necessary for a proper installation that ensures installation quality, compliance with project schedule, and proper disposal and/or recycling of old fixtures;
- Contractor shall provide quality assurance staff to inspect final work and correct any errors identified in coordination with City staff to ensure that appropriate inspection procedures are followed and all repairs are documented and forwarded to the City;
- Provide training of City personnel in all aspects of installation, routine operation, maintenance, and safety of the LED fixtures installed;
- Coordinate and attend bi-weekly progress meetings with City staff to review installations, schedules, work safety, public safety, and waste material handling procedures and requirements;
- Propose other relevant services that the City should consider to efficiently manage the retrofit implementation;
- The Contractor shall warrantee the work constructed under this contract to be free of defects in materials and workmanship for a period of one year following the completion date of the retrofit. Any warranty work shall be performed at the Contractor's sole expense including materials and labor.

EXHIBIT "B"

LABOR AND MATERIAL BOND

Whereas, the City of Redlands, State of California, and _____ _____(hereinafter designated as "Principal") have entered into an agreement (the "Agreement") whereby Principal agrees to Description of Improvement Services to Public Buildings and/or grounds (the "Work"), which said agreement, dated _____, 20XX, and titled as "Agreement to Perform Non-Professional Services for Improvement to Public Builds and Grounds" is hereby referred to and made a part hereof; and

Whereas, under the terms of the Agreement, Principal is required before commencing the performance of the Work, to file a good and sufficient Labor and Material bond with the City of Redlands to secure the claims to which reference is made in Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code of the State of California.

Now, therefore, said Principal and the undersigned as corporate surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, material men and other persons employed in the performance of the Agreement and referred to in the aforesaid Code of Civil Procedure in the sum of Written dollar amount Dollars ($_____) for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall insure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition.

In witness whereof, this instrument has been duly executed by the Principal and surety above named, on _____, 20__.

(SEAL)	(SEAL)
_____	_____
(Contractor)	(Surety)
	BY:
_____	_____
(Signature)	(Signature)
	Address:
	_____
	_____
(Seal and Notarial Acknowledgment of Surety)	Telephone( ) _____

EXHIBIT "C"

COST PROPOSAL

GE Product Offering

Existing Fixture	New Proposed LED Wattage	Quantity	Turn-Key LED Conversion Unit Price*	Extended Price	Respondent Proposed LED Price
13W CFL - Short Pole1	13	234	$ 240.24	$ 56,216.16	$ 59,945.54
26W CFL - Short Pole1	26	739	$ 240.24	$ 177,537.36	$ 189,315.17
70W HPS - Tall Pole	22	893	$ 239.07	$ 213,485.78	
100W HPS - Tall Pole	28	1,692	$ 239.07	$ 404,499.38	
150W HPS - Tall Pole	36	1,040	$ 241.22	$ 250,869.66	
160W HPS - Tall Pole	36	2	$ 241.22	$ 482.44	
200W CFL - Short Pole	26	33	$ 240.24	$ 7,927.92	$ 12,862.99
200W HPS - Tall Pole	46	186	$ 274.62	$ 51,079.94	
Unknown HPS Wattage - Tall	84	3	$ 394.23	$ 1,182.68	
	Total QTY:	4,822			
			Subtotal:	$ 1,163,281.31	$ 1,183,723.57
		Project Contingency:	10%	$ 116,328.13	$ 118,372.36
		TOTAL (Not to Exceed Contract amount):		$ 1,279,609.44	$ 1,302,095.93

*Turnkey unit pricing is inclusive of all services listed in the provided proposal, installation and material (fixtures and photocells) and sales tax.

1Respondent should provide a price for the preferred Cree standard, but may also propose a different LED standard

Optional Adders

Adder Scope	Quantity	Per unit Cost	Extended Price
Audit of Already LED Lights	755	$ 18.00	$ 13,590.00

EXHIBIT "D"

WORKERS' COMPENSATION INSURANCE CERTIFICATION

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

(a) By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.

(b) By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

✓ I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____ I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

TANKO STREETLIGHTING, INC.

By: _____ Date: 8/17/2021

Jason Tanko, Chief Executive Officer

FIRST AMENDMENT TO AGREEMENT TO PERFORM NON-PROFESSIONAL SERVICES FOR IMPROVEMENT TO PUBLIC BUILDINGS AND GROUNDS

This first amendment ("First Amendment") to the agreement for the replacement of City-owned streetlights with energy-efficient light-emitting diode lights ("Agreement") dated September 7, 2021, by and between the City of Redlands, a municipal corporation and a general law city ("City"), and Tanko Streetlighting, Inc., a California corporation ("Consultant"), is made and entered into this 19th day of July, 2022.

RECITALS

WHEREAS, it is the desire of the City and Consultant to amend their existing Agreement, specifically to extend the time for completion of the services to March 1, 2023; and

WHEREAS, it is the desire of the City to designate John R. Harris, Municipal Utilities and Engineering Director, as the City's project representative.

NOW, THEREFORE, for good and valuable consideration in the receipt of which is hereby acknowledge City and Consultant agree as follows:

AGREEMENT

Section 1. Section 3.2 of the Agreement, titled "Article 3 – Responsibilities of City," is hereby amended to read as follows:

"3.2 City designates John R. Harris, Municipal Utilities and Engineering Director, as City's representative with respect to performance of the Services, and such person shall have the authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to performance of the Services."

Section 2. Section 4.2 of the Agreement, titled "Article 4 – Performance of Services," is hereby amended to read as follows:

"4.2 Contractor shall complete the Services by March 1, 2023 unless the Services are earlier terminated as permitted herein."

Section 3. All other provisions of the Agreement shall remain unchanged by this First Amendment and in effect.

[Signatures on Next Page]

IN WITNESS WHEREOF, the parties have executed this First Amendment, to be effective as of July 19, 2022.

CITY OF REDLANDS

Paul T. Barich, Mayor

ATTEST:

Jeanne Donaldson, City Clerk

TANKO STREETLIGHTING, INC.

By: _____
Jason Tanko, Chief Executive Officer

SECOND AMENDMENT TO AGREEMENT TO PERFORM NON-PROFESSIONAL SERVICES

This second amendment ("Second Amendment") to the agreement for non-professional services for the replacement of City-owned streetlights with energy-efficient light-emitting diode lights dated September 7, 2021 ("Agreement"), by and between the City of Redlands, a municipal corporation and a general law city ("City"), and Tanko Streetlighting, Inc., a California corporation ("Consultant"), is made and entered into this 18th day of October, 2022.

RECITALS

WHEREAS, it is the desire of the City and Consultant to amend their existing Agreement, specifically to expand the scope of work to include supplying and installing pole tags on each streetlight; and

NOW, THEREFORE, for good and valuable consideration in the receipt of which is hereby acknowledge City and Consultant agree as follows:

AGREEMENT

Section 1. Section 5.1 of the Agreement, entitled "Performance of Non-Professional Services For Improvement To Public Buildings And Grounds," is hereby amended to read as follows:

"5.1 Total compensation for Contractor's performance of the Services shall be in the amount of one million three hundred sixty-five thousand six hundred seventy one dollars and forty nine cents ($1,365,671.49)."

Section 2. Exhibit A is revised to add the following:

"4.2 c. Pole Tag Installation

- Contractor shall supply and permanently affix metal pole tags with unique identifiers and bar codes to the 4,479 streetlight poles that will upgraded with a LED fixture.
- Contractor shall supply and permanently affix metal pole tags with unique identifiers and bar codes to the remaining 1,297 streetlight poles in the City's streetlight network that have previously been upgraded with LED fixtures."

Section 3. All other provisions of the Agreement shall remain unchanged by this Second Amendment and in effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have executed this Second Amendment, to be effective as of October 18, 2022.

CITY OF REDLANDS

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

TANKO STREETLIGHTING, INC.

By: _____
Jason Tanko, Chief Executive Officer

ATTEST:

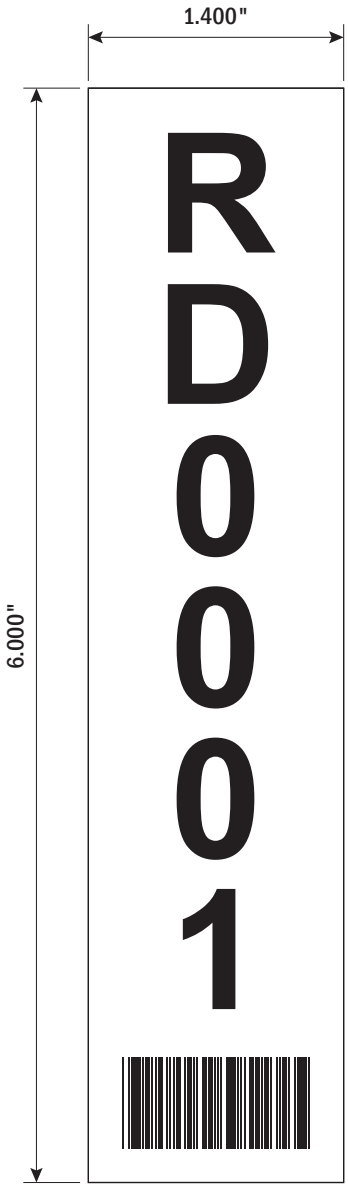
_____
Brian Gillis, Vice President

–PRELIMINARY PROOF–

This is a Preliminary Proof only. A Final Proof will be provided for your approval subsequent to receipt of your order.

Due to the variation of individual color monitors and printers, digital and/or printed color proofs are **NOT INTENDED FOR COLOR MATCHING PURPOSES**.

Dimensions are in inches unless otherwise specified.
* Scale is accurate when printed at ACTUAL SIZE.



Barcode reads RD0001
H.R.I. reads RD0001

PRELIMINARY

COLORS: Black, Natural

Date	07/12/2022
Drawing #	Tanko-001
Revision #	A
*** Scale**	95%
Drawn by	SR

TankoLighting

8/17/2022

Pole Tag Pricing Table Redlands, CA				
Description	**Model Number**	**Quantity**	**Unit Cost**	**Extended Cost**
Pole Tagging - City Owned Lights Not in Conversion Scope	RDXXXX	1297	$27.26	$35,356.22
Pole Tagging - During Conversion	RDXXXX	4479	$14.26	$63,870.54
Total				**$99,226.76**

City Council Meeting **I. 17.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Adopt Ordinance No. 2945-Second Reading-adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motion is provided:

I move to adopt Ordinance No. 2945.

RECOMMENDATION:

It is recommended the City Council consider adoption of Ordinance No. 2945, adding Chapter 13.67 to the Redlands Municipal Code relating to the establishment of regulations governing organic waste disposal.

DISCUSSION:

The proposed ordinance and staff report prepared for the introduction of this ordinance are available in the City Clerk's office.

ALTERNATIVES:

The Council may continue this matter in order to allow additional time to review Ordinance No. 2945.

STRATEGIC PLAN:

Not Applicable

SUBMITTED BY:
Jeanne Donaldson, City Clerk

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Jeanne Donaldson, City Clerk

Fiscal Impact

Discussion:

Codification: $22/per page affected by the change
Legal Publication: $285

Attachments

Ordinance No. 2942

ORDINANCE 2945

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDLANDS, CALIFORNIA, ADDING A NEW CHAPTER 13.67 (MANDATORY ORGANIC WASTE DISPOSAL REDUCTION) TO TITLE 13 OF THE REDLANDS MUNICIPAL CODE RELATED TO INTEGRATED SOLID WASTE MANAGEMENT AND MAKING A DETERMINATION OF THE EXEMPTION UNDER CEQA.

WHEREAS, the City of Redlands, California ("City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, State Recycling Law, Assembly Bill 939 of 1989, the California Integrated Waste Management Act of 1989 (California Public Resources Code Section 40000, et seq., as amended, supplemented, superseded, and replaced from time to time and as implemented by regulations of the California Department of Resources, Recycling and Recover ("CalRecycle")), requires the City to reduce, reuse, and recycle (including composting) Solid Waste generated in the City to the maximum extent feasible before any incineration or landfill disposal of waste, to conserve water, energy, and other natural resources, and to protect the environment; and

WHEREAS, State Recycling Law, Assembly Bill 341 of 2011 places requirements on businesses and Multi-Family property owners with five (5) or more dwelling units, that generate a specified threshold amount of Solid Waste to arrange for recycling services and requires the City to implement a Mandatory Commercial Recycling program; and

WHEREAS, State organics recycling law, Assembly Bill 1826 of 2014 (requires businesses, including multi-Family property owners with five (5) or more dwelling units, that generate a specified threshold amount of Solid Waste, Recycling, and Organic Waste per week to arrange for recycling services for that waste, and requires the City to implement a mandatory commercial organic recycling program for designated businesses and multi-family property owners; and

WHEREAS, Senate Bill "SB" 1383, the Short-lived Climate Pollutant Reduction Act of 2016, requires CalRecycle to develop regulations to reduce organics in landfills as a source of methane. The regulations place requirements on multiple entities including the City, residential households, Commercial Businesses and business owners, Commercial Edible Food Generators, haulers, Self-Haulers, Food Recovery Organizations, and Food Recovery Services to support achievement of Statewide Organic Waste disposal reduction targets; and

WHEREAS, SB 1383, the Short-lived Climate Pollutant Reduction Act of 2016, requires the City to adopt and enforce an ordinance or enforceable mechanism to implement relevant provisions of SB 1383 Regulations. This ordinance will also help reduce food insecurity by requiring Commercial Edible Food Generators to arrange to have the maximum amount of their Edible Food, that would otherwise be disposed, be recovered for human consumption; and

WHEREAS, SB 1383 Regulations require the City to adopt and enforce an ordinance or other enforceable mechanism to implement relevant provisions of the SB 1383 Regulations and are further designed to help reduce food insecurity by requiring Commercial Edible Food Generators to arrange to have the maximum amount of their Edible Food, that would otherwise be disposed, be recovered by human consumption; and

WHEREAS, this ordinance implements the requirements of the SB 1383 Regulations.

THE CITY COUNCIL OF THE CITY OF REDLANDS, CALIFORNIA ORDAIN AS FOLLOWS:

Section 1. Chapter 13.67 is hereby added to Title 13 of the Redlands Municipal Code to read as follows:

"CHAPTER 13.67
MANDATORY ORGANIC WASTE DISPOSAL REDUCTION

13.67.010 Purpose
13.67.020 Definitions
13.67.030 Requirements for Single-Family Generators
13.67.040 Requirements for Commercial Organic Waste Generators and Commercial Business Generators
13.67.050 Waivers for Generators
13.67.060 Requirements for Commercial Edible Food Generators
13.67.070 Requirements for Food Recovery Organizations and Services
13.67.080 Requirements for Haulers and Facility Operators
13.67.090 Self-Hauler Requirements
13.67.100 Model Water Efficient Landscaping Ordinance Requirements
13.67.110 Procurement Requirements for City Departments, Direct Service Providers and Vendors
13.67.120 Inspections and Investigations by the City
13.67.130 Enforcement

13.67.010 PURPOSE:

This Chapter is intended to comply with SB 1383, the, Short-lived Climate Reduction Act of 2016, and its implementing regulations. SB 1383 Regulations place requirements on Cities, Single-Family Residential Dwellings, Commercial Businesses including Multi-Family Residential Dwellings, Commercial Edible Food Generators, Self-Haulers, Food Recovery Organizations and Food Recovery Services to achieve statewide Organic Waste disposal reduction targets to reduce organics in landfills as a source of methane. SB 1383 requires the City to adopt and enforce an enforceable mechanism, such as the ordinance codified in this Chapter to implement SB 1383 Regulations.

13.67.020 DEFINITIONS:

For the purposes of this chapter, the following words, terms, phrases and their derivations have the meanings given herein. Terms not defined in this section and defined elsewhere in this Code shall have the same meanings herein unless the context otherwise requires. When consistent with the context, words used in the present tense include the future tense, and words in the singular number include the plural number. In the event of a conflict between a definition in this Code and a definition in CalRecycle's SB 1383 Regulations (14 CCR Section 18982), the definitions in 14 CCR Section 18982 shall control for the purposes of this chapter. Additionally, for the purposes of this chapter, the definitions in 14 CCR 18982 shall control for terms used in this chapter and not defined in this Code. Unless otherwise specified herein, references to the statute or regulation means the statute or regulation, as amended, supplemented, superseded and replaced from time to time.

A. "Black Container" has the same meaning as in 14 CCR Section 18982 (a)(28) and shall be used for the purpose of storage and collection of Black Container Waste. Black Container Waste means Solid Waste that is collected in a Black Container that is part of the City's three (3) Organic Waste collection service as specified in 14 CCR Section 18984.1. Designated Recyclable Materials, Designated Organic Waste, and/or Designated Food Scraps do not constitute Black Container Waste.

B. "Blue Container" has the same meaning as in 14 CCR Section 18982.2(a)(5) and shall be used only for the purpose of storage and collection of Source Separated Recyclable Materials or Source Separated Blue Container Organic Waste.

C. "CalRecycle" means California's Department of Resources Recycling and Recovery, which is the Department designated with responsibility for developing, implementing, and enforcing SB 1383 Regulations on Jurisdictions (and others).

D. "California Code of Regulations" or "CCR" means the State of California Code of Regulations. CCR references in this ordinance are preceded with a number that refers to the relevant Title of the CCR (e.g., "14 CCR" refers to Title 14 of CCR).

E. "City" means City of Redlands

F. "City Manager" means the City Manager or his/her designee

G. "City Enforcement Official" means the City Manager of the City, and/or his/her designee(s), including such City employees who are partially or wholly responsible for enforcing City ordinances, provision of the Redlands Municipal Code (the "Code" or "this Code"), and rules and regulations promulgated thereunder.

H. "Commercial Business" or "Commercial" means a firm, partnership, proprietorship, joint-stock company, corporation, or association, whether for-profit or nonprofit, strip mall, industrial facility, or a multifamily residential dwelling, or as otherwise defined in 14 CCR Section 18982(a)(6). A Multi-Family Residential Dwelling that consists of fewer than five (5) units is not a Commercial Business for purposes of implementing this ordinance.

I. "Commercial Edible Food Generator" includes a Tier One or a Tier Two Commercial Edible Food Generator as defined in Section 13.67.020 of this ordinance or as otherwise defined in 14 CCR Section 18982(a)(73) and (a)(74). For the purposes of this definition, Food Recovery Organizations and Food Recovery Services are not Commercial Edible Food Generators pursuant to 14 CCR Section 18982(a)(7).

J. "Compliance Review" means a review of records by a Jurisdiction to determine compliance with this ordinance.

K. "Compost" has the same meaning as in 14 CCR Section 17896.2(a)(4), which stated, as of the effective date of this ordinance, that "Compost" means the product resulting from the controlled biological decomposition of organic Solid Wastes that are Source Separated from the municipal Solid Waste stream, or which are separated at a centralized facility.

L. "Container Contamination" or "Contaminated Container" means a container, regardless of color, that contains Prohibited Container Contaminants, or as otherwise defined in 14 CCR Section 18982(a)(55).

M. "C&D" means discarded or used materials removed from construction, remodeling, repair, renovation and/or demolition debris on any pavement, house, commercial building or other structure, or from landscaping; or, as otherwise defined in Title 15, Chapter 15.16 (Buildings & Construction – California Green Buildings Standards Code).

N. "Designated Food Scraps" means items designated by the City for placement in the Green Container that is specifically intended for the separate collection of Food Scraps and other Organic Waste materials which may be designated from time to time by the City Manager or his/her designee. Designated Food scraps includes all food such as, but not limited to fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, past, bread, cheese and eggshells. Food scraps excludes fats, oil and grease (FOG), meat and/or bones when such materials have been source separated from other Food Scraps for the purposes of sending to a rendering company.

O. "Designated Non-Organic Recyclables" means non-putrescible and non-hazardous recyclable waste including but not limited to bottles, can, metals, plastics and glass, or as otherwise defined in 14 CCR Section 18982(a)(43) and other materials which may be designate from time to time by the City Manager or his/her designee.

P. "Designated Organic Waste" means Organic Waste designated by the City for placement in a Green Container that is specifically intended for the separate collection of Organic Waste excluding Designated Blue Container Waste, carpets, Non-Compostable Paper and textiles. Designated Organic Waste includes garden trimmings, leaves, grass clippings, weeds, shrub clippings and other materials which may be designated from time to time by the City Manager or his/her designee.

Q. “Designated Recyclable Materials” means items designated for placement in the Blue Container specifically intended for the separate collection of Designated Non-Organic Recyclables and Designated Blue Container Organic Waste.

R. “Designee” means an entity that a City contracts with or otherwise arranges to carry out any of the City’s responsibilities of this ordinance as authorized in 14 CCR Section 18981.2. A Designee may be a government entity, a hauler, a private entity, or a combination of those entities.

S. “Edible Food” means food intended for human consumption, or as otherwise defined in 14 CCR Section 18982(a)(18). For the purposes of this ordinance or as otherwise defined in 14 CCR Section 18982(a)(18), “Edible Food” is not Solid Waste if it is recovered and not discarded. Nothing in this ordinance or in 14 CCR, Division 7, Chapter 12 requires or authorizes the Recovery of Edible Food that does not meet the food safety requirements of the California Retail Food Code.

T. “Enforcement Action" means an action of the City to address non-compliance with this ordinance including, but not limited to, issuing administrative citations, fines, penalties, or using other remedies; or, as otherwise defined in 14 CCR Section 18982(a)(19).

U. “Enforcement Official” means the City Manager or the City’s authorized Designee(s) who is/are partially or wholly responsible for enforcing this chapter.

V. “Excluded Waste” means hazardous substance, hazardous waste, infectious waste, designated waste, volatile, corrosive, medical waste, infectious, regulated radioactive waste, and toxic substances or material that facility operator(s), which receive materials from the City and its generators, reasonably believe(s) would, as a result of or upon acceptance, transfer, processing, or disposal, be a violation of local, State, or Federal law, regulation, or ordinance, including: land use restrictions or conditions, waste that cannot be disposed of in Class III landfills or accepted at the facility by permit conditions, waste that in the City’s Enforcement Official’s , or its Designee’s reasonable opinion would present a significant risk to human health or the environment, cause a nuisance or otherwise create or expose the City, or its Designee, to potential liability; but not including de minimis volumes or concentrations of waste of a type and amount normally found in Single-Family or Multi-Family Solid Waste after implementation of programs for the safe collection, processing, recycling, treatment, and disposal of batteries and paint in compliance with Sections 41500 and 41802 of the California Public Resources Code. Excluded Waste also includes materials which require separate handling and cannot be collected from standard solid waste, recycling or organic containers, including but not limited to appliances, scrap metal, electronics, tires and oversized furniture items.

W. “Food Distributor” means a company that distributes food to entities including, but not limited to, Supermarkets and Grocery Stores, or as otherwise defined in 14 CCR Section 18982(a)(22).

X. “Food Facility” has the same meaning as in Section 113789 of the Health and Safety Code.

Y. "Food Recovery" means actions to collect and distribute food for human consumption that otherwise would be disposed, or as otherwise defined in 14 CCR Section 18982(a)(24).

Z. "Food Recovery Organization" means an entity that engages in the collection or receipt of Edible Food from Commercial Edible Food Generators and distributes that Edible Food to the public for Food Recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25), including, but not limited to:

(1) A food bank as defined in Section 113783 of the Health and Safety Code;

(2) A nonprofit charitable organization as defined in Section 113841 of the Health and Safety code; and,

(3) A nonprofit charitable temporary food facility as defined in Section 113842 of the Health and Safety Code.

A Food Recovery Organization is not a Commercial Edible Food Generator for the purposes of this ordinance and implementation of 14 CCR, Division 7, Chapter 12 pursuant to 14 CCR Section 18982(a)(7).

If the definition in 14 CCR Section 18982(a)(25) for Food Recovery Organization differs from this definition, the definition in 14 CCR Section 18982(a)(25) shall apply to this ordinance.

AA. "Food Recovery Service" means a person or entity that collects and transports Edible Food from a Commercial Edible Food Generator to a Food Recovery Organization or other entities for Food Recovery, or as otherwise defined in 14 CCR Section 18982(a)(26). A Food Recovery Service is not a Commercial Edible Food Generator for the purposes of this ordinance and implementation of 14 CCR, Division 7, Chapter 12 pursuant to 14 CCR Section 18982(a)(7).

BB. "Food Scraps" means all food such as, but not limited to, fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, pasta, bread, cheese, and eggshells. Food Scraps excludes fats, oils, and grease when such materials are Source Separated from other Food Scraps.

CC. "Food Service Provider" means an entity primarily engaged in providing food services to institutional, governmental, Commercial, or industrial locations of others based on contractual arrangements with these types of organizations, or as otherwise defined in 14 CCR Section 18982(a)(27).

DD. "Food-Soiled Paper" is compostable paper material that has come into contact with food or liquid, such as, but not limited to, compostable paper plates, paper coffee cups, napkins, pizza boxes, and milk cartons.

EE. "Food Waste" means Food Scraps but does not include Food Soiled Paper or Compostable Plastics unless otherwise specified by the City.

FF. "Generator" means a person or entity that is responsible for the initial creation of Solid Waste, and with respect to Organic Waste; or, as otherwise defined in 14 CCR Section 18982(a)(48).

GG. "Green Container" has the same meaning as in 14 CCR Section 18982.2(a)(29) and shall be used for the purpose of storage and collection of Source Separated Green Container Organic Waste. Or "…shall be used for the purpose of storage and collection of Designated Organic Waste." "Grocery Store" means a store primarily engaged in the retail sale of canned food; dry goods; fresh fruits and vegetables; fresh meats, fish, and poultry; and any area that is not separately owned within the store where the food is prepared and served, including a bakery, deli, and meat and seafood departments, or as otherwise defined in 14 CCR Section 18982(a)(30).

HH. "Hauler Route" means the designated itinerary or sequence of stops for each segment of the City's collection service area, or as otherwise defined in 14 CCR Section 18982(a)(31.5).

II. "High Diversion Organic Waste Processing Facility" means a facility that is in compliance with the reporting requirements of 14 CCR Section 18815.5(d) and meets or exceeds an annual average Mixed Waste organic content Recovery rate of 50 percent between January 1, 2022 and December 31, 2024, and 75 percent after January 1, 2025, as calculated pursuant to 14 CCR Section 18815.5(e) for Organic Waste received from the "Mixed waste organic collection stream" as defined in 14 CCR Section 17402(a)(11.5); or, as otherwise defined in 14 CCR Section 18982(a)(33).

JJ. "Inspection" means a site visit where the City reviews records, containers, and an entity's collection, handling, recycling, or landfill disposal of Organic Waste or Edible Food handling to determine if the entity is complying with requirements set forth in this ordinance or chapter, or as otherwise defined in 14 CCR Section 18982(a)(35).

KK. "Landscape Waste" means tree and shrubbery trimmings, vegetation from land clearing, grass cuttings, leaves, garden organic materials, sawdust, straw, wood chips and other discarded plant or vegetation material.

LL. "Large Event" means an event, including, but not limited to, a sporting event or a flea market, that charges an admission price, or is operated by a local agency, and serves an average of more than 2,000 individuals per day of operation of the event, at a location that includes, but is not limited to, a public, nonprofit, or privately owned park, parking lot, golf course, street system, or other open space when being used for an event. If the definition in 14 CCR Section 18982(a)(38) differs from this definition, the definition in 14 CCR Section 18982(a)(38) shall apply to this ordinance.

MM. "Large Venue" means a permanent venue facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation of the venue facility. For purposes of this ordinance and implementation of 14 CCR, Division 7, Chapter 12, a venue facility includes, but is not limited to, a public, nonprofit, or privately owned or operated stadium, amphitheater, arena, hall, amusement park, conference or civic

center, zoo, aquarium, airport, racetrack, horse track, performing arts center, fairground, museum, theater, or other public attraction facility. For purposes of this ordinance and implementation of 14 CCR, Division 7, Chapter 12, a site under common ownership or control that includes more than one Large Venue that is contiguous with other Large Venues in the site, is a single Large Venue. If the definition in 14 CCR Section 18982(a)(39) differs from this definition, the definition in 14 CCR Section 18982(a)(39) shall apply to this ordinance.

NN. "Local Education Agency" means a school district, charter school, or county office of education that is not subject to the control of city or county regulations related to Solid Waste, or as otherwise defined in 14 CCR Section 18982(a)(40).

OO. "Multi-Family Residential Dwelling" or "Multi-Family" means of, from, or pertaining to residential premises with five (5) or more dwelling units. Multi-Family premises do not include hotels, motels, or other transient occupancy facilities, which are considered Commercial Businesses. "MWELO" refers to the Model Water Efficient Landscape Ordinance (MWELO), 23 CCR, Division 2, Chapter 2.7.

PP. "MWELO" refers to the Model Water Efficient Landscape Ordinance MWELO), 23 CCR, Division 2, Chapter 2.7.

QQ. "Non-Compostable Paper" includes but is not limited to paper that is coated in a plastic material that will not breakdown in the composting process or is not accepted for composting at the local composting facility, or as otherwise defined in 14 CCR Section 18982(a)(41).

RR. "Non-Organic Recyclables" means non-putrescible and non-hazardous recyclable wastes including but not limited to bottles, cans, metals, plastics and glass, or as otherwise defined in 14 CCR Section 18982(a)(43).

SS. "Notice of Violation (NOV)" means a notice that a violation has occurred that includes a compliance date to avoid an action to seek penalties, or as otherwise defined in 14 CCR Section 18982(a)(45) or further explained in 14 CCR Section 18995.4.

TT. "Organic Waste" means Solid Wastes containing material originated from living organisms and their metabolic waste products, including but not limited to food, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, Paper Products, Printing and Writing Paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46). Biosolids and digestate are as defined by 14 CCR Section 18982(a).

UU. "Organic Waste Generator" means a person or entity that is responsible for the initial creation of Organic Waste, or as otherwise defined in 14 CCR Section 18982(a)(48).

VV. "Paper Products" include, but are not limited to, paper janitorial supplies, cartons, wrapping, packaging, file folders, hanging files, corrugated boxes, tissue, and toweling, or as otherwise defined in 14 CCR Section 18982(a)(51).

WW. "Printing and Writing Papers" include, but are not limited to, copy, xerographic, watermark, cotton fiber, offset, forms, computer printout paper, white wove envelopes, manila envelopes, book paper, note pads, writing tablets, newsprint, and other uncoated writing papers, posters, index cards, calendars, brochures, reports, magazines, and publications, or as otherwise defined in 14 CCR Section 18982(a)(54).

XX. "Prohibited Container Contaminants," unless otherwise defined in 14 CCR Section 18982(a)(55), means the following:

(1) Discarded materials placed in the Blue Container that are not identified by the City as acceptable Source Separated Recyclable Materials for the Blue Container;

(2) Discarded materials placed in the Green Container that are not identified as acceptable Source Separated Green Container Organic Waste for the Green Container;

(3) Discarded materials placed in the Black Container that are acceptable Source Separated Recyclable Materials and/or Source Separated Green Container Organic Wastes to be placed in the Green Container and/or Blue Container; and,

(4) Excluded Waste placed in any container.

YY. "Recovered Organic Waste Products" means products made from California, landfill-diverted recovered Organic Waste processed in a permitted or otherwise authorized facility, or as otherwise defined in 14 CCR Section 18982(a)(60).

ZZ. "Recovery" means any activity or process described in 14 CCR Section 18983.1(b), or as otherwise defined in 14 CCR Section 18982(a)(49).

AAA. "Recycled-Content Paper" means Paper Products and Printing and Writing Paper that consists of at least 30 percent, by fiber weight, postconsumer fiber, or as otherwise defined in 14 CCR Section 18982(a)(61).

BBB. "Renewable Gas" means gas derived from Organic Waste that has been diverted from a California landfill and processed at an in-vessel digestion facility that is permitted or otherwise authorized by 14 CCR to recycle Organic Waste, or as otherwise defined in 14 CCR Section 18982(a)(62).

CCC. "Restaurant" means an establishment primarily engaged in the retail sale of food and drinks for on-premises or immediate consumption, or as otherwise defined in 14 CCR Section 18982(a)(64).

DDD. "Route Review" means a visual Inspection of containers along a Hauler Route for the purpose of determining Container Contamination and may include mechanical Inspection methods such as the use of cameras, or as otherwise defined in 14 CCR Section 18982(a)(65).

EEE. "SB 1383" means Senate Bill 1383 of 2016 approved by the Governor on September 19, 2016, which added Sections 39730.5, 39730.6, 39730.7, and 39730.8 to the Health and Safety Code, and added Chapter 13.1 (commencing with Section 42652) to Part 3 of Division 30 of the Public Resources Code, establishing methane emissions reduction targets in a Statewide effort to reduce emissions of short-lived climate pollutants as amended, supplemented, superseded, and replaced from time to time.

FFF. "SB 1383 Regulations" or "SB 1383 Regulatory" means or refers to, for the purposes of this ordinance, the Short-Lived Climate Pollutants: Organic Waste Reduction regulations developed by CalRecycle and adopted in 2020 that created 14 CCR, Division 7, Chapter 12 and amended portions of regulations of 14 CCR and 27 CCR.

GGG. "Single-Family" means of, from, or pertaining to any residential premises with fewer than five (5) units.

HHH. "Solid Waste" has the same meaning as defined in State Public Resources Code Section 40191, which defines Solid Waste as all putrescible and non-putrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semisolid wastes, with the exception that Solid Waste does not include any of the following wastes:

(1) Hazardous waste, as defined in the State Public Resources Code Section 40141.

(2) Radioactive waste regulated pursuant to the State Radiation Control Law (Chapter 8 (commencing with Section 114960) of Part 9 of Division 104 of the State Health and Safety Code).

(3) Medical waste regulated pursuant to the State Medical Waste Management Act (Part 14 (commencing with Section 117600) of Division 104 of the State Health and Safety Code). Untreated medical waste shall not be disposed of in a Solid Waste landfill, as defined in State Public Resources Code Section 40195.1. Medical waste that has been treated and deemed to be Solid Waste shall be regulated pursuant to Division 30 of the State Public Resources Code.

III. "Source Separated" means materials, including commingled recyclable materials, that have been separated or kept separate from the Solid Waste stream, at the point of generation, for the purpose of additional sorting or processing those materials for recycling or reuse in order to return them to the economic mainstream in the form of raw material for new, reused, or reconstituted products, which meet the quality standards necessary to be used in the marketplace, or as otherwise defined in 14 CCR Section 17402.5(b)(4). For the purposes of the ordinance, Source Separated shall include separation of materials by the generator, property owner, property owner's employee, property manager, or property manager's employee into different containers for the purpose of collection such that Source

Separated materials are separated from Black Container Waste/Mixed Waste or other Solid Waste for the purposes of collection and processing.

JJJ. "State" means the State of California.

KKK. "Supermarket" means a full-line, self-service retail store with gross annual sales of two million dollars ($2,000,000), or more, and which sells a line of dry grocery, canned goods, or nonfood items and some perishable items, or as otherwise defined in 14 CCR Section 18982(a)(71).

LLL. "Tier One Commercial Edible Food Generator" means a Commercial Edible Food Generator that is one of the following:

(1) Supermarket.

(2) Grocery Store with a total facility size equal to or greater than 10,000 square feet.

(3) Food Service Provider.

(4) Food Distributor.

(5) Wholesale Food Vendor.

If the definition in 14 CCR Section 18982(a)(73) of Tier One Commercial Edible Food Generator differs from this definition, the definition in 14 CCR Section 18982(a)(73) shall apply to this ordinance.

MMM. "Tier Two Commercial Edible Food Generator" means a Commercial Edible Food Generator that is one of the following:

(1) Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet.

(2) Hotel with an on-site Food Facility and 200 or more rooms.

(3) Health facility with an on-site Food Facility and 100 or more beds.

(4) Large Venue.

(5) Large Event.

(6) A State agency with a cafeteria with 250 or more seats or total cafeteria facility size equal to or greater than 5,000 square feet.

(7) A Local Education Agency facility with an on-site Food Facility.

If the definition in 14 CCR Section 18982(a)(74) of Tier Two Commercial Edible Food Generator differs from this definition, the definition in 14 CCR Section 18982(a)(74) shall apply to this ordinance.

NNN. "Wholesale Food Vendor" means a business or establishment engaged in the merchant wholesale distribution of food, where food (including fruits and vegetables) is received, shipped, stored, prepared for distribution to a retailer, warehouse, distributor, or other destination, or as otherwise defined in 14 CCR Section 189852(a)(76).

13.67.030 REQUIREMENTS FOR SINGLE-FAMILY GENERATORS:

Single-Family Organic Waste Generators shall comply with the following requirements:

(a) Shall subscribe to the City's three-container Organic Waste collection services for all Organic Waste generated as described below in Section 13.67.030(b). The City shall have the right to review the number and size of a generator's containers to evaluate adequacy of capacity provided for each type of collection service for proper separation of materials and containment of materials; and Single-Family generators shall adjust its service level for its collection services as requested by the City. Generators may additionally manage their Organic Waste by preventing or reducing their Organic Waste, managing Organic Waste on site, and/or using a Community Composting site pursuant to 14 CCR Section 18984.9(c).

(b) Shall participate in the City's Organic Waste collection service(s) by Source Separating Designated Recyclable Materials and Designated Organic Waste (including designated Food Scraps which shall first be prepared/bagged in the manner described in notice provided by the City) from other waste and placing designated materials in designated containers as described below:

(1) Shall place only Designated Recyclable Materials in the Blue Container.

(2) Shall place only Designated Organic Waste Materials in the Green Container.

(3) Shall prepare all materials designated for collection as per written instructions provided by the City or its designee.

(4) Shall NOT place Designated Recyclable Materials in Black or Green Containers and shall NOT place Designated Organic Waste Materials in Blue or Black Containers.

(5) Shall not place Prohibited Container Contaminants in collection containers.

13.67.040 REQUIREMENTS FOR COMMERCIAL ORGANIC WASTE GENERATORS AND COMMERCIAL BUSINESS GENERATORS:

Commercial Organic Waste Generators and Commercial Businesses shall comply with the following requirements:

(a) Shall subscribe to the City's Organic Waste collection service(s) and comply with requirements of those services as described below in Section 13.67.040(b). The City shall have the right to review the number and size of a generator's containers and frequency of collection to evaluate adequacy of capacity provided for each type of collection service for proper separation of materials and containment of materials; and Commercial Businesses shall adjust their service level for their collection services as requested by the City.

(b) Except for Commercial Businesses that meet the Self-Hauler requirements in Section 13.67.090 of this Chapter, generators that are Commercial Businesses, including Multi-Family Residential Dwellings, shall participate in the City's Organic Waste collection service(s) by Source Separating Designated Recyclable Materials and Designated Organic Waste (including Designated Food Scraps) from other waste and placing designated materials in designated containers as described below:

(1) Shall place only Designated Organic Waste in the Green Container; Designated Food Scraps in the Green Container; Designated Recyclable Materials in the Blue Container; and Black Container Waste in the Black Container.

(2) Shall NOT place materials designated for the Black Container into the Green Container or Blue Container.

(3) Shall NOT place Designated Recyclable Materials, Designated Food Scraps or Designated Organic Waste into any container other than the container designated for each of the corresponding materials.

(4) Shall NOT place Prohibited Container Contaminants in any container.

(c) Commercial Businesses, including Multi-Family Residential Dwellings, shall supply and allow access to adequate number, size and location of collection containers with sufficient labels or colors (conforming with Sections 13.67.040(d)(1) and 13.67.040(d)(2) below for employees, contractors, tenants, and customers, consistent with the City's collection services or, if self-hauling, per the Commercial Businesses' instructions to support its compliance with its self-haul program, in accordance with Section 13.67.090.

(d) Commercial Businesses, not including Multi-Family Residential Dwellings, shall provide containers for the collection of Designated Organic Waste, Designated Food Scraps and Designated Recyclable Materials in all indoor and outdoor areas where disposal containers are provided for customers, for materials generated by that business. Such containers do not need to be provided in restrooms. If a Commercial Business does not generate any of the materials that would be collected in one type of container, then the business does not have to provide that container in all areas where disposal containers are provided for customers. Pursuant to 14 CCR Section 18984.9(b), the containers provided by the business shall have either:

(1) A body or lid that conforms with the container colors provided through the collection service provided by the City, with either lids conforming to the color

requirements or bodies conforming to the color requirements or both lids and bodies conforming to color requirements. A Commercial Business is not required to replace functional containers.

(2) Container labels that include language or graphic images, or both, indicating the primary material accepted and the primary materials prohibited in that container, or containers with imprinted text or graphic images that indicate the primary materials accepted and primary materials prohibited in the container. Pursuant 14 CCR Section 18984.8, the container labeling requirements are required on new containers commencing January 1, 2022.

(e) Multi-Family Residential Dwellings are not required to comply with container placement requirements or labeling requirements pursuant to 14 CCR Section 18984.9(b).

(f) Commercial Businesses shall implement policies and procedures to educate and train employees on proper separation of materials and prohibit employees from placing materials in a container not designated for those materials per City's Solid Waste collection services.

(g) Commercial Businesses, excluding Multi-Family Residential Dwellings, shall inspect Blue, Green and/or Black containers provided pursuant to Section 13.67.040(d) at least weekly for contamination and inform employees and tenants/occupants if containers are contaminated and of the requirements to keep contaminants out of those containers pursuant to 14 CCR Section 18984.9(b)(3).

(h) Commercial Businesses, including Multi-Family Dwellings, shall at least annually provide written information on training to employees, contractors, tenants and customers bout Organic Waste Recovery requirements and about proper sorting of Designated Organic Waste, Designated Food Scraps and Designated Recyclable Materials.

(i) Commercial Businesses, including Multi-Family Residential Dwellings, shall provide education information described in subsection (g) of this Section to new employees and/or tenants within fourteen (14) days of hiring new employees or of occupation of the premises by tenants. Education information shall describe requirements to keep Designated Organic Waste, Designated Food Scraps and Designated Recyclable Materials separate from Black Container Waste and the location of containers and the rules governing their use at each property.

(j) Commercial Businesses, including Multi-Family Residential Dwellings, shall provide or arrange access for the City or its agent(s) to their properties during all Inspections conducted in accordance with Section 13.67.120 of this Chapter to confirm compliance with the requirements of this Chapter.

(k) Commercial Businesses, including Multi-Family Residential Dwellings, if generating two (2) cubic yards or more per week of total Solid Waste (or other threshold defined by the State), shall requires that any contract or work agreements between the owner, occupant, or operator of the Commercial Business and a gardening or landscaping service specify

that the Organic Waste generated by those services be managed in compliance with Chapter 12, Part 3, Division 30 of the State Public Resources Code.

(l) Commercial Businesses, including Multi-Family Residential Dwellings, that wish to self-haul Organic Waste or recyclables, shall meet the Self-Hauler requirements in Section 13.67.090 of this Chapter.

(m) Nothing in this Section prohibits a generator from preventing or reducing waste generation, managing Organic Waste on site, or using a Community Composting site pursuant to 14 CCR Section 18984.9(c).

(o) Commercial Businesses that are Tier One or Tier Two Commercial Edible Food Generators shall comply with Food Recovery requirements, pursuant to Section 13.67.060.

13.67.050 WAIVERS FOR GENERATORS:

(a) De Minimis Waivers. The City may waive a Commercial Business' (including Multi-Family Residential Dwellings) obligation to comply with some or all the Organic Waste requirements of this Chapter if the Commercial Business provides documentation that the business generates below a certain amount of Organic Waste material as described in Section 13.67.050(a)(2) below. Commercial Businesses requesting a de minimis waiver shall:

(1) Apply specifying the services that they are requesting a waiver from and provide documentation as noted in Section 13.67.050(a)(2) below.

(2) Provide documentation that either:

(A) The Commercial Business' total Solid Waste collection service is two cubic yards or more per week and Organic Waste subject to collection in a Blue Container or Green Container comprises less than 20 gallons per week per applicable container of the business' total waste; or,

(B) The Commercial Business' total Solid Waste collection service is less than two cubic yards per week and Organic Waste subject to collection in a Blue Container or Green Container comprises less than 10 gallons per week per applicable container of the business' total waste.

(3) Notify the City within fifteen (15) days if circumstances change such that Commercial Business's Organic Waste exceeds threshold required for waiver, in which case waiver will be rescinded.

(4) De minimis waivers are to be valid for up to a period not to exceed every five (5) years and are subject to a reverification audit conducted by the City or its designee at any time.

(b) Physical Space Waivers. The City may waive a Commercial Business' or property owner's obligations (including Multi-Family Residential Dwellings) to comply with some or all of the recyclable materials and/or Organic Waste collection service requirements if the City has evidence from its own staff, a hauler, licensed architect, or licensed engineer demonstrating that the premises lacks adequate space for the collection containers required for compliance with the Organic Waste collection requirements of Section 13.67.040.

A Commercial Business or property owner may request a physical space waiver through the following process:

(1) Submit an application to the City Manager or his/her designee specifying the type(s) of collection services for which they are requesting a compliance waiver.

(2) Provide documentation that the premises lacks adequate space for Blue Containers and/or Green Containers including documentation from its hauler, licensed architect, or licensed engineer.

(3) Notify the City if circumstances change such that Commercial Business has adequate space for the collection containers required for compliance with the Organic Waste collection requirements of Section 13.67.040, in which case the waiver will be rescinded. In addition, if the City determines at any time that a Commercial Business that has adequate space for the collection containers required for compliance with Organic Waste collection requirements of Section 13.67.040, the City shall rescind the waiver.

(4) Provide written verification to the City that it is still eligible for physical space waiver every five (5) years, if the City has approved application for a physical space waiver.

(c) The City Manager and/or his/her designee will be responsible for Review and Approval of Waivers.

13.67.060 REQUIREMENTS FOR COMMERCIAL EDIBLE FOOD GENERATORS:

(a) Tier One Commercial Edible Food Generators must comply with the requirements of this Section commencing January 1, 2022, and Tier Two Commercial Edible Food Generators must comply commencing January 1, 2024, pursuant to 14 CCR Section 18991.3.

(b) Large Venue or Large Event operators not providing food services, but allowing for food to be provided by others, shall require Food Facilities operating at the Large Venue or Large Event to comply with the requirements of this Section, commencing January 1, 2024.

(c) Commercial Edible Food Generators shall comply with the following requirements:

(1) Arrange to recover the maximum amount of Edible Food that would otherwise be disposed.

(2) Contract with or enter into a written agreement with Food Recovery Organizations or Food Recovery Services for: (i) the collection of Edible Food for Food Recovery; or (ii) acceptance of the Edible Food that the Commercial Edible Food Generator self-hauls to the Food Recovery Organization for Food Recovery.

(3) Shall not intentionally spoil Edible Food that is capable of being recovered by a Food Recovery Organization or a Food Recovery Service.

(4) Allow the City's designated enforcement entity or designated third party enforcement entity to access the premises and review records pursuant to 14 CCR Section 18991.4.

(5) Keep records that include the following information, or as otherwise specified in 14 CCR Section 18991.4:

(A) A list of each Food Recovery Service or organization that collects or receives its Edible Food pursuant to a contract or written agreement established under 14 CCR Section 18991.3(b).

(B) A copy of all contracts or written agreements established under 14 CCR Section 18991.3(b).

(C) A record of the following information for each of those Food Recovery Services or Food Recovery Organizations:

(i) The name, address and contact information of the Food Recovery Service or Food Recovery Organization.

(ii) The types of food that will be collected by or self-hauled to the Food Recovery Service or Food Recovery Organization.

(iii) The established frequency that food will be collected or self-hauled.

(iv) The quantity of food, measured in pounds recovered per month, collected or self-hauled to a Food Recovery Service or Food Recovery Organization for Food Recovery.

(6) Provide the City upon request, an annual Food Recovery report that includes information on the food recovery efforts of the business for the year, including information on amount recovered and outlets recovered food.

(d) Nothing in this ordinance shall be construed to limit or conflict with the protections provided by the California Good Samaritan Food Donation Act of 2017, the Federal Good Samaritan Act, or share table and school food donation guidance pursuant to Senate Bill 557 of 2017 (approved by the Governor of the State of California on September 25, 2017, which added Article 13 [commencing with Section 49580] to Chapter 9 of Part 27 of Division 4 of Title 2 of the Education Code, and to amend Section 114079 of the Health

and Safety Code, relating to food safety, as amended, supplemented, superseded and replaced from time to time).

13.67.070 REQUIREMENTS FOR FOOD RECOVERY ORGANIZATIONS AND SERVICES:

(a) Food Recovery Services collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records, or as otherwise specified by 14 CCR Section 18991.5(a)(1):

(1) The name, address, and contact information for each Commercial Edible Food Generator from which the service collects Edible Food.

(2) The quantity in pounds of Edible Food collected from each Commercial Edible Food Generator per month.

(3) The quantity in pounds of Edible Food transported to each Food Recovery Organization per month.

(4) The name, address, and contact information for each Food Recovery Organization that the Food Recovery Service transports Edible Food to for Food Recovery.

(b) Food Recovery Organizations collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records, or as otherwise specified by 14 CCR Section 18991.5(a)(2):

(1) The name, address, and contact information for each Commercial Edible Food Generator from which the organization receives Edible Food.

(2) The quantity in pounds of Edible Food received from each Commercial Edible Food Generator per month.

(3) The name, address, and contact information for each Food Recovery Service that the organization receives Edible Food from for Food Recovery.

(c) Food Recovery Organizations and Food Recovery Services that have their primary address physically located in the City and contract with or have written agreements with one or more Commercial Edible Food Generators pursuant to 14 CCR Section 18991.3(b) shall report to the City the total pounds of Edible Food recovered in the previous calendar year from the Tier One and Tier Two Commercial Edible Food Generators they have established a contract or written agreement with pursuant to 14 CCR Section 18991.3(b) no later than April 1st of each year.

13.67.080 REQUIREMENTS FOR HAULERS AND FACILITY OPERATORS:

(a) Requirements for Haulers

(1) Permitted and Licensed haulers providing residential, Commercial, or industrial Organic Waste collection services to generators within the City's boundaries shall meet the following requirements and standards as a condition of approval of a contract, agreement, or other authorization with the City to collect Organic Waste:

(A) Through written notice to the City, identify the facilities to which they will transport Organic Waste.

(B) Transport Organic Waste to a facility, operation, activity, or property that recovers Organic Waste as defined in 14 CCR, Division 7, Chapter 12, Article 2.

(C) Obtain applicable approval of the City pursuant to 14 CCR Section 18988.1 and keep a record of the documentation of its approval by the City.

(D) Comply with the applicable requirements of 14 CCR, Division 7, Chapter 12, Article 3.

13.67.090 SELF-HAULER REQUIREMENTS:

(a) Self-Haulers shall source separate all Designated Recyclable Materials and Designated Organic Waste (materials that the City otherwise requires generators to separate for collection in the City's organics and recycling collection program) generated on-site from Solid Waste in a manner consistent with 14 CCR Sections 18984.1 and 18984.2 or shall haul Organic Waste to a High Diversion Organic Waste Processing Facility as specified in 14 CCR Section 18984.3.

(b) Self-Haulers shall haul their Source Separated Designated Recyclable Materials to a facility that recovers those materials; and haul their Source Separated Green Container Organic Waste to a Solid Waste facility, operation, activity, or property that processes or recovers Source Separated Organic Waste. Alternatively, Self-Haulers may haul Organic Waste to a High Diversion Organic Waste Processing Facility.

(c) Self-Haulers that are Commercial Businesses (including Multi-Family Residential Dwellings) shall keep a record of the amount of Organic Waste delivered to each Solid Waste facility, operation, activity, or property that processes or recovers Organic Waste; this record shall be subject to Inspection by the City. The records shall include the following information:

(1) Delivery receipts and weight tickets from the entity accepting the waste.

(2) The amount of material in cubic yards or tons transported by the generator to each entity.

(3) If the material is transported to an entity that does not have scales on-site or employs scales incapable of weighing the Self-Hauler's vehicle in a manner that allows it to determine the weight of materials received, the Self-Hauler is not required to record the weight of material but shall keep a record of the entities that received the Organic Waste.

(d) Self-Haulers that are Commercial Businesses (including Multi-Family Self-Haulers) shall provide information collected in Section 13.67.090(c) to the City upon request.

(e) A Single-Family residential Organic Waste Generator that self-hauls Organic Waste i9s not required to record or report information in Sections 13.67.090(c) and (d).

13.67.100 MODEL WATER EFFICIENT LANDSCAPING ORDINANCE REQUIREMENTS:

(a) In addition to any requirements of this code, property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the City, who are constructing a new (Single-Family, Multi-Family, public, institutional, or Commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape with a total landscape area greater than 2,500 square feet, shall comply with Sections 492.6(a)(3)(B) (C), (D), and (G) of the MWELO, including sections related to use of Compost and mulch as delineated in this Section 14.

(d) If, after the adoption of this ordinance, the California Department of Water Resources, or its successor agency, amends 23 CCR, Division 2, Chapter 2.7, Sections 492.6(a)(3)(B) (C), (D), and (G) of the MWWELO September 15, 2015 requirements in a manner that requires Cities to incorporate the requirements of an updated MWELO in a local ordinance, and the amended requirements include provisions more stringent than those required in this Section, the revised requirements of 23 CCR, Division 2, Chapter 2.7 shall be enforced.

13.67.110 PROCUREMENT REQUIREMENTS FOR CITY DEPARTMENTS, DIRECT SERVICE PROVIDERS AND VENDORS:

City departments, direct service providers to the City and all vendors as applicable, must comply with the City's Recovered Organic Waste Product procurement policy and Recycled-Content Paper procurement policy.

13.67.120 INSPECTIONS AND INVESTIGATIONS BY THE CITY:

(a) City representatives and/or its Designee are authorized to conduct Inspections and investigations, at random or otherwise, of any collection container, collection vehicle loads, or transfer, processing, or disposal facility for materials collected from generators, or Source Separated materials to confirm compliance with this ordinance by Organic Waste Generators, Commercial Businesses (including Multi-Family Residential Dwellings), property owners, Commercial Edible Food Generators, haulers, Self-Haulers, Food Recovery Services, and Food Recovery Organizations, subject to applicable laws. This

Section does not allow the City to enter the interior of a private residential property for Inspection.

(b) Regulated entity shall provide or arrange for access during all Inspections (except for residential property interiors) and shall cooperate with the City's employee or its Designee during such Inspections and investigations. Such Inspections and investigations may include confirmation of proper placement of materials in containers, Edible Food Recovery activities, records, or any other requirement of this ordinance described herein. Failure to provide or arrange for: (i) access to an entity's premises; or (ii) access to records for any Inspection or investigation is a violation of this ordinance and may result in penalties described.

(c) Any records obtained by the City during its Inspections, and other reviews shall be subject to the requirements and applicable disclosure exemptions of the Public Records Act as set forth in Government Code Section 6250 et seq.

(d) City representatives, and/or Designee are authorized to conduct any Inspections, or other investigations as reasonably necessary to further the goals of this ordinance, subject to applicable laws.

(e) The City shall receive written complaints from persons regarding an entity that may be potentially non-compliant with SB 1383 Regulations, including receipt of anonymous complaints in accordance with SB 1383 Regulations (14 CCR Section 18995.3

13.67.130 ENFORCEMENT:

(a) Violation of any provision of this ordinance shall constitute grounds for issuance of a Notice of Violation and assessment of a fine by a City Enforcement Official or representative. Enforcement Actions under this ordinance are issuance of an administrative citation and assessment of a fine. The City's procedures on imposition of administrative fines are hereby incorporated in their entirety, as modified from time to time, and shall govern the imposition, enforcement, collection, and review of administrative citations issued to enforce this ordinance and any rule or regulation adopted pursuant to this ordinance, except as otherwise indicated in this ordinance.

(b) Other remedies allowed by law may be used, including civil action or prosecution as misdemeanor or infraction. The City may pursue civil actions in the California courts to seek recovery of unpaid administrative citations. The City may choose to delay court action until such time as a sufficiently large number of violations, or cumulative size of violations exist such that court action is a reasonable use of City staff and resources.

(c) Responsible Entity for Enforcement

(1) Enforcement pursuant to this ordinance may be undertaken by the City Enforcement Official, which may be the City Manager or their designated entity, legal counsel, or combination thereof.

(A) City Enforcement Official(s) will interpret this Chapter; determine the applicability of waivers, if violation(s) have occurred; implement Enforcement Actions; and, determine if compliance standards are met.

(B) City Enforcement Official(s) may issue Notices of Violation(s).

(d) Process for Enforcement

(1) City Enforcement Official(s) and/or their Designee will monitor compliance with the ordinance randomly and through Compliance Reviews, Route Reviews, investigation of complaints, and an Inspection program. Section 13.67.120 establishes the City's right to conduct Inspections and investigations.

(2) The City may issue an official notification to notify regulated entities of its obligations under the ordinance.

(3) For incidences of Prohibited Container Contaminants found in containers, the City or its Designee will issue an informational Notice of Contamination to any generator found to have Prohibited Container Contaminants in a container. Such notice will be provided via a cart tag or other communication immediately upon identification of the Prohibited Container Contaminants or within ten (10) days after determining that a violation has occurred. If the City or its Designee observes Prohibited Container Contaminants in a generator's containers on more than two (2) occasions, the City or its Designee may arrange for pick up and disposal of contaminated containers and assess contamination processing fees (such as return trip fees and extra pick-up fees) on the generator.

(4) To address violations of this Chapter, the City shall issue a Notice of Violation requiring compliance within thirty (30) calendar days after issuance of the notice, or such shorter reasonable specific time period as the City Enforcement Official shall assign within which the generator must correct or otherwise remedy each violation, but in no event less than twenty-four (24) hours from the date and time the Notice of Violation is issued.

(5) Absent compliance by the respondent within the deadline set forth in the Notice of Violation, the City shall commence an action to impose penalties, via an administrative citation and fine, pursuant to the Chapter/Section addressing fines & penalties of our MC, unless the City determines compliance deadline extensions as set forth in Section 13.67.130(f) are found to be warranted by extenuating circumstances.

(e) Penalty Amounts for Types of Violations

The penalty amounts for violation of this Chapter shall be consistent with the City's Administrative Remedies Ordinance or fee schedule (Resolution 8045 of the City of Redlands) and assessed as the rates referenced.

(f) Compliance Deadline Extension Considerations

The City may extend the compliance deadlines set forth in a Notice of Violation issued if it finds that there are extenuating circumstances beyond the control of the respondent that make compliance within the deadlines impracticable, including the following:

(1) Acts of God such as earthquakes, wildfires, flooding, and other emergencies or natural disasters;

(2) Delays in obtaining discretionary permits or other government agency approvals; or,

(3) Deficiencies in Organic Waste recycling infrastructure or Edible Food Recovery capacity and the City is under a corrective action plan with CalRecycle pursuant to 14 CCR Section 18996.2 due to those deficiencies.

(h) Appeals Process

Persons receiving an administrative citation containing a penalty for an uncorrected violation may request a hearing to appeal the citation. A hearing will be held only if it is requested within the time prescribed and consistent with the City's procedures in the City's codes for appeals of administrative citations. Evidence may be presented at the hearing. The City will appoint a hearing officer who shall conduct the hearing and issue a final written order.

(i) Education Period for Non-Compliance

Beginning January 1, 2022 and through December 31, 2023, the City will conduct Inspections, Route Reviews and/or waste evaluations, and Compliance Reviews, depending upon the type of regulated entity, to determine compliance, and if the City determines that Organic Waste Generator, Self-Hauler, hauler, Tier One Commercial Edible Food Generator, Food Recovery Organization, Food Recovery Service, or other entity is not in compliance, it shall provide educational materials to the entity describing its obligations under this ordinance and a notice that compliance is required by January 1, 2022, and that violations may be subject to administrative civil penalties starting on January 1, 2024.

(j) Civil Penalties for Non-Compliance

Beginning January 1, 2024, if the City determines that an Organic Waste Generator, Self-Hauler, hauler, Tier One or Tier Two Commercial Edible Food Generator, Food Recovery Organization, Food Recovery Service, or other entity is not in compliance with this ordinance, it shall document the noncompliance or violation, issue a Notice of Violation, and take Enforcement Action as needed."

Section 2. CEQA Exemption. The City Council finds and determines that this Ordinance is exempt from the California Environmental Quality Act (CEQA) under State CEQA

Guidelines Sections 15061(b)(3) and 15308 on the grounds that it can be seen with certainty that the enhanced solid waste regulations, as provided for this Ordinance will not have a significant effect on the environment and that the new requirements, which strengthens requirements for the handling of solid waste, represents actions by a regulatory agency (the City) for the protection of the environment.

Section 3. Repeal of Conflicting Provisions. All provisions of the Redlands Municipal Code heretofore adopted by the City Council of the City of Redlands that conflict with the provisions of this Ordinances is hereby replaced as of the effective date hereof.

Section 4. Severability. The City Council declares, that should any provision, section, paragraph, sentence or word of the Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Ordinance as hereby adopted shall remain in full force and effect.

Section 5. Effective Date. This Ordinance shall take effect thirty (30) days after full passage.

Section 6. Publication. The Mayor shall sign this Ordinance and the City Clerk shall certify to the adoption of this ordinance and shall cause it, or a summary of it, to be published once in the Redlands Daily Facts, a newspaper of general circulation with the City, and thereafter, this ordinance shall take effect as provided by law.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Ordinance was duly adopted by the City Council at the regular meeting thereof, held on the 4th day of October 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Jeanne Donaldson, City Clerk

City Council Meeting **I. 18.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve a Facility Use Agreement with the San Bernardino County Department of Adult and Aging Services (SBCDAAS) for use of the Senior Center to provide senior citizens with community resources, bus passes, and assistance with the Home Energy Assistance Program and determine that approval of the agreement is exempt from environmental review pursuant to Section 15061 (b)(3) of the State's guidelines implementing the California Environmental Quality Act Guidelines (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motions are provided:

1. I move that the City Council determine that approval of the Facility Use Agreement with the SBCDAAS is exempt from environmental review pursuant to Section 15061 (b)(3) of the State's guidelines implementing the California Environmental Quality Act, and

2. I move that the City Council approve the Facility Use Agreement with SBCDAAS.

RECOMMENDATION:

Staff recommends that the City Council approve the Facility Use Agreement with SBCDAAS. In addition, staff recommends that the City Council determine that approval of the agreement is exempt from environmental review pursuant to Section 15061 (b)(3) of the State's guidelines implementing the California Environmental Quality Act.

DISCUSSION:

The San Bernardino County Department of Aging and Adult Services (SBCDAAS) is a San Bernardino County agency dedicated to helping seniors and at risk individuals to improve or maintain choice, independence and quality of life. The department works to ensure seniors and adults with disabilities have the right to age in place in the least restrictive environment. The attached Facility Use Agreement (Agreement) with the SBCDAAS allows for use of the Grand View classroom, 500 square feet, located at the Redlands Community Senior Center at 111 W. Lugonia Avenue ("Premises"). With the approval of the Agreement, the Recreation Division and SBCDAAS will develop a partnership that allows SBCDAAS use of the Premises to provide senior citizens with community resources, bus passes, and assistance with the Home Energy Assistance Program.

This proposed Facility Use Agreement creates a new agreement between the City and SBCDAAS. The new agreement is attached for the City Council's consideration. Furthermore, the approval of the Facility Use Agreement is categorically exempt from environmental review in accordance with California Environmental Quality Act Section 15061 (b)(3).

ALTERNATIVES:

The City Council may deny the approval of the Agreement.

STRATEGIC PLAN:

Supports Objective E-8: Enhance recreational program services

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager

PREPARED BY:
Joe Bierma, Administrative Analyst

Fiscal Impact

Fiscal Year: FY 2022-23

Revenue Generating: N

Appropriation Required Y/N: N

Discussion:

Pursuant to the agreement, the per hour fees for use of the Premises will be waived. However, use of the Premises will provide services to the community for senior citizens in the community such as bus passes, and assistance with the Home Energy Assistance Program.

Attachments

A. Facility Use Agreement

CITY OF REDLANDS
FACILITY USE AGREEMENT

This Facility Use Agreement ("Agreement") dated the 18th day of October, 2022, (“Effective Date”), by and between the City of Redlands, a municipal corporation and general law city ("City"), and San Bernardino County on behalf of the San Bernardino County Department of Adult and Aging Services ("SBCDAAS"). City and SBCDAAS are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

ARTICLE 1. PREMISES

Section 1.01. City agrees to permit SBCDAAS to use the Grand View Classroom, consisting of approximately 500 square feet, located at the Redlands Community Senior Center, 111 West Lugonia Avenue, Redlands, California (the “Premises”) on the terms and conditions hereinafter set forth.

ARTICLE 2. TERM

Section 2.01. This Agreement shall be for a term of three (3) consecutive years commencing on its Effective Date, unless earlier terminated as provided for herein.

ARTICLE 3. RENT

Section 3.01. The per hour fee for SBCDAAS’ use of the Premises during the term of this Agreement shall be waived.

ARTICLE 4. USE OF PREMISES

Section 4.01. The Premises shall be used for the exclusive purpose of operating the San Bernardino County’s Department of Adult and Aging Services Outreach program. The program will provide senior citizens in the community with community resources, bus passes, and assistance with the Home Energy Assistance Program (HEAP). SBCDAAS shall not use or permit the Premises to be used for any other purpose without the prior written consent of City.

Section 4.02. Operation of Business. During the term of this Agreement, SBCDAAS shall, unless prevented by conditions beyond its control, conduct business of the type and nature specified in Section 4.01 of this Agreement on the Premises in a safe and business-like manner. The Premises shall be used only for the time and dates approved for SBCDAAS as identified on City’s Facility Rental form. In the event that scheduling modifications are necessary, SBCDAAS shall make a forty-five (45) day advance schedule change request to City indicating the proposed modification. City shall respond to such requests within two (2) weeks of receipt. City may charge SBCDAAS a fee in the amount of Sixty-One Dollars ($61.00) per hour for any scheduling changes made by SBCDAAS without the aforementioned forty-five (45) day notice. SBCDAAS shall assume full responsibility for its personal property used at the Premises, and shall hold City

harmless for any and all theft or property damage relating to SBCDAAS' personal property.

Section 4.03. User Responsibility. SBCDAAS shall be solely responsible for any set up and cleaning associated with its use of the Premises, and shall maintain the Premises in a clean and litter free manner.

Section 4.04. Insurance Hazards. SBCDAAS shall not commit, or permit the commission of, any acts on the Premises, or use or permit the use of the Premises, in any manner that will increase the existing rates for, or cause the cancellation of, any fire, liability, or other insurance policy insuring the Premises or the improvements on the Premises. SBCDAAS shall, at its own cost and expense, maintain insurance for all personal property and improvements on the Premises.

Section 4.05. Waste or Nuisance. SBCDAAS shall not commit, or permit the commission by others, of any waste on the Premises. SBCDAAS shall not maintain, commit or permit the maintenance or commission of any nuisance on the Premises, and SBCDAAS shall not use or permit the use of the Premises for any unlawful purpose.

Section 4.06. Compliance with Laws. SBCDAAS shall, at SBCDAAS sole cost and expense, comply with all statutes, ordinances, regulations and requirements of all governmental entities, federal, state and county or municipal, relating to SBCDAAS use and occupancy of the Premises for SBCDAAS operation of business whether those statutes, ordinances, regulations and requirements are now in force or are subsequently enacted. The judgment of any court of competent jurisdiction, or the admission by SBCDAAS in a proceeding brought against SBCDAAS by any government entity that SBCDAAS has violated any such statute, ordinance, regulation or requirement shall be conclusive as between City and SBCDAAS and shall constitute grounds for termination of this Agreement by City.

ARTICLE 5. INDEMNITY AND INSURANCE

Section 5.01. SBCDAAS shall defend, indemnify and hold harmless City, and its elected officials, officers, employees and agents from and against any and all claims, causes of action, damages and liability resulting from SBCDAAS negligent acts or omissions, and the willful misconduct of SBCDAAS, and that of SBCDAAS agents, employees and invitees, during SBCDAAS occupation and use of the Premises during the term of this Agreement. This section shall survive any termination or expiration of this Agreement.

Section 5.02. City shall defend, indemnify and hold harmless SBCDAAS, and its elected officials, officers, employees and agents from and against any and all claims, causes of action, damages and liability resulting from City's negligent acts or omissions, and the willful misconduct of City, and that of City's agents, employees and invitees, during SBCDAAS occupation and use of the Premises during the term of this Agreement. This section shall survive any termination or expiration of this Agreement.

Section 5.03 City and SBCDAAS are authorized self-insured public entities for purposes of Professional Liability, General Liability, Automobile Liability, Worker's Compensation and Property Damage and warrant that through their respective

programs of self-insurance, they have adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this Agreement. Prior to occupancy of the Premises, SBCDAAS shall provide City with Exhibit "A," titled "Workers' Compensation Insurance Certification" which is attached hereto and incorporated by reference herein.

Section 5.04 It is the express intention of the Parties that SBCDAAS is, and shall remain during the term of this Agreement, an independent contractor and not be an agent or employee of City.

ARTICLE 6. TAXES AND UTILITIES

Section 6.01. City shall pay, and hold SBCDAAS free and harmless from, all charges for the furnishing of gas, water, sewer, electricity, solid waste disposal and other public utilities provided to the Premises during the term of this Agreement. SBCDAAS shall pay, and hold City free and harmless from, all charges for telephone usage by SBCDAAS at the Premises.

ARTICLE 7. ASSIGNMENT PROHIBITED

Section 7.01. This Agreement is personal to SBCDAAS. SBCDAAS shall not encumber, assign, sublease or otherwise transfer this Agreement, or any right or interest therein, without the prior written consent of City. Any encumbrance, assignment, sublease or transfer without such prior written consent of City shall constitute an immediate breach of this Agreement and may notwithstanding any other provision of this Agreement and at the sole discretion of City, result in the immediate termination of this Agreement.

ARTICLE 8. ATTORNEYS' FEES

Section 8.01. In the event any action is commenced to enforce or interpret the terms or conditions of this Agreement, the prevailing party shall, in addition to any costs and other relief, be entitled to the recovery of its reasonable attorneys' fees, including fees for use of in-house counsel by a Party.

ARTICLE 9. NOTICES

Section 9.01. Any notice or other communication required, or which may be given, pursuant to this Agreement, shall be in writing. Any such notice shall be deemed delivered (i) on the date of delivery in person; (ii) five (5) days after deposit in first class registered mail, with return receipt requested; (iii) on the actual delivery date if deposited with an overnight courier; or (iv) on the date sent by facsimile, if confirmed with a copy sent contemporaneously by first class, certified, registered or express mail; in each case properly posted and fully prepaid to the appropriate address set forth below, or such other address as a party may provide notice in accordance with this section:

CITY	SAN BERNARDINO COUNTY
Jeanne Donaldson, City Clerk P.O. Box 3005 Redlands, CA 92373 jdonaldson@cityofredlands.org 909-798-7531	Pete Mendoza, Interim Director Purchasing Department 777 E. Rialto Ave. San Bernardino, CA 92415-0760 Pete.Mendoza@pur.sbcounty.gov 909-387-2073

ARTICLE 10. TERMINATION

Section 10.01. Either Party may terminate this Agreement, without cause, by providing ninety (90) days prior written notice to the other Party specifying the date for termination of this Agreement. In the event of any breach of this Agreement by SBCDAAS, in addition to any other rights or remedies City may have, City shall have the option of immediately terminating this Agreement. All remedies of City under this section shall be cumulative and in addition to any other legal or equitable rights and remedies which City may have.

ARTICLE 11. ENTIRE AGREEMENT

Section 11.01. This Agreement constitutes the entire agreement between City and SBCDAAS respecting SBCDAAS' use of the Premises, and correctly sets forth the obligations of City and SBCDAAS to each other as of its Effective Date. Any agreements or representations between the Parties respecting the Premises not expressly set forth in this Agreement are null and void.

Section 11.02. No waiver by either Party of any provision of this Agreement, or waiver of any breach of this Agreement, shall be deemed to be a waiver of any other provision of this Agreement, or of any subsequent breach by either Party of the same of any other provision of this Agreement. Neither the failure nor any delay on the part of the either Party to exercise any such rights and remedies will operate as a waiver thereof, nor does any single or partial exercise by either Party of any such right or remedy preclude any other or further exercise of such right or remedy, or any other right or remedy.

Executed as of the 18th day of October, 2022, at Redlands, California.

[Signature Page Follows]

CITY OF REDLANDS

By: _____

Paul T. Barich, Mayor

ATTEST:

_____

Jeanne Donaldson, City Clerk

SAN BERNARDINO COUNTY ON BEHALF OF THE DEPARTMENT OF ADULT AND AGING SERVICES

By: _____

Pete Mendoza

Title: Interim Director, Purchasing Department

EXHIBIT "A"

WORKERS' COMPENSATION INSURANCE CERTIFICATION

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

(a) By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.

(b) By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

_____I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

San Bernardino County Date: _____

By:_____

City Council Meeting **I. 19.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve the request for in-kind support in the amount of $13,504 related to the Redlands Veterans Day Celebration event hosted by the Redlands Hometown Heroes Foundation on November 11, 2022; approve the request to close E. Citrus Ave., Eureka St., W. State St., Center St., and Redlands Blvd. for the event; authorize the request for the sale and consumption of alcoholic beverages in Jennie Davis Park during the event; and determine that the approval of the request is exempt from environmental review pursuant to Section 15311 of the state's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motions are provided:

1. I move that the City Council determine that approval of the request for the event in Jennie Davis Park during the Redlands Veterans Day Celebration is exempt from environmental review pursuant to Section 15311 of the State's guidelines implementing the California Environmental Quality Act; and

2. I move to authorize and approve a request for in-kind support in the amount of $13,504 related to this event; and

3. I move to authorize the temporary closure of E. Citrus Ave., Eureka St., W. State St., Center St., and Redlands Blvd., on November 11, 2022; and

4. I move to approve the request for the sale and consumption of alcoholic beverages in Jennie Davis Park during the Redlands Veterans Day Celebration to be held on November 11, 2022.

RECOMMENDATION:

Staff recommends that City Council determine that approval of the request for the event in Jennie Davis Park during the Redlands Veterans Day Celebration is exempt from environmental review pursuant to Section 15311 of the state's guidelines implementing the California Environmental Quality Act (CEQA) and approve the temporary street closures of E. Citrus Ave., Eureka St., W. State St., Center St., and Redlands Blvd. on November 11, 2022, for the event.

Additionally, staff recommends that the City Council direct staff accordingly concerning the request for in-kind support and further recommends that the City Council provide staff direction regarding the request for the sale and consumption of alcoholic beverages.

DISCUSSION:

The Facilities and Community Services Department manages the administration and issuance of permits for special events held in public areas of the City. Upon the issuance of a special event permit, the event may take place contingent on the event organizer paying the required fees. The City recognizes the value of partnering with non-profit agencies and organizations to provide services beneficial to the community. In an effort to provide support for programs that provide a community benefit, the City Council will, from time to time, consider the authorization of in-kind support including the use of City resources and facilities in support of a special event.

The Redlands Hometown Heroes Foundation (Foundation) has reserved Jennie Davis Park on Friday, November 11, 2022, for the Redlands Veterans Day Celebration event to be held from 7:00 a.m. to 4:00 p.m. The Foundation is also requesting approval to temporarily close E. Citrus Ave., Eureka St., W. State St., Center St., and Redlands Blvd., for the parade as part of their event between the hours of 7:00 a.m. to 12:00 p.m. Additionally, they are requesting in-kind support in the amount of $13,504.00 for departmental resources including Police Personnel, and the reservation of Jennie Davis Park. The Redlands Hometown Heroes Foundation is a non-profit organization operating out of Redlands, CA.

The American Legion Post #106 will be responsible for operating the proposed pouring station and for obtaining the Daily License to Serve Alcohol from the Office of Alcohol Beverage Control. The American Legion Post No. 106 is requesting permission to serve beer and wine at the event that will end no later than 4:00 p.m. The City Council's approval is necessary to authorize the consumption of alcohol for this event due to its location. Staff's approval authority is limited to only enclosed public areas in public parks as defined by Resolution No. 7559 and therefore the granting of this request is outside city

staff's purview.

The event is exempt from the requirements of the California Environmental Quality Act’s guidelines pursuant to Section 15311(c). Section 15311(c), accessory structures Class 11 consists of construction, or replacement of minor structure accessory to existing commercial, industrial, or institutional facilities, including placement of seasonal or temporary use items such as mobile food units, portable restrooms or similar items in generally the same locations from time to time in publicly owned parks or other facilites designed for public use

ALTERNATIVES:

The City Council may deny the request.

STRATEGIC PLAN:

Priority A - Quality of Life, Strategic Objective 1. Beautification, Arts and Culture.

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director
Christopher R. Catren, Police Chief

PREPARED BY:
Larry Alms, Administrative Assistant II

Fiscal Impact

Fiscal Year:	FY 2022-23
Amount:	$13,504

Discussion:

In anticipation of the City Council's consideration of this request, staff has compiled the following table outlining costs related to fees established by resolution of the City Council and departmental charges pertaining to personnel and equipment resources necessary for the support of the event. The departmental charges are costs outside of normal city operations that would not be incurred by the City if the special event was not taking place.

Departmental Charges (Personnel & Equipment)	2022 Amount	Type	2021 Amount
Police Personnel[1]	$12,220.00	Hard Cost	$6,960.00
Facilities & Community Services Personnel[1]	$712.50	Hard Cost	$712.50
Facilities & Community Services Equipment	$477.50	Soft Cost	$477.50
Personnel & Equipment Subtotal	**$13,410.00**		**$8,150.00**
Fees Established by City Council Resolution			
Jennie Davis Park Reservation Permit	$94.00	Soft Cost	$94.00
Fees Subtotal	**$94.00**		**$94.00**
Total Departmental Charges and Fees	**$12,932.50** (hard) **$571.50**(soft) **$13,504.00 (Total)**		**$8,244.00**

[1]Personnel costs are calculated conservatively assuming the highest staff cost scenario. Actual costs may vary on the day of the event based on the actual staff present. Actual costs will be confirmed following the event and will be included in a reconciliation report presented to the City Council.

The following table summarizes the total estimated costs associated with the use of City resources and in-kind support approved for events scheduled during Fiscal Year 2022-23 to date:

TABLE 2: FY 2022-23 Fee Waivers to date

Hard Costs	Soft Costs	Deposits Refunded	In-kind support Amount	Net Amount
$133,334.00	$4,898.00	$4,300.00	$142,532.00	$138,232.00

Attachments

A. In-Kind Support Request

B. Authorization to Serve Alcohol

C. Verification of Nonprofit

City of Redlands *In-Kind Support Request*

Event Name: Redlands Veterans Day Celebration

Event Date(s): 11/11/2022 **Location(s):** Multiple

Rain Out Date: none **Beginning Time:** 7am **End Time:** 4pm

Describe Your Request:

This completed form with all supporting documentation shall be submitted a minimum of 60 days prior to the scheduled event. Additional information may be attached to this application form, as needed.

Annual Veterans Day Parade and Ceremony/Celebration in Jennie Davis Park

Select and Describe All City Provided Services That May Apply to Your Request :

- [x] Traffic (*Personnel, equipment, cones, barricades, no-parking*
- [x] Police (*Public Safety Personnel)*
- [ ] Fire (*Paramedics, Inspectors)*
- [x] Parks *(Cleanup Personnel, Ball Field Lights)* Jennie Davis Park
- [ ] Facility

Refuse/Recycling *(Event Receptacles, Roll-Off Service)* acquired by Event Organizers through Redlands Customer Service

Section 13.65 of the Redlands Municipal Code requires that events that serve more than 2,000 individuals per day will be required to submit for review and approval a Large Venue Recycling Plan. The Quality of Life Department may require smaller events to comply with City recycling practices as a condition of waiving fees.

- [ ] Other

Group/Organization Name: Redlands Hometown Heroes Foundation

Is your Group/Organization a Registered Non-Profit: [x] Yes [ ] No **Non-Profit Federal Tax ID Number:** 82-4717141

Does your Group/Organization Presently Have Liability Insurance? [ ] Yes [x] No

Please be advised that depending upon your request, you may be required to provide proof of insurance coverage in an amount determined by the City and naming the City as an additional insured.

Has your Group/Organization received fee waivers from the City in the past? Yes

Primary Contact Name & Title: John Fulton, Parade Committee Chairman

Mailing Address: PO Box 7709 Redlands, CA 92375

Phone Number: 909-213-1398 **E-Mail Address:** redlandsveteransparade@gmail.com

Updated 6/2021

As a part of our commitment to fiscal responsibility, the City of Redlands gathers data associated with the economic and social benefits associated with in-kind support. Please provide estimates, as applicable, for your event.

Positive outcomes for your organization from this	Honoring local veterans
Describe what economic benefit and impact this event will bring to the City:	Attendees will purchase food and beverages from local vendors and Legion Post 106. Positive impact to the city for recognizing and honoring our local veterans.

In April 2002, the City Council adopted Resolution No. 6038, which encourages groups or organizations requesting in-kind support from the City to use local businesses when procuring goods and services associated with the event. Receipts will need to be submitted through a follow up form. Failure to submit post event documentation (within 15 days) may affect future requests.

	Proposed Event	Previous Event Actuals	Vendors
Attendance: Redlands Residents	1200	1200	2
Attendance: Non-Residents	200	200	
Food & Beverage Sales	$300	$300	
Merchandise Sales	0	0	
Ticket/Entrance Fees	$500	$490	
Other	$14,500	$14,000	
Total Revenue	$15,000	$14,490	

I certify that all statements on this application are true and complete to the best of my knowledge.

Signature: John Fulton **Title:** Parade Committe Chairperson

Please Print Your Name: John Fulton **Date:** 9/6/2022

To Be Completed by the City of Redlands

Date Received: **Received By:**

Notes:

City Manager Approval: City Council Approval:

CITY OF REDLANDS
APPLICATION REQUESTING AUTHORIZATION TO SERVE ALCOHOL

TYPE/NAME OF EVENT: HOME TOWN HEROS

DATE OF EVENT: 11-11-22 HOURS: 8 - 4

LOCATION: _____

APPLICANT'S INFORMATION:

INDIVIDUAL/ORGANIZATION NAME: AMERICAN LEGION #106

CONTACT PERSON: RON JACKSON PHONE: _____

EMAIL: ALLSTAR069@AOL.COM ADDRESS: 814 W COLTON AVE 92374

EVENT INFORMATION:

ARE FEES BEING CHARGED FOR EVENT? YES ☐ NO ☒ PRICE: _____

ARE FEES BEING CHARGED FOR ALCOHOL? YES ☒ NO ☐ PRICE: $5.00

TYPE OF ALCOHOL BEING SERVED: BEER ☒ WINE ☒ DISTILLED SPIRITS ☐

RELEASE, HOLD HARMLESS AND AGREEMENT NOT TO SUE

I, the undersigned, representing AMERICAN LEGION POST 106 and in consideration of being permitted to conduct the Event, agree that the members/participants of HOME TOWN HEROS shall defend, indemnify and hold harmless the City of Redlands, its elected officials, officers, boards, commissions, agents and employees from and against any and all claims, demands, actions, suits, damages, liabilities and judgments of every kind and nature and regardless of the merit of the same, arising out of the use of City of Redlands' facilities.

The members/participants of HOME TOWN HEROS hereby release, discharge and agree not to sue the City of Redlands for any injury, death or damages to or loss of property arising out of or in connection with this event from whatever cause.

I HAVE CAREFULLY READ THIS RELEASE, HOLD HARMLESS AND AGREEMENT NOT TO USE AND FULLY UNDERSTAND ITS CONTENTS. I REPRESENT I HAVE THE FULL AUTHORITY TO EXECUTE THIS FULL RELEASE OF LIABILITY ON BEHALF OF THE MEMBERS/PARTICIPANTS OF RON JACKSON AND THAT I HAVE SIGNED THIS AGREEMENT ON:

Date: 9-14-22 Signature: Ron Jackson

AUTHORIZATION

Pursuant to the use of alcohol within the City property noted above, the City of Redlands grants you permission to do so with the following conditions set forth by the City Council:

ALCOHOL RELATED TO PARKS:

Redlands Municipal; Code, Section 12.44.270 does allow, pursuant to a written permit from the Quality of Life Director, a person or persons to drink or consume alcoholic beverages in public parks, only in enclosed public areas as defined by resolution of the City Council. Any other locations within the City's property requires the City Council approval and designation of the place for the sale and consumption thereof.

Tape or fencing of some kind shall be used for setting off the area for which the alcoholic beverages are served and consumed. Alcohol sales and distribution shall cease one hour prior to end of the event unless otherwise directed by RPD or ABC office.

ALCOHOL RELATED TO AIRPORT:

12.56.090: USE OF INTOXICATING LIQUOR OR DRUGS: No person shall operate or assist in the operation of any aircraft while under the influence of, or using, any intoxicating liquor or habit forming or hallucinatory or narcotic drug. No alcoholic beverage may be consumed or sold on the airport unless the city council shall have approved and designated the place for the sale and consumption thereof.

APPROVED: _____ DATE: _____ DENIED: _____ DATE: _____

CITY COUNCIL DATE (if applicable): _____

Redlands Hometown Heroes Foundation

EIN: 82-4717141 | Redlands, CA, United States

Determination Letter

A favorable determination letter is issued by the IRS if an organization meets the requirements for tax-exempt status under the Code section the organization applied.

> **Final Letters**

Publication 78 Data

Organizations eligible to receive tax-deductible charitable contributions. Users may rely on this list in determining deductibility of their contributions.

On Publication 78 Data List: Yes

Deductibility Code: PC

Form 990-N (e-Postcard)

Organizations who have filed a 990-N (e-Postcard) annual electronic notice. Most small organizations that receive less than $50,000 fall into this category.

> **Tax Year 2021 Form 990-N (e-Postcard)**

> **Tax Year 2020 Form 990-N (e-Postcard)**

City Council Meeting **I. 20.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Approve a First Amendment to the Public Works Contract with DEARK E&C, INC. for the Senior Center Outdoor Dining Facilities Construction Project No. 03012022JN to extend time for completion by ninety (90) calendar days (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motion is provided:

I move to approve the First Amendment to the Public Works Contract with DEARK E&C, INC. for the Senior Center Outdoor Dining Facilities Construction Project to extend the time for completion by ninety (90) calendar days.

RECOMMENDATION:

Staff recommends City Council approve the First Amendment to the Public Works Contract with DEARK E&C, INC. for the Senior Center Outdoor Dining Facilities Construction Project to extend the time for completion by ninety (90) calendar days.

DISCUSSION:

On June 21, 2022, City Council approved a Public Works Contract with DEARK E&C, INC. to construct the Senior Center Outdoor Dining Facilities Construction project for an amount not-to-exceed $314,190. This project is funded by the County of San Bernardino's Fiscal Year 2021-22 Community Development Block Grant COVID-19 (CDBG-CV3) and the scope of the work includes the construction of an ADA-compliant ramp, fabrication and installation of guardrails, chain link fence and gate, concrete block wall, storm drain and raised planters.

Recently, DEARK E&C, INC. notified staff that the lead time for project materials is lengthy and exceeds the Contract completion deadline. Therefore, staff is recommending a Contract amendment to increase the Contract time for completion by ninety (90) calendar days, resulting in a revised Contract time for project completion of one hundred eighty (180) calendar days. This is the only Contract revision proposed.

ALTERNATIVES:

City Council may elect not to approve this action. However, electing not to approve this action may result in the project not being completed and a loss or reduction of CDBG funding in the future.

STRATEGIC PLAN:

N/A

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Tricia Munoz, Management Analyst/Development Services
Tabitha Kevari, Senior Manager/FCS

PREPARED BY:
Jawad Naderi, Associate Engineer

Fiscal Impact

Discussion:
Approval of this action has no impact on the General Fund.

Attachments

First Amendment to Deark E&C, Inc. Contract
Executed Contract (Reference only)

FIRST AMENDMENT TO PUBLIC WORKS CONSTRUCTION CONTRACT

This first amendment ("First Amendment") to the Public Works Construction Contract for the Senior Center Outdoor Dining Facilities Construction Project for the ("Contract"), dated June 21, 2022, by and between the City of Redlands, a municipal corporation and a general law city ("City"), and Deark E&C, INC. ("Contractor"), is made and entered into this 18th day of October, 2022**.**

RECITALS

WHEREAS, it is the desire of the City and Contractor to amend their existing Contract, specifically to amend the time for completion of the contract to January 21, 2023.

NOW, THEREFORE, for good and valuable consideration in the receipt of which is hereby acknowledge City and Contractor agree as follows:

AGREEMENT

Section 1. Section 3 of the contract, entitled "Time for completion," is hereby amended to read as follows:

"3 TIME FOR COMPLETION: The Work shall be completed within one hundred eighty (180) calendar days from and after the date of City's issuance of a Notice to Proceed to Contractor."

Section 2. All other provisions of the Agreement shall remain unchanged by this First Amendment and in effect.

Section 3. This Amendment may be executed in counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument.

CITY OF REDLANDS

By: _____
Paul T. Barich, Mayor

DEARK E&C, INC.

By: _____
Dong Keun Jin, President

ATTEST:

_____
Jeanne Donaldson, City Clerk

L:\ca\Agreements\Deark_EC First Amendment-FY22-0036.docx

PUBLIC WORK CONSTRUCTION CONTRACT

This Public Work Construction contract ("Contract") is made and entered into this 21st day of June, 2022, by and between the City of Redlands, a municipal corporation, organized and existing under the laws of the State of California (hereinafter "City"), and Deark E&C, Inc. (hereinafter "Contractor"). City and Contractor are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

In consideration of the mutual promises contained herein, City and Contractor agree as follows:

1. **SCOPE OF WORK:** Contractor shall furnish all materials and will perform all of the work for the following: Senior Center Outdoor Dining Facilities Construction Project No. 03012022JN, complete all items as required by the Contract Documents (as herein defined) and Specifications for City's Senior Center Outdoor Dining Facilities Construction Project No. 03012022JN (the "Work").

2. **CONTRACT SUM:** City shall pay Contractor the sum of Three Hundred Fourteen Thousand One Hundred Ninety Dollars ($314,190.00) as consideration for its performance of the Work in accordance with the terms and conditions set forth in the Contract Documents. Pursuant to Public Contract Code Section 22300, Contractor has the option to deposit securities with an escrow agent as a substitute for retention of earnings required to be withheld by City pursuant to an escrow agreement as set forth in Public Contract Code section 22300.

3. **TIME FOR COMPLETION:** The Work shall be completed within Ninety (90) calendar days from and after the date of City's issuance of a Notice to Proceed to Contractor.

4. **LIQUIDATED DAMAGES:** Contractor's failure to complete the Work within the time allowed will result in damages being sustained by City. Such damages are, and will continue to be, impracticable and extremely difficult to determine. Accordingly, Contractor shall pay to City, or have withheld from monies due to Contractor, the sum of Five Hundred Dollars ($500) for each consecutive calendar day in excess of the specified time for completion of the Work. Execution of this Contract shall constitute agreement by City and Contractor that Five Hundred Dollars ($500) per day is the estimated damage to City caused by the failure of the Contractor to complete the work within the allowed time. Such sum is liquidated damages and shall not be construed as a penalty, and may be deducted from payments due the Contractor if such delay occurs.

5. **CONTRACT DOCUMENTS:** This Contract incorporates by reference the following: Notice Inviting Bids, Instructions to Bidders, Contractor's Proposal, Bid Bond, Agreement, Performance Bond, Labor and Material Bond, Plans, General Conditions, Special Provisions and Specifications, and any addenda thereto (collectively, the "Contract Documents").

6. **ATTORNEYS' FEES:** In the event any action is commenced to enforce or interpret the terms or conditions of this Contract, or the Contract Documents, the prevailing Party in such action, in addition to any costs and other relief, shall be entitled to recover its reasonable attorneys' fees, including fees for use of in-house counsel by a Party.

7. **RESOLUTION OF CONSTRUCTION CLAIMS:** Claims by Contractor in the amount of Three Hundred Seventy-Five Thousand Dollars ($375,000) or less shall be made by Contractor and processed by the City pursuant to the provisions of Part 3, Chapter 1, Article 1.5 of the Public Contract Code (commencing with Section 20104). All claims shall be in writing and include the documents necessary to substantiate the claim. Nothing in subdivision (a) of Public Contract Code

Section 20104.2 shall extend the time limit or supersede the notice requirements provided in this case from filing claims by Contractor.

8. **ELIGIBILITY OF CONTRACTOR/SUBCONTRACTOR:** Contractor and all of its subcontractors shall abide by California Public Contract Code, Section 6109, and California Labor Code Sections 1777.1 and/or 1777.7, and certify that they are not debarred and are eligible to work on this project.

9. **ASSIGNMENT OF AGREEMENT:** No assignment by a Party of any rights or interests under this Contract shall be binding on another Party without the written consent of the Party sought to be bound.

10. **SUCCESSORS AND ASSIGNS:** City and Contractor each binds itself and their respective successors and assigns in respect to all covenants, agreements, and obligations contained in the Contract Documents.

11. **SEVERABILITY:** Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon City and Contractor.

IN WITNESS WHEREOF, the Parties hereto have executed this Contract the day and year first written above.

CITY OF REDLANDS

(SEAL)

By: _____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

(SEAL)

Deark E&C, Inc
Name of Contractor

By: _____
Signature of Authorized Agent

President
Title

_____
Signature of Authorized Agent (if necessary)

_____
Title

1059536
Contractor's License No.

WORKER'S COMPENSATION INSURANCE CERTIFICATION

Description of Contract: City of Redlands
Facilities and Community Services Department
Senior Center Outdoor Dining Facilities Construction Project
Project No. 03012022JN

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

a. By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.
b. By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

✓ I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____ I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

Dated this 20th day of June, 2022.

Deark E&C, Inc
(Contractor)

(Signature)

President
(Official Title)

(SEAL)

(Labor Code Section 1861 provides that the above certificate must be signed and filed by the Contractor with the Owner prior to performing the work of the contract.)

THE FINAL PREMIUM IS PREDICATED ON THE FINAL CONTRACT AMOUNT

Issued in two (2) original counterparts

FAITHFUL PERFORMANCE BOND

Bond No. CAC721627
Premium: $7,855.00

Whereas, the City of Redlands ("City"), State of California, and DEARK E&C, INC. (hereinafter designated as "Principal") have entered into an agreement dated June 21, 2022 ("Agreement") whereby Principal agrees to install and complete certain public improvements (the "Work"), which said Agreement is identified as Senior Center Outdoor Dining Facilities Construction, Project No.03012022JN and is hereby referred to and made a part hereof; and

Whereas, said Principal is required under the terms of the Agreement to furnish a bond for the faithful performance of the Work, now, therefore, we, the Principal and, Merchants Bonding Company (Mutual) , as Surety, are held and firmly bound unto the City in the penal sum of Three hundred fourteen thousand one hundred ninety dollars ($314,190.00) lawful money of the United States, for the payment of which sum we bind ourselves, and our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the Agreement and any alteration thereof made as therein provided, on his or its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall faithfully fulfill the one-year guarantee of all materials and workmanship, and shall defend, indemnify and save harmless the City and its elected officials, officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligations, all to be taxed as costs and included in the judgment rendered.

As a condition precedent to the satisfactory completion of the Work, the above obligation shall hold good for a period of one (1) year or longer if required by the Agreement after the acceptance of the work by the City, during which time if the Principal shall fail to make full, complete, and satisfactory repair and replacements and totally protect the City from loss or damage made evident during this period from the date of completion of the Work, and resulting from or caused by defective materials or faulty workmanship, the above obligation in penal sum thereof shall remain in full force and effect. The obligations of Surety hereunder shall continue so long as any obligation of the Principal remains.

Whenever the Principal shall be, and is declared by the City to be, in default under the Agreement, the City having performed the City obligations thereunder, the Surety shall promptly remedy the default, or shall promptly, at the City's option:

1. Complete the Work in accordance with its terms and conditions; or

2. Obtain a bid or bids for completing the Work in accordance with its terms and conditions, and upon determination by Surety of the lowest responsive and responsible bidder, arrange for a contract between such bidder and the City, and make available as work progresses sufficient funds to pay the cost of completion of the Work less the balance of the Agreement price, but not exceeding, including other costs and damages for which Surety may be liable hereunder, the amount set forth above. The term "balance of the Agreement price," as used in this paragraph, shall

mean the total amount payable to the Principal by the City under the Agreement and any modifications thereto, less the amount previously properly paid by the City to the Principal.

Surety expressly agrees that the City may reject any contractor or subcontractor which may be proposed by Surety in fulfillment of its obligations in the event of default by the Principal.

Surety shall not utilize the Principal in completing the Work nor shall Surety accept a bid from the Principal for completion of the Work if the City, when declaring the Principal in default, notifies Surety of the City's objection to the Principal's further participation in the completion of the Work.

No right of action shall accrue on the bond to or for the use of any person or corporation other than the City named herein or the successors or assigns of the City. Any suit under this bond must be instituted within the applicable statute of limitations period.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Agreement or to the work or to the specifications.

No final settlement between the City and the Principal shall abridge the right of any beneficiary hereunder whose claim may be unsatisfied.

The Principal and Surety agree that if the City is required to engage the services of any attorney in connection with the enforcement of this bond, each shall pay the City's reasonable attorneys' fees incurred, with or without suit, in addition to the above sum.

In witness whereof, this instrument has been duly executed by the Principal and Surety above named, on June 16th, 2022.

(SEAL)

Deark E&C, Inc.
(Contractor)

(Signature)

(SEAL)

Merchants Bonding Company (Mutual)
(Surety)

BY:
Shaunna Rozelle Ostrom (Signature) Attorney-in-Fact

Address: 6700 Westown Parkway
West Des Moines, IA 50266
Telephone (800) 678-8171

(Seal and Notarial Acknowledgment of Surety)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT CIVIL CODE § 1189

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 Los Angeles)

On 6/20/22 (Date) before me, Jin Y. Gong, Notary Public (Here Insert Name and Title of the Officer)

personally appeared Pong Keun Im (Name(s) of Signer(s))

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.

JIN Y. GONG
COMM. # 2330490
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
MY COMM. EXP. JULY 18, 2024

Signature _____ (Signature of Notary Public)

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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ACKNOWLEDGMENT

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 Orange)

On 06/16/2022 before me, Melissa Ann Vaccaro, Notary Public
(insert name and title of the officer)

personally appeared Shaunna Rozelle Ostrom,
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.

MELISSA ANN VACCARO
COMM. #2401942
Notary Public-California
ORANGE COUNTY
My Comm. Expires May 12, 2026

FRS3 FRS3

Signature _____ (Seal)
Melissa Ann Vaccaro

Bond No. CAC721627

MERCHANTS BONDING COMPANY™

POWER OF ATTORNEY

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa (herein collectively called the "Companies") do hereby make, constitute and appoint, individually, Arturo Ayala; Ben Stong; Benjamin Wolfe; Chelsea Arnold; Daniel Huckabay; Dwight Reilly; Frank Morones; Michael D Stong; R Nappi; Shaunna Rozelle Ostrom

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 13th day of May , 2022 .

MERCHANTS NATIONAL BONDING, INC. INCORPORATED -o- 2003

MERCHANTS BONDING COMPANY (MUTUAL) INCORPORATED -o- 1933

MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.

By Larry Taylor
President

STATE OF IOWA
COUNTY OF DALLAS ss.
On this 13th day of May 2022 , before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

NOTARIAL SEAL IOWA

POLLY MASON
Commission Number 750576
My Commission Expires
January 07, 2023

Polly Mason
Notary Public

(Expiration of notary's commission does not invalidate this instrument)

I, William Warner, Jr., Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 16th day of June ,2022 .

MERCHANTS NATIONAL BONDING, INC. INCORPORATED -o- 2003

MERCHANTS BONDING COMPANY (MUTUAL) INCORPORATED -o- 1933

William Warner Jr.
Secretary

POA 0018 (1/20)

THE FINAL PREMIUM IS PREDICATED ON THE FINAL CONTRACT AMOUNT

Issued in two (2) original counterparts

LABOR AND MATERIAL BOND

Bond No. CAC721627

Whereas, the City Council of the City of Redlands, State of California, and Deark E&C, Inc. (hereinafter designated as "Principal") have entered into an agreement (the "Agreement") whereby Principal agrees to install and complete certain designated public improvements (the "Work"), which said agreement, dated June 21, 2022, and identified as Senior Center Outdoor Dining Facilities Construction, Project No.03012022JN is hereby referred to and made a part hereof; and

Whereas, under the terms of the Agreement, Principal is required before commending the performance of the Work, to file a good and sufficient Labor and Material bond with the City of Redlands to secure the claims to which reference is made in Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code of the State of California.

Now, therefore, said Principal and *the undersigned as corporate surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, material men and other persons employed in the performance of the Agreement and referred to in the aforesaid Code of Civil Procedure in the sum of Three hundred fourteen thousand one hundred ninety dollars ($314,190.00) for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

*Merchants Bonding Company (Mutual)

It is hereby expressly stipulated and agreed that this bond shall insure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition.

In witness whereof, this instrument has been duly executed by the Principal and surety above named, on June 16th, 2022.

(SEAL)

Deark E&C, Inc.

(Contractor)

(Signature)

(Seal and Notarial Acknowledgement of Surety)

(SEAL)

Merchants Bonding Company (Mutual)

(Surety)

BY:

Shaunna Rozelle Ostrom (Signature) Attorney-in-Fact

Address: 6700 Westown Parkway

West Des Moines, IA 50266

Telephone: (800) 678-8171

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT CIVIL CODE § 1189

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 Los Angeles)

On 6/20/22 (Date) before me, Jin Y. Gong, Notary Public (Here Insert Name and Title of the Officer)

personally appeared Dong Keun Jin (Name(s) of Signer(s))

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.

JIN Y. GONG
COMM. # 2330490
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
MY COMM. EXP. JULY 18, 2024

Signature _____ (Signature of Notary Public)

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer is Representing: _____

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ACKNOWLEDGMENT

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State of California
County of Orange)

On 06/16/2022 before me, Melissa Ann Vaccaro, Notary Public
(insert name and title of the officer)

personally appeared Shaunna Rozelle Ostrom,
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.

MELISSA ANN VACCARO
COMM. #2401942
Notary Public-California
ORANGE COUNTY
My Comm. Expires May 12, 2026

FRS3 FRS3

Signature Melissa Ann Vaccaro (Seal)
Melissa Ann Vaccaro

Bond No. CAC721627

MERCHANTS BONDING COMPANY™

POWER OF ATTORNEY

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa (herein collectively called the "Companies") do hereby make, constitute and appoint, individually, Arturo Ayala; Ben Stong; Benjamin Wolfe; Chelsea Arnold; Daniel Huckabay; Dwight Reilly; Frank Morones; Michael D Stong; R Nappi; Shaunna Rozelle Ostrom

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and aut hority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 13th day of May , 2022 .

MERCHANTS NATIONAL BONDING, INC. INCORPORATED -o- 2003

MERCHANTS BONDING COMPANY (MUTUAL) INCORPORATED -o- 1933

MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.

By Larry Taylor
President

STATE OF IOWA
COUNTY OF DALLAS ss.

On this 13th day of May 2022 , before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

NOTARIAL SEAL IOWA

POLLY MASON
Commission Number 750576
My Commission Expires
January 07, 2023

Polly Mason
Notary Public

(Expiration of notary's commission does not invalidate this instrument)

I, William Warner, Jr., Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 16th day of June ,2022 .

MERCHANTS NATIONAL BONDING, INC. INCORPORATED -o- 2003

MERCHANTS BONDING COMPANY (MUTUAL) INCORPORATED -o- 1933

William Warner Jr.
Secretary

POA 0018 (1/20)

City Council Meeting **I. 21.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Report regarding Emergency Resolution No. 8065 proclaiming the existence of a local emergency in response to COVID-19 (Coronavirus Disease 2019) (Fire Chief Sessler)

DISCUSSION:

On March 17, 2020, the City Council adopted Resolution No. 8065 proclaiming the existence of a "local emergency" in accordance with Chapter 2.52 of the Redlands Municipal Code and determined that there was substantial evidence to proclaim a local emergency due to COVID-19 Pandemic. This proclamation was done after the declaration of a public emergency by the United States Department of Public Health and Human Services, the State of California, and the County of San Bernardino County Health Officer and the Board of Supervisors.

Since the declaration of the local emergency, the City's Emergency Operations Center was activated and remains at a Level III activation. Additionally, several measures were put in place to adhere to California Department of Public Health and to keep employees and residents safe. As of this time, all City facilities and services are being provided to the public while adhering to state guidelines.

Updates for San Bernardino County

San Bernardino County, along with the rest of the state, fully reopened its economy on June 15, 2021, eliminating various restrictions and discontinuing the color-coded county tier system.

- Restaurants, bars, retail stores, theaters, hotels and entertainment centers have returned to usual operations with no capacity limitations and no requirements for social distancing.
- Fully vaccinated individuals can resume activities without wearing a mask or physically distancing, except where required by federal, state, local, tribal, or territorial laws, rules, and regulations, including local business and workplace guidance.

Emergency Operations Planning and Response

The Emergency Operations Center (EOC) remains activated at a Level III since it was originally activated on March 16, 2020. A team of Responders was put together consisting of several City Department staff including Fire, Police, Information Technology, Human Resources Risk & Safety Division, Finance, and the City Manager's Office. The objective of the EOC Team, and the City as a whole, is to provide and maintain the safety for all City employees and the community, to keep essential services open and available to the community, provide a consistent message, and reduce the risk of the exposure and spread of COVID-19. Responders met regularly for status briefings and to ensure proper preparation, planning, prevention, and response to the COVID-19 pandemic.

With a focus on preparation, planning, prevention, and response, the EOC Team included specific roles for a PIO (primary and alternate), for the dissemination of consistent and critical information, a Safety Officer, and a Community Liaison. Additional categories were also added for Operations, Logistics, and Finance & Recovery. The focus of Finance & Recovery is to track personnel and non-personnel expenditures related to COVID-19 in order to seek reimbursement from the state.

The Latest COVID-19 Statistics:

As of Wednesday, October 12, 2022, COVID-19 numbers in the city of Redlands are as follows:

Total Cases: 22,652
Community Cases: 22,096
Deaths: 364
Total Tests: 329,812

Vaccinations and Testing

Vaccinations and boosters are in good supply and readily available to any resident aged 12 and over, and there are vaccination sites located throughout the County. For more information on COVID-19 vaccinations please visit sbcovid19.com/vaccine/.

Testing appointments can be made through the San Bernardino County COVID-19 Response website as follows: https://sbcovid19.com/testing-sites/.

In addition, self-tests for COVID-19 are recommended by the CDC as they give rapid results and can be taken anywhere, regardless of vaccination status or whether or not symptoms are present. Self-tests detect current infection, and give results in a few minutes. Along with vaccinations, wearing a well-fitted mask, and physical distancing, self-tests help protect all by reducing the chances of spreading COVID-19, however, they do not detect antibodies which

would suggest a previous infection, and they do not measure your level of immunity. Self-tests can be obtained through local health departments, and online or in pharmacies and retail stores.

SUBMITTED BY:
Rich Sessler, Fire Chief

RECOMMENDED BY:
Charles M. Duggan, Jr., City Manager
Janice McConnell, Assistant City Manager

Fiscal Impact

Discussion:
The fiscal impact on the City due to COVID-19 as of October 12, 2022 is as follows: Personnel: $4,938,947.70 (Fully Burdened)
Non-Personnel: $587,221.79 (Equipment and Supplies)

Total: $5,526,169.49

City Council Meeting **J. 1.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Video Series: Working for You: Redlands Making Progress (Public Information Officer Baker)

DISCUSSION:

For this evening's City Council meeting, staff will present a new video from the video series “Working for You: Making Redlands a Better Place.” The series highlights one employee each month, from various departments and divisions, specifically describing how that employee’s job fits into the larger mission of the City to improve residents’ lives and make Redlands a better place to live. The videos are available for viewing on the City’s website and social media platforms in addition to being shown in rotation on Redlands TV.

SUBMITTED BY:
Janice McConnell, Assistant City Manager

REVIEWED BY:
Charles M. Duggan, Jr., City Manager
Carl Baker, Public Information Officer

City Council Meeting **J. 2.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Conference Report- 2022 Sister Cities International U.S.-Mexico Mayors' Community Summit (Mayor Pro Tem Tejeda)

DISCUSSION:

For this evening's City Council Meeting, Mayor Pro Tem Tejeda will provide a report relating to his attendance at the 2022 Sister Cities International U.S.-Mexico Mayors' Community Summit held October 11-13, in San Diego, California, and Tijuana, Baja California.

City Council Meeting **J. 3.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Discussion and possible direction to staff on a request from two Councilmembers to host community-oriented events in City facilities (City Manager Duggan)

MOTION(S):

If the City Council decides to direct staff on a request from two Councilmembers to host community-oriented events in City facilities; the following motion is provided:

1. I move to allow Mayor Pro Tem Tejeda and Councilmember Davis to use City facilities to host Accelerate Neighborhood Climate Action meetings beginning November 2022 through November 2023.

RECOMMENDATION:

To allow City facilities and minimal staff time to be devoted to these events.

DISCUSSION:

Resolution No. 7938 states that City funds, equipment, supplies (including letterhead), titles, staff time must only be used for authorized City business.

Mayor Pro Tem Tejeda and Councilmember Davis wish to host Accelerate Neighborhood Climate Action ("ANCA") meetings at the Redlands Community Center beginning November 2022 through November 2023. ANCA's mission is to build climate-resilient communities, neighborhood-by-neighborhood. The meetings will occur during regular business hours and there is no cost to the City to host these events.

ALTERNATIVES:

The City Council may wish not to approve these requests.

STRATEGIC PLAN:

Not Applicable

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Joe Bierma, Administrative Analyst

Fiscal Impact

Fiscal Year:	2022-2024
Revenue Generating:	N
Appropriation Required Y/N:	N

Discussion:

Only staff time at this point.

City Council Meeting **K. 1.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Public Hearing to consider Resolution Nos. 8394 and 8395 (Mayor to declare meeting open as a public hearing)

a. Resolution 8394 - Calling a special election on the question of levying special taxes within the territory to be annexed to Community Facilities District No. 2004-1; and

b. Resolution No. 8395 - Declaring results of special election of Annexation No. 27 to Community Facilities District No. 2004-1

(Development Services Director Desatnik)

PROCEDURE FOR PUBLIC HEARING:

1. Mayor opens Public Hearing.
2. Mayor asks City Clerk if Notice of the Hearing has been published and mailed as required by law.
3. Mayor calls for report from the Development Services Department with regard to the Annual Levy of Special Taxes within the Annexing Territory to Pay Costs of the Maintenance of Public Trails and Trail Fences within and in the area of the property and the Community Facilities District.
4. Mayor asks the City Clerk if she has received any written protests regarding the proposed Annexation.
5. Mayor asks if City Clerk agrees to hold the special election within the annexing territory on October 18, 2022.
6. Mayor closes Public Hearing.
7. The City Council may adopt the following Resolution:
   Resolution Calling Special Election on the Question of Levying Special Taxes within the Territory Proposed to be annexed to Community Facilities District No. 2004-1.
8. City Clerk conducts Special Election and Announces Results of Canvass of Votes Cast.
9. City Council adopts Resolution Declaring Results of Special Election.

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motions are provided:

1. I move City Council approve Resolution No. 8394.

   Mayor to request City Clerk to conduct Special Election and announce results of canvass of votes cast; and

2. I move City Council approve Resolution No. 8395.

RECOMMENDATION:

Staff recommends the Mayor conduct the annexation proceeding in accordance with the above "Mayor's Agenda" and City Council adopt Resolution Nos. 8394 and 8395.

DISCUSSION:

On September 6, 2021, City Council approved Resolution No. 8382 to commence with the annexation proceedings for Duke Realty Limited Partnership., Planned Development No. 4, to Community Facilities District No. 2004-1 (CFD) for the purposes of performing maintenance of public trails and trail fences within and adjacent to Planned Development No. 4. Additionally, at that meeting, a public hearing was set for October 18, 2022, regarding the annexation of approximately 22.57 acres of land located at the northeast corner of Mountain View Avenue and I-10. At the conclusion of the public hearing, City Council will consider adopting Resolution No. 8394 scheduling a special election within the territory to be annexed. Resolution No. 8394 schedules the special election for October 18, 2022, immediately following the public hearing.

Duke Realty Limited Partnership requested the annexation of its property into the CFD and delivered to the City Clerk a written waiver consenting to the special election being conducted by the City Clerk on October 18, 2022. The City Clerk consented to conduct the special election on that date.

Immediately following the adoption of Resolution No. 8394, the property owners will deliver voted ballots to the City Clerk. The City Clerk will then canvass the voted ballot(s) and report the results of the election to the Council. The Council will then consider the adoption of Resolution No. 8395, declaring the results of the election, which will complete the annexation of the property to the Community Facilities District.

The adoption of Resolution Nos. 8394 and 8395 are not subject to environmental review pursuant to Section 15061 (b)(3) of the California Environmental Quality Act, as the adoption of these Resolutions does not have the potential for causing a significant effect on the environment.

CFD 2004-1 has had multiple annexations in the past 18 years which are listed in Attachment "L".

ALTERNATIVES:

The Council may choose to deny the request to annex property into CFD No. 2004-1; however, another funding source for the maintenance of the public trails and trail fences will need to be identified.

STRATEGIC PLAN:

N/A

SUBMITTED BY:
Brian Desatnik, Development Services Director

RECOMMENDED BY:
Charles M. Duggan, Jr., City Manager

REVIEWED BY:
Yvette A. Garcia, City Attorney
Janice McConnell, Assistant City Manager
Chris Boatman, Facilities and Community Services Director

PREPARED BY:
Donald P. Young, One Stop Permit Center Manager

Fiscal Impact

Budgeted Y/N: NA

Discussion:

There is no fiscal impact to the City as all costs for this annexation are borne by the property owner.

Attachments

Attachment A - Resolution No. 8382 - Resolution of Intent

Attachment B - Ballot

Attachment C - Official Ballot

Attachment D - Project Location Map

Attachment E - Resolution 8394 Calling Election - Redlands CFD 2004-1, Annex No. 27

Attachment F - Resolution 8395 Declare Results of Election, Annex No. 27

Attachment G - Notice of Hearing

Attachment H - Boundary Map

Attachment I - Affidavit Proof of Publication

Attachment J - Signed Redlands CFD 2004-1 Annex No. 27 – Waiver

Attachment K - Voter Certification from County of San Bernardino - Annex 27

Attachment L - Annexation List

RESOLUTION NO. 8382

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS DECLARING INTENTION TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS AND ADOPTING A MAP OF THE AREA PROPOSED TO BE ANNEXED THERETO (ANNEXATION NO. 27)

WHEREAS, the City Council (the "City Council") of the City of Redlands (the "City") has established Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California (the "Community Facilities District") for the purpose of levying special taxes on parcels of taxable property therein for the purpose of providing certain services which are necessary to meet increased demands placed upon the City as a result of the development of said real property; and

WHEREAS, it is necessary that certain parcels of property be annexed to the Community Facilities District in order that they may be developed and receive the benefit of services which will be financed by the annual levy of special taxes on said property sufficient to pay the costs of such services and costs incidental thereto; and

WHEREAS, the current Rate and Method of Apportionment of Special Tax (the "Rate and Method") set forth in Exhibit B hereto, requires that Special Tax for all parcels increase annually in accordance with the Los Angeles-Riverside-Orange County Consumer Price Index (the "LRO Index"); and

WHEREAS, the LRO Index no longer exists and has been replaced by the Riverside-San Bernardino-Ontario Consumer Price Index (the "RSO Index"); and

WHEREAS, it is necessary for the Rate and Method to be modified to reference the RSO Index, as the LRO Index no longer exists; and

WHEREAS, the City Council is authorized by Article 3.5 (commencing with Section 53339) of Chapter 2.5 of Part 1 of Division 2 of Title 5 of the California Government Code, commonly known as the "Mello-Roos Community Facilities Act of 1982," to annex territory to the Community Facilities District by complying with the procedures set forth in said Article 3.5;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

Section 1. Recitals. The above recitals are true and correct and are hereby incorporated into this resolution.

Section 2. Name of District. The name of the existing Community Facilities District is "Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California."

Section 3. Amendment of Rate and Method. The reference to the "Los Angeles-Riverside-Orange County" Consumer Price Index in Section C of the Rate and Method is hereby replaced with the "Riverside-San Bernardino-Ontario Consumer Price Index." No other portion of the Rate and Method shall be amended.

Section 4. Intention. The City Council declares its intention to conduct proceedings pursuant to said Article 3.5 for the annexation to the Community Facilities District of the territory described in Exhibit "A" attached hereto. The City Council determines that the public convenience and necessity require that such territory be annexed to the Community Facilities District.

Section 5. Description of Territory Proposed To Be Annexed; Annexation Map. The territory which is included in the Community Facilities District is described on the map of the Community Facilities District recorded on May 18, 2004 in Book 76 of Maps of Assessment and Community Facilities Districts, page 94, and as Instrument No 2004-0347327 in the official records of the County of San Bernardino. The territory proposed to be annexed to the Community Facilities District is described in Exhibit "A" attached hereto and by this reference made a part hereof. Such territory is also shown and described on the map thereof entitled "Annexation Map No. 27, Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California," which is on file with the City Clerk (the "Annexation Map").

Section 6. Types of Services; Incidental Expenses; Plan for Providing Services. The services to be provided and financed by the Community Facilities District are the maintenance of public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District. The Community Facilities District shall also finance costs associated with the determination of the amount of and the levy and collection of special taxes which are levied to provide such services and costs otherwise incurred in order to carry out its authorized purposes. The services described above shall be provided, as needed, throughout the Community Facilities District and the territory proposed to be annexed thereto for the benefit of all owners of property and residents of the Community Facilities District and the territory proposed to be annexed thereto. All owners of taxable parcels of property within the Community Facilities District and the territory proposed to be annexed thereto shall pay special taxes at the same rate to finance the annual cost of providing such services. The services to be provided and financed by the Community Facilities District, as previously described, are necessary to meet increased demands placed upon the City as a result of development occurring within the Community Facilities District and the territory proposed to be annexed thereto.

Section 7. Special Taxes. Except where funds are otherwise available, special taxes sufficient to pay the costs of the services described in Section 6 above and the annual administrative expenses of the City and the Community Facilities District in determining, apportioning, levying and collecting such special taxes, shall be annually levied within the territory proposed to be annexed to the Community Facilities District. Pursuant to Section 53340 of the California Government Code, the special taxes shall be collected in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for ad valorem taxes. The rates and method of apportionment of said special taxes shall be as set forth in Exhibit "B" attached hereto and by this reference made a part hereof. The property within the territory proposed to be

annexed shall be assigned at the rate set forth for Special Tax Rate Category A as set forth in Exhibit "B" attached hereto and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in Exhibit "B" attached hereto, subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B".

Section 8. Adoption of Annexation Map. Pursuant to Section 3110.5 of the Streets and Highways Code, the City Council adopts the Annexation Map as the map of the area proposed to be annexed to the Community Facilities District. Pursuant to Section 3111 of said Code, the City Clerk shall file the original of the Annexation Map in her office and shall file a copy of the Annexation Map with the County Recorder of the County of San Bernardino no later than 15 days prior to the date of the hearing specified in Section 9 hereof.

Section 9. Hearing. A public hearing on the proposed annexation of said territory to the Community Facilities District shall be held at 6:00 p.m., or as soon thereafter as the matter may be heard, on October 18, 2022 in the Council Chambers at the City of Redlands Civic Center, 35 Cajon Street, Redlands, California, or via teleconference as directed by the City due to COVID-19 social distancing guidelines.

Section 10. Notice. The City Clerk shall publish a notice of the time and place of said hearing as required by Section 53322 of the California Government Code, and shall also give notice of the hearing by first class mail to each registered voter and landowner within the territory proposed to be annexed to the Community Facilities District as prescribed by Section 53339.4 of said Code. Said notice shall be published at least seven (7) days and mailed at least fifteen (15) days before the date of the hearing and shall contain the information required by said Section 53339.4.

Section 11. Description of Voting Procedures. The voting procedures to be followed in conducting the election on the proposition with respect to the levy of special taxes within the territory proposed to be annexed to the Community Facilities District to shall be as follows:

(a) If at the time of the close of the public or protest hearing (hereinafter referred to as the "protest hearing") at least 12 persons are registered to vote within the territory proposed to be annexed to the Community Facilities District, the election shall be conducted by the City Clerk, and shall be held on a date selected by the City Council in conformance with the provisions of Section 53326 of the California Government Code ("Section 53326") and pursuant to the applicable provisions of law regulating elections of the City, insofar as they may be applicable, and pursuant to Section 53326 the ballots for the election shall be distributed to the qualified electors of the territory proposed to be annexed to the Community Facilities District by mail with return postage prepaid and the election shall be conducted as a mail ballot election.

(b) If at the time of the close of the protest hearing, and for at least the preceding 90 days, less than 12 persons have been registered to vote within the territory proposed to be annexed to the Community Facilities District, and pursuant to Section 53326, the vote is therefore to be by the landowners of that territory, with each landowner of record at the

close of the protest hearing having one vote for each acre or portion of an acre of land that he or she owns, the election shall be conducted by the City Clerk as follows:

(1) The election shall be held on the earliest date following the conclusion of the protest hearing upon which it can be held pursuant to Section 53326 which may be selected by the City Council, or such earlier date as the owners of land within the territory proposed to be annexed to the Community Facilities District and the City Clerk agree and concur is acceptable.

(2) Pursuant to Section 53326, the election may be held earlier than 90 days following the close of the protest hearing if the qualified electors of the territory proposed to be annexed to the Community Facilities District waive the time limits for conducting the election set forth in Section 53326 by unanimous written consent and the City Clerk concurs in such earlier election date as shall be consented to by the qualified electors.

(3) Pursuant to Section 53326, ballots for the election shall be distributed to the qualified electors by the City Clerk by mail with return postage prepaid or by personal service.

(4) Pursuant to applicable provisions of law regulating elections of the City which govern the conduct of mail ballot elections, and Division 4 (commencing with Section 4000) of the California Elections Code with respect to elections conducted by mail, the City Clerk shall mail or deliver to each qualified elector an official ballot in a form specified by the City Council in the resolution calling the election, and shall also mail or deliver to all such qualified electors a ballot pamphlet and instructions to voter, including a sample ballot identical in form to the official ballot but identified as a sample ballot, a statement pursuant to Section 9401 of the said Code, an impartial analysis by the City Attorney pursuant to Section 9280 of the said Code with respect to the ballot proposition contained in the official ballot, ballot arguments and rebuttals, if any, pursuant to Sections 9281 to 9287, inclusive, of said Code, a return identification envelope with prepaid postage thereon addressed to the City Clerk for the return of voted official ballots, and a copy of this resolution; provided, however, that such statement, analysis and arguments may be waived with the unanimous consent of all the landowners of the territory proposed to be annexed to the Community Facilities District and shall be so stated in the resolution adopted by the City Council calling the election.

(5) The official ballot to be mailed or delivered by the City Clerk to each landowner-voter shall have printed or typed thereon the name of the landowner-voter and the number of votes to be voted by the landowner-voter, and shall have appended to it a certification to be signed by the person voting the official ballot which shall certify that the person signing the certification is the person who voted the official ballot, and if the landowner-voter is other than a natural person, that he or she is an officer of or other person affiliated with the landowner-voter entitled to vote such official ballot, that he or she has been authorized to vote such official ballot on behalf of the landowner-voter, that in voting such official ballot it

was his or her intent, as well as the intent of the landowner-voter, to vote all votes to which the landowner-voter is entitled based on its land ownership on the proposition set forth in the official ballot as marked thereon in the voting square opposite such proposition, and further certifying as to the acreage of the landowner-voter's land ownership within the territory proposed to be annexed to the Community Facilities District.

(6) The return identification envelope delivered by the City Clerk to each landowner-voter shall have printed or typed thereon the following: (i) the name of the landowner, (ii) the address of the landowner, (iii) a declaration under penalty of perjury stating that the voter is the landowner or the authorized representative of the landowner entitled to vote the enclosed ballot and is the person whose name appears on the identification envelope, (iv) the printed name and signature of the voter, (v) the address of the voter, (vi) the date of signing and place of execution of said declaration, and (vii) a notice that the envelope contains an official ballot and is to be opened only by the City Clerk.

(7) The information-to-voter form to be mailed or delivered by the City Clerk to the landowner-voters shall inform them that the official ballots shall be returned to the City Clerk properly voted as provided thereon and with the certification appended thereto properly completed and signed in the sealed return identification envelope with the certification thereon completed and signed and all other information to be inserted thereon properly inserted by 5:00 o'clock p.m. on the date of the election.

(8) Upon receipt of the return identification envelopes which are returned prior to the voting deadline on the date of the election, the City Clerk shall canvass the votes cast in the election, and shall file a statement with the City Council at its next regular meeting regarding the results of such canvass and the election.

The procedures set forth in this section for conducting the election may be modified as the City Council may determine to be necessary or desirable by a resolution subsequently adopted by the City Council.

ADOPTED this 6th day of September, 2022.

Paul T. Barich, Mayor

ATTEST:

Jeanne Donaldson, City Clerk

CERTIFICATE

I, Jeanne Donaldson, City Clerk of the City of Redlands, do hereby certify that the foregoing resolution was regularly adopted by the City Council of said City at a regular meeting of said City Council duly held on the 6th of September by the following vote:

AYES:	Councilmembers Tejeda, Davis, Guzman-Lowery, Gallagher; Mayor Barich
NOES:	None
ABSENT:	None
ABSTAIN:	None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Redlands this 6th day of September, 2022.

Jeanne Donaldson, City Clerk

17942.00056\40400773.1

EXHIBIT "A"

LEGAL DESCRIPTION
FOR
ANNEXATION NO. 27 TO
COMMUNITY FACILITIES DISTRICT NO. 2004-1
CITY OF REDLANDS, COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA

The property located in the City of Redlands, County of San Bernardino, State of California identified by San Bernardino County Assessor's Parcel Nos. 0292-032-31-0000, 0292-032-36-0000, 0292-032-48-0000.

EXHIBIT "B"

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX
COMMUNITY FACILITIES DISTRICT NO. 2004-1
OF THE CITY OF REDLANDS

A Special Tax (the "Special Tax") shall be levied on and collected from each Parcel of Taxable Property (defined below) in Community Facilities District No. 2004-1 (the "District"), in each Fiscal Year, (defined below), commencing in the Fiscal Year beginning July 1, 2004, in an amount determined by the City Council of the City of Redlands, acting in its capacity, as the legislative body of the District (hereinafter as the "Council"), by applying the rate and method of apportionment set forth below. All of the real property in the District, unless exempted by law or by the provisions herein, shall be taxed for the purposes, to the extent, and in the manner provided herein.

A. DEFINITIONS

"Additional Maintenance" means the maintenance of landscaping for Parcels assigned to a Special Tax Rate Category in addition to the Basic Maintenance, including, but not limited to, the maintenance of significant open space, citrus groves, and firebreaks and extensive medians and parkways.

"Additional Maintenance Rate Per Benefit Unit" means the Special Tax Rate per Benefit Unit that will be levied in any Fiscal Year on Parcels of Taxable Property assigned to a Special Tax Rate Category to pay the cost of Additional Maintenance, if any, for such Parcels, including, but not limited to, the City's administrative costs in levying and collecting the Special Tax and managing and administering the Additional Maintenance in such Fiscal Year.

"Basic Maintenance" means the normal maintenance of basic landscaping within the District, including, but not limited to, parkways, open space areas, medians and street trees and the associated maintenance of bushes, shrubs and ground cover.

"Base Rate Per Benefit Unit" means the Special Tax Rate per Benefit Unit that will be levied in any Fiscal Year on all Parcels of Taxable Property in the District to pay the estimated cost of the Basic Maintenance, including, but not limited to, the City's administrative costs in levying and collecting the Special Tax and managing and administering the Basic Maintenance in such Fiscal Year.

"Benefit Unit" means a Single-family residential lot or dwelling unit or the equivalent. Commercial property is assigned Benefit Units based on acreage with the basis being four (4) Benefit Units per acre, consistent with the average residential density in the City. Industrial Property is assigned Benefit Units based on acreage with the basis being two (2) Benefit Units per acre. Multi-family property is assigned 60 percent of one Benefit Unit per dwelling unit and Religious Property is assigned two (2) Benefit Units per acre.

"City" means the City of Redlands.

"Council" has the meaning set forth in the preamble.

"Commercial Property" means any Parcel that is used for the purpose of selling, distributing or furnishing a product or service.

"Development" means any approved development and/or improvement of property resulting in the recordation of a final map or the issuance of a building permit.

"District" has the meaning set forth in the preamble.

"Exempt Property" means property that is exempt from the levy of the Special Tax, including all publicly owned or dedicated property, sliver parcels, common lots, open space and any other property that cannot be developed.

"Fiscal Year" means the period from and including July 1st of any year to and including the following June 30th.

"Industrial Property" means any Parcel that is used for the purpose of manufacturing a product.

"Land Use Category" means any of the categories contained in Table 1 to which Parcels of Taxable Property are assigned consistent with the land use approvals that have been received or proposed for the Parcel as of March 1 preceding the beginning of a Fiscal Year.

"Maximum Special Tax Rate(s)" means the Maximum Special Tax Rate(s) per Benefit Unit for Parcels in all Special Tax Rate Categories that can be levied by the Council in any Fiscal Year as determined pursuant to Section C. The Maximum Special Tax Rates per Benefit Unit for Parcels in all Special Tax Rate Categories, including the Base Rate Per Benefit Unit and the Additional Maintenance Rate Per Benefit Unit, as set forth in Table 2, shall be increased by the percentage increase in the Consumer Price Index (All Items) for Los Angeles – Riverside – Orange County (1982-84 = 100) since the beginning of the preceding Fiscal Year, or by two percent (2%), whichever is greater, on July 1, 2005 for Fiscal Year 2005-06 and on each subsequent July 1 for the Fiscal Year then commencing.

"Multi-family Residential Property" means any Parcel of residential property that consists of a building or buildings comprised of attached residential units available for rental, but not purchase, by the general public and under common ownership and/or management.

"Parcel" means a lot or Parcel of land that is identified by an Assessor's Parcel Number in the Tax Assessment Roll of the County Assessor of the County of San Bernardino.

"Religious Property" means any Parcel used as a place of worship or for other religious activities.

"Single-family Residential Property" means any Parcel of residential property that is or will be improved with a building comprised of attached or detached residential units available for purchase or rent by the general public.

"Special Tax(es)" means the Special Tax to be levied in each Fiscal Year on each Parcel of Taxable Property.

"Special Tax Rate Category" means any of the categories identified in Table 2 to which Parcels of Taxable Property in a Development are assigned based on the cost of the Basic Maintenance and the cost of the Additional Maintenance, if any, which will be provided to such Parcels.

"Taxable Property" means Parcels that are not Exempt Property.

B. ASSIGNMENT TO LAND USE CATEGORY

Parcels of Taxable Property in a Development shall be assigned to the appropriate Land Use Category contained in Table 1. Such Parcels shall also be assigned to the appropriate Special Tax Rate Category contained in Table 2, based on the estimated cost for providing the Additional Maintenance, if any, to the Development. The Special Tax shall be levied upon and collected from each such Parcel for each Fiscal Year based on the Benefit Units which are assigned to the Parcel as a result of its assignment to the appropriate Land Use Category and Special Tax Rate Category, as provided in Sections C and D.

TABLE 1
Land Use Category

Land Use Category	Description	Benefit Unit(s)
1	Single-family Residential	One (1) / Residence
2	Commercial	Five (5) / Acre
3	Industrial	Two (2) / Acre
4	Multi-family Residential	Six tenths (0.6) / Residential Unit
5	Religious Property	Two (2) / Acre

C. MAXIMUM SPECIAL TAX RATES

The Maximum Special Tax Rate per Benefit Unit for each Parcel for each Fiscal Year shall be the total of the Base Rate Per Benefit Unit plus the Additional Maintenance Rate Per

The Parcels which are to be included in the District at the time of its formation and which are identified in Table 3 shall be assigned to the Land Use Category and the Special Tax Rate Category specified in Table 3.

TABLE 3
Assignment to Land Use Category
and Special Tax Rate Category

Tract No.	Land Use Category	Special Tax Rate Category
16408	One (1)	K

D. METHOD OF APPORTIONMENT AND LEVY OF ANNUAL SPECIAL TAX

For each Fiscal Year, commencing with Fiscal Year 2004-05, the Council shall (a) determine the cost of providing the Basic Maintenance in the District and the amount of the Base Rate Per Benefit Unit to be levied on Parcels of Taxable Property in the District to pay the cost of the Basic Maintenance; (b) determine the cost of providing the Additional Maintenance, if any, for each Special Tax Rate Category, as then applicable, and the amount of the Additional Maintenance Rate Per Benefit Unit, if any, to be levied on Parcels of Taxable Property in each Special Tax Rate Category to pay the cost the Additional Maintenance therefor; and (c) levy the Special Tax on all Parcels of Taxable Property in each Special Tax Rate Category, as then applicable. The amount of the Special Tax to be levied on any Parcel of Taxable Property in any Fiscal Year shall be determined by multiplying the Benefit Units for the Parcel, depending on the Land Use Category to which it is assigned, by the Base Rate Per Benefit Unit and the Additional Maintenance Rate Per Benefit Unit, if any, determined pursuant to clauses (a) and (b) above, for the Special Tax Rate Category to which the Parcel is assigned.

No Special Tax shall be levied on property which, at the time of adoption of the Resolution of Formation for the District, is Exempt Property.

E. FUTURE ANNEXATIONS

It is anticipated that additional properties will be annexed to the District from time to time. As each annexation is proposed, an analysis will be prepared to determine the types and area of landscaping to be maintained, *i.e.,* Basic Maintenance and/or Additional Maintenance, if any, and the estimated annual cost of providing the Additional Maintenance, if any, to the property. Based on this analysis, the property to be annexed will be assigned to the appropriate Special Tax Rate Category contained in Table 2.

OFFICIAL BALLOT

SPECIAL ELECTION FOR
COMMUNITY FACILITIES DISTRICT NO. 2004-1
OF THE CITY OF REDLANDS
COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA

October 18, 2022

To vote, mark a cross (+ or X) in the voting square after the word "YES" or after the word "NO". All marks otherwise made are forbidden. All distinguishing marks are forbidden and make the ballot void.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Redlands and obtain another.

PROPOSITION A: Shall Proposition A authorizing the annual levy of special taxes on taxable property in the territory proposed to be annexed to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, to pay the costs of the maintenance public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District, and to pay costs associated with the determination of the amount of and the levy and collection of the special taxes at the special tax rates provided for Special Tax Rate Category "A", as set forth in Exhibit "B" to Resolution No. 8382 and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in Exhibit "B" to Resolution No. 8382, subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B" be approved?

YES	
NO	

Duke Realty Limited Partnership
22.57 acres – 23 votes

17942.00056\40686996.1

CERTIFICATION

I certify that I am the authorized representative of Duke Realty Limited Partnership, an Indiana limited partnership, the owner of property to be annexed and included within the boundaries of Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, (the "Owner") and that I am authorized to vote the Official Ballot to which this certification is attached. I further certify that in voting said ballot it was my intent, as well as the intent of the Owner, to vote all votes to which the Owner is entitled on Proposition A set forth in said ballot as marked in the voting square opposite such proposition. I further certify that the Owner is the owner of approximately 22.57 acres of land proposed to be included within said community facilities district, and that in voting said ballot I intended to vote each vote to which such acreage would entitle the Owner in the manner marked on said ballot.

I certify that this certification was executed on _____, 2022, at _____, California.

DUKE REALTY LIMITED PARTNERSHIP,
an Indiana limited partnership

By: Duke Realty Corporation,
an Indiana corporation,
Its: General Partner

_____

By: Nancy Schultz
Its: Regional President, West Region

RECEIVED
OCT 03 2022
Redlands City Clerk

OFFICIAL BALLOT

SPECIAL ELECTION FOR
COMMUNITY FACILITIES DISTRICT NO. 2004-1
OF THE CITY OF REDLANDS
COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA

October 18, 2022

To vote, mark a cross (+ or X) in the voting square after the word "YES" or after the word "NO". All marks otherwise made are forbidden. All distinguishing marks are forbidden and make the ballot void.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Redlands and obtain another.

PROPOSITION A: Shall Proposition A authorizing the annual levy of special taxes on taxable property in the territory proposed to be annexed to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, to pay the costs of the maintenance public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District, and to pay costs associated with the determination of the amount of and the levy and collection of the special taxes at the special tax rates provided for Special Tax Rate Category "A", as set forth in Exhibit "B" to Resolution No. 8382 and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in Exhibit "B" to Resolution No. 8382, subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B" be approved?

YES	X
NO	

Duke Realty Limited Partnership
22.57 acres – 23 votes
Page 1 of 2

17942.00056\40686996.1

CERTIFICATION

I certify that I am the authorized representative of Duke Realty Limited Partnership, an Indiana limited partnership, the owner of property to be annexed and included within the boundaries of Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, (the "Owner") and that I am authorized to vote the Official Ballot to which this certification is attached. I further certify that in voting said ballot it was my intent, as well as the intent of the Owner, to vote all votes to which the Owner is entitled on Proposition A set forth in said ballot as marked in the voting square opposite such proposition. I further certify that the Owner is the owner of approximately 22.57 acres of land proposed to be included within said community facilities district, and that in voting said ballot I intended to vote each vote to which such acreage would entitle the Owner in the manner marked on said ballot.

I certify that this certification was executed on SEPTEMBER 30TH, 2022, at IRVINE, California.

DUKE REALTY LIMITED PARTNERSHIP,
an Indiana limited partnership

By: Duke Realty Corporation,
an Indiana corporation,
Its: General Partner

By: Nancy Schultz
Its: Regional President, West Region

17942.00056\40686996.1

PLEASE TYPE OR PRINT ALL INFORMATION

I declare under penalty of perjury that I am (one of) the landowner(s) or the authorized representative of the landowner(s) entitled to vote the within contained mail ballot, and that I am the person whose name appears below.

Executed on SEPTEMBER 30TH, 2022, at IRVINE, CALIFORNIA.
(State)

Name: NANCY SHULTZ

Address: 200 SPECTRUM CENTER DRIVE, SUITE 1600
IRVINE, CA 92618

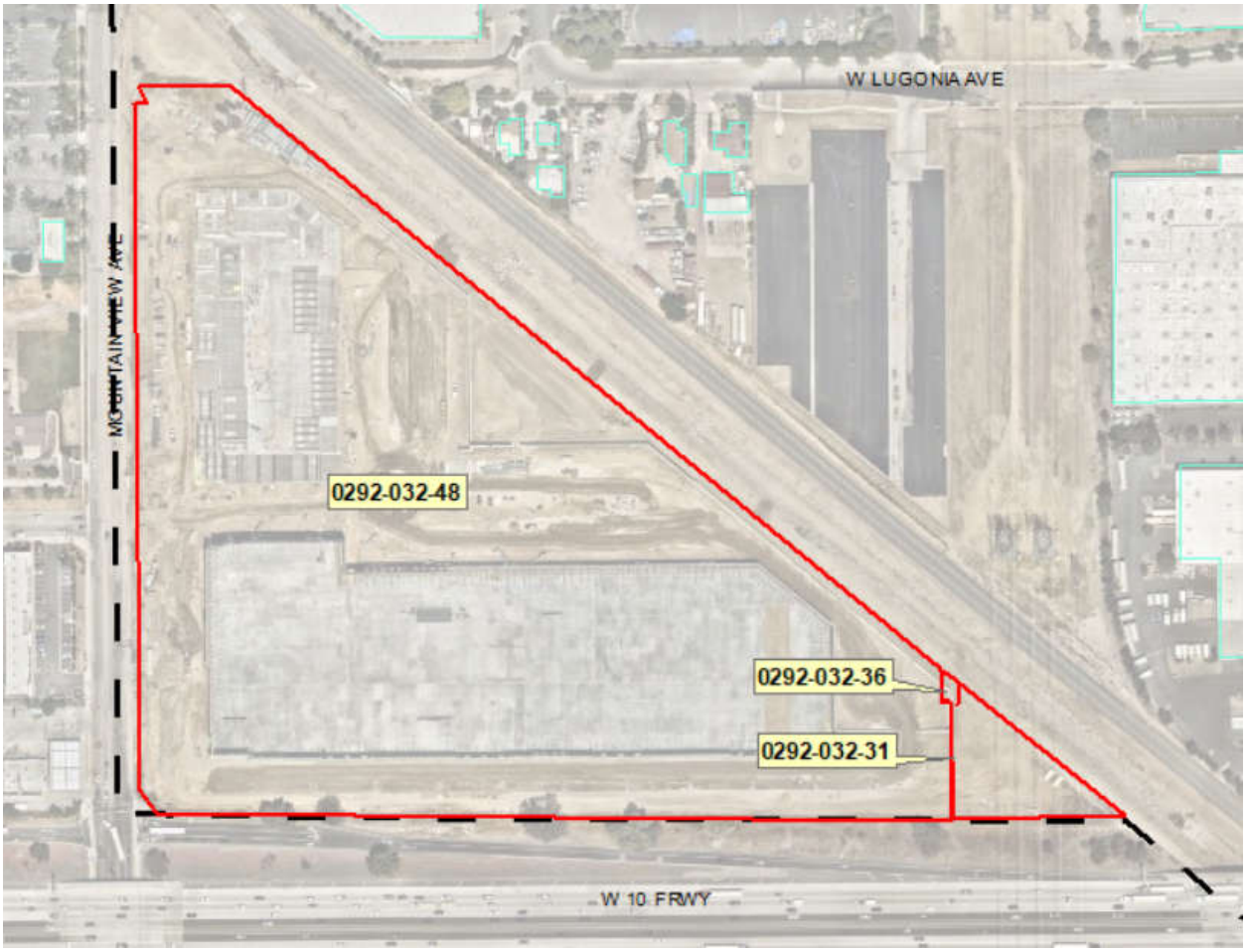
(Signature)

RECEIVED

OCT 03 2022

Redlands City Clerk

ASSESSOR'S PARCEL NUMBERS 0292-032-048, 0292-032-36, AND 0292-032-31



RESOLUTION NO. 8394

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS CALLING SPECIAL ELECTION AND SUBMITTING TO THE QUALIFIED ELECTORS OF TERRITORY PROPOSED TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS THE QUESTION OF LEVYING SPECIAL TAXES WITHIN THAT TERRITORY (ANNEXATION 27)

WHEREAS, the City Council (the "City Council") of the City of Redlands (the "City") has heretofore conducted proceedings for the establishment of and has established Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California (the "Community Facilities District"), and the Community Facilities District has been authorized to annually levy special taxes to pay the costs of the maintenance of parks, parkways and open space, including, but not limited to, the maintenance of street trees and landscape, within the Community Facilities District and in the surrounding area, the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services, and costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District; and

WHEREAS, the City Council is authorized by Article 3.5 (commencing with Section 53339) of Chapter 2.5 of Part 1 of Division 2 of Title 5 of the California Government Code, commonly known as the "Mello-Roos Community Facilities Act of 1982," to annex territory to the Community Facilities District; and

WHEREAS, on September 6, 2022, the City Council adopted Resolution No. 8382, a resolution of intention to annex territory to the Community Facilities District pursuant to Section 53339.2 of the California Government Code, determining that the public convenience and necessity require that certain property, consisting of approximately 22.57 acres, be annexed to the Community Facilities District and containing all of the matters prescribed by Section 53339.3 of said Code, and fixing 6:00 p.m., or as soon thereafter as the matter may be heard, on October 18, 2022, in the meeting room of the City Council, or via teleconference as directed by the City due to COVID-19 social distancing guidelines as the time and place for a hearing upon said resolution; and

WHEREAS, pursuant to said resolution, the City Clerk has published and mailed notice of the time and place of said hearing as required by Section 53339.4 of said Code; and

WHEREAS, on October 18, 2022, at the time and place of said hearing, the City Council afforded all interested persons for or against the annexation of said property to the Community Facilities District an opportunity to present testimony and to protest against the proposed annexation of said property to the Community Facilities District, and no protests, either oral or in writing, were received; and

WHEREAS, pursuant to Section 53339.7 of said Code, the City Council may now submit the question of levying a special tax within the territory proposed to be annexed to the Community Facilities District to the qualified electors within that territory;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

Section 1. Findings. The City Council finds that: (i) the foregoing recitals are correct; (ii) less than 12 persons have been registered to vote within the territory proposed to be annexed to the Community Facilities District during the 90 days preceding the close of the public hearing held on October 18, 2022, and no persons are registered to vote therein; (iii) pursuant to Section 53326 of the California Government Code, as a result of the findings set forth in clause (ii) above, the vote in the special election called by this resolution shall be by the landowners of the territory proposed to be annexed to the Community Facilities District whose property would be subject to the special taxes if they were levied at the time of the election, and each landowner shall have one vote for each acre, or portion thereof, which he or she owns within said territory which would be subject to the proposed special taxes if they were levied at the time of the election; and (iv) pursuant to said Section 53326, the special election must be held at least 90 days, but not more than 180 days following the date of the adoption of this resolution, unless such time periods are waived with the unanimous waiver of the qualified electors. All of the qualified electors in the territory to be annexed waived the time limits and election formalities of the special election.

Section 2. Special Election. A special election is called for and shall be held on Tuesday, October 18, 2022, for the purpose of submitting to the qualified electors of the territory proposed to be annexed to the Community Facilities District the question of whether special taxes shall annually be levied within said territory to pay the costs of the maintenance of public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District, the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services, and costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District pursuant to the Rates and Method of Apportionment of the Special Taxes, attached as Exhibit "B" to Resolution No. 8382.

Section 3. Ballot Proposition. The proposition to be submitted on October 18, 2022, to the qualified electors of the territory proposed to be annexed to the Community Facilities District shall be as follows:

First Proposition

PROPOSITION A: Shall Proposition A authorizing the annual levy of special taxes on taxable property in the territory proposed to be annexed to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, to pay the costs of the maintenance public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District, and to pay costs associated with the determination of the amount of and the levy and collection of the special taxes at the special tax rates provided for Special Tax Rate Category “A”, as set forth in Exhibit “B” to Resolution No. 8382 and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in Exhibit “B” to Resolution No. 8382, subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the

Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B" be approved?

Section 4. Conduct of Election. Except as otherwise provided in Section 5 hereof, said election shall be conducted by the City Clerk (the "City Clerk") pursuant to the provisions of the California Elections Code governing elections of cities, and the provisions of Division 4 (commencing with Section 4000) of said Code, insofar as they may be applicable.

Section 5. Election Procedures. The procedures to be followed in conducting said election shall be as follows:

(a) Pursuant to Section 53326 of the California Government Code, ballots for the election shall be distributed to the qualified electors by the City Clerk by mail with return postage prepaid.

(b) Pursuant to applicable sections of the aforementioned provisions of the California Elections Code governing the conduct of mail ballot elections, including in particular Division 4 (commencing with Section 4000) of said Code, the City Clerk shall mail or deliver to each qualified elector an official ballot in the form attached hereto as Exhibit "A," and shall also mail or deliver to all such qualified electors a ballot pamphlet and instructions to voter, including a sample ballot identical in form to the official ballot but identified as a sample ballot, a return identification envelope with prepaid postage thereon addressed to the City Clerk for the return of voted official ballots, and a copy of Resolution No. 8382.

(c) The official ballot to be mailed by the City Clerk to each landowner-voter shall have printed or typed thereon the name of the landowner-voter and the number of votes to be voted by the landowner-voter and shall have appended to it a certification to be signed by the person voting the official ballot which shall certify that the person signing the certification is the person who voted the official ballot, and if the landowner-voter is other than a natural person, that he or she is an officer of or other person affiliated with the landowner-voter entitled to vote such official ballot, that he or she has been authorized to vote such official ballot on behalf of the landowner-voter, that in voting such official ballot it was his or her intent, as well as the intent of the landowner-voter, to vote all votes to which the landowner-voter is entitled based on its land ownership on the proposition set forth in the official ballot as marked thereon in the voting square opposite such proposition, and further certifying as to the acreage of the landowner-voter's land ownership within the Community Facilities District.

(d) The return identification envelope delivered by the City Clerk to each landowner-voter shall have printed or typed thereon the following: the name of the landowner, the address of the landowner, a declaration under penalty of perjury stating that the voter is the landowner or the authorized representative of the landowner entitled to vote the enclosed ballot and is the person whose name appears on the identification envelope, the printed name and signature of the voter, the address of the voter, the date of signing and place of execution of said declaration, and a notice that the envelope contains an official ballot and is to be opened only by the City Clerk.

(e) The information-to-voter form to be mailed by the City Clerk to the landowner-voters shall inform them that the official ballots shall be returned to the City Clerk

properly voted as provided thereon and with the certification appended thereto properly completed and signed in the sealed return identification envelope with the certification thereon completed and signed and all other information to be inserted thereon properly inserted by five (5) o'clock p.m. on the date of the election.

(f) Upon receipt of the return identification envelopes which are returned prior to the voting deadline on the date of the election, the City Clerk shall canvass the votes cast in the election, and shall file a statement with the City Council as to the results of such canvass and the election on the proposition set forth in the official ballot.

ADOPTED this 18th day of October, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

OFFICIAL BALLOT

SPECIAL ELECTION FOR
COMMUNITY FACILITIES DISTRICT NO. 2004-1
OF THE CITY OF REDLANDS
COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA
October 18, 2022

To vote, mark a cross (+ or X) in the voting square after the word "YES" or after the word "NO". All marks otherwise made are forbidden. All distinguishing marks are forbidden and make the ballot void.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Redlands and obtain another.

PROPOSITION A: Shall Proposition A authorizing the annual levy of special taxes on taxable property in the territory proposed to be annexed to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, to pay the costs of the maintenance public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District, and to pay costs associated with the determination of the amount of and the levy and collection of the special taxes at the special tax rates provided for Special Tax Rate Category "A", as set forth in Exhibit "B" to Resolution No. 8382 and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in Exhibit "B" to Resolution No. 8382, subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B" be approved?

YES	
NO	

CERTIFICATION

I, Jeanne Donaldson, City Clerk of the City of Redlands, do hereby certify that the foregoing resolution was regularly adopted by the City Council of said City at a regular meeting of said Council duly held on the 18th day of October, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of October, 2022.

_____
Jeanne Donaldson, City Clerk

RESOLUTION NO. 8395

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS DECLARING THE RESULTS OF THE SPECIAL ELECTION FOR COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS ON THE PROPOSITION OF THE ANNUAL LEVY OF SPECIAL TAXES WITHIN THE TERRITORY PROPOSED TO BE ANNEXED TO SAID COMMUNITY FACILITIES DISTRICT TO PAY THE COSTS OF CERTAIN SERVICES TO BE PROVIDED BY THE COMMUNITY FACILITIES DISTRICT, DETERMINING THAT THE TERRITORY PROPOSED TO BE ANNEXED IS ADDED TO AND PART OF SAID COMMUNITY FACILITIES DISTRICT WITH FULL LEGAL EFFECT, AND ORDERING THE RECORDING OF A MAP OF THE BOUNDARIES OF SAID COMMUNITY FACILITIES DISTRICT INCLUDING THE TERRITORY ANNEXED THERETO (ANNEXATION NO. 27)

WHEREAS, the City Council (the "City Council") of the City of Redlands (the "City") has heretofore conducted proceedings for the annexation of approximately 22.57 acres of land to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California (the "Community Facilities District"), including conducting a public hearing pursuant to Section 53339.5 of the Government Code; and

WHEREAS, at the conclusion of said public hearing, the City Council adopted a resolution calling a special election for October 18, 2022 and submitting to the qualified electors of the territory to be annexed to the Community Facilities District the question of levying special taxes within that territory to pay the costs of the maintenance of public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District and the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services and costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District (the "Election Resolution"); and

WHEREAS, the City Council has received a statement from the City Clerk (the "City Clerk"), who pursuant to the Election Resolution was authorized to conduct such special election and act as the election official therefor, with respect to the canvass of the ballot returned in and the results of said special election, certifying that at least two-thirds of the votes cast upon the proposition submitted to the qualified electors in said special election were in favor of such proposition.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

Section 1. Findings. The City Council finds that: (i) there are no registered voters residing within the territory proposed to be annexed to the Community Facilities District (the

"Territory") at the time of the close of the public hearing on October 18, 2022 and pursuant to Section 53326 of the Government Code, the vote in said special election was, therefore, to be by the landowners owning land within the Territory, with each landowner having one vote for each acre or portion thereof of land that he or she owned within the Territory; (ii) pursuant to said Section 53326 and the Election Resolution, the City Clerk caused to be delivered an official ballot for the special election to the owner of the land within the Territory, with return postage prepaid; (iii) said special election has been properly conducted in accordance with all statutory requirements and the provisions of the Election Resolution; (iv) pursuant to said Section 53326, Duke Realty Limited Partnership, the owner of all the land within the Territory, was entitled to twenty-three (23) votes; (v) said landowner returned its ballot to the City Clerk prior to the time set by the City Clerk for the close of the election on October 18, 2022; (vi) the ballot returned to the City Clerk by said landowner voted all votes of said landowner in favor of the proposition set forth therein; (vii) at least two-thirds of the votes cast in such special election on said proposition were in favor thereof, and pursuant to Sections 53328 and 53329 of the Government Code, said proposition carried; (viii) pursuant to Section 53339.8 of the Government Code, the City Council is authorized to determine that the Territory to be annexed has been added to and become a part of the Community Facilities District with full legal effect; and (ix) the City Council is also authorized, pursuant to said Section 53339.8, to annually levy special taxes within the Territory to pay the costs of the services to be provided by the Community Facilities District.

Section 2. Declaration of Results. At least two-thirds of the votes voted in the special election on the proposition of the annual levy of special taxes within the Territory to pay the costs of the services to be provided by the Community Facilities District were voted in favor thereof, and such proposition carried.

Section 3. Annexation. The Territory is annexed and added to and is a part of the Community Facilities District with full legal effect, and the City Council shall annually levy special taxes within the Territory at the rates provided for Special Tax Rate Category "A", as specified in Resolution No. 8382 adopted by the City Council on September 6, 2022, to pay costs of certain services to be provided by the Community Facilities District. The boundaries of the Territory are shown on the map entitled, Annexation Map No. 27, Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, which was recorded on September 15, 2022 in the office of the County Recorder of the County of San Bernardino as Document No. 2022-0315152.

Section 4. Pursuant to Section 53339.8 of the Government Code and Section 3117.5 of the Streets and Highways Code, the City Clerk shall cause to be filed with the County Recorder of the County of San Bernardino an amendment of the notice of special tax lien and a map of the amended boundaries of the Community Facilities District including the Territory.

ADOPTED this 18th day of October, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

CERTIFICATION

I, Jeanne Donaldson, City Clerk of the City of Redlands, do hereby certify that the foregoing resolution was regularly adopted by the City Council of said City at a regular meeting of said Council duly held on the 18th day of October, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of October, 2022.

_____
Jeanne Donaldson, City Clerk

NOTICE OF HEARING ON RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS DECLARING INTENTION TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS (ANNEXATION 27)

NOTICE IS HEREBY GIVEN that on September 6, 2022, the City Council of the City of Redlands adopted Resolution No. 8382, declaring the intention of the City Council to annex territory to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, and fixing the time and place of a public hearing thereon for 6:00 p.m., or as soon thereafter as the matter may be heard, on October 18, 2022 in the Council Chambers at the City of Redlands Civic Center, 35 Cajon Street, Redlands, California, or via teleconference as directed by the City due to COVID-19 social distancing guidelines, at which time the City Council will hear the testimony of all interested persons for or against the annexation of said territory to the Community Facilities District or the levying of special taxes within such territory to pay the costs of providing certain services which are necessary to meet increased demands placed upon the City as a result of the development of said real property.

Resolution No. 8382 provides in summary as follows:

1. The City Council declared its intention to conduct proceedings for the annexation to the Community Facilities District of the territory described in Exhibit "A" to Resolution No. 8382. The City Council determined that the public convenience and necessity require that such territory be annexed to the Community Facilities District.

2. The territory which is included in the Community Facilities District is described on the map of the Community Facilities District recorded on May 18, 2004 in Book 76 of Maps of Assessment and Community Facilities Districts, page 94, and as Instrument No 2004-0347327 in the official records of the County of San Bernardino. The territory proposed to be annexed to the Community Facilities District is described on the map thereof entitled "Annexation Map No. 27, Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California," which is on file with the City Clerk of the City of Redlands.

3. The types of public services to be provided within the Community Facilities District are as follows:

The services to be provided and financed by the Community Facilities District are the maintenance of public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District. The Community Facilities District shall also finance costs associated with the determination of the amount of and the levy and collection of special taxes which are levied to provide such services and costs otherwise incurred in order to carry out its authorized purposes. The services described above shall be provided, as needed, throughout the Community Facilities District and the territory proposed to be annexed thereto for the benefit of all owners of property and residents of the Community Facilities District and the territory proposed to be annexed thereto. All owners of taxable parcels of property within the Community Facilities District and the territory proposed to be annexed thereto shall pay special taxes to finance the annual cost of providing such services. The services to be provided and financed by the Community Facilities District, are necessary to meet increased demands placed upon the City

as a result of development occurring within the Community Facilities District and the territory to be annexed thereto.

4. Special taxes sufficient to pay the costs of the services described in Section 3 above and the annual administrative expenses of the City and the Community Facilities District in determining, apportioning, levying and collecting such special taxes, shall be annually levied within the territory proposed to be annexed to the Community Facilities District. The special taxes shall be collected in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for ad valorem taxes. The rates and method of apportionment of said special taxes shall be as set forth in Exhibit "B" to Resolution No. 8382. The property within the territory proposed to be annexed shall be assigned at the rate set forth for Special Tax Rate Category A as set forth in said Exhibit "B", and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in said Exhibit "B", subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B".

The maximum amounts of special taxes which may be annually levied are as follows:

ASSIGNMENT TO LAND USE CATEGORY

Parcels of Taxable Property in a Development shall be assigned to the appropriate Land Use Category contained in Table 1. Such Parcels shall also be assigned to the appropriate Special Tax Rate Category contained in Table 2, based on the estimated cost for providing the Additional Maintenance, if any, to the Development. The Special Tax shall be levied upon and collected from each such Parcel for each Fiscal Year based on the Benefit Units which are assigned to the Parcel as a result of its assignment to the appropriate Land Use Category and Special Tax Rate Category, as provided in Sections C and D.

TABLE 1
Land Use Category

Land Use Category	Description	Benefit Unit(s)
1	Single-family Residential	One (1) / Residence
2	Commercial	Five (5) / Acre
3	Industrial	Two (2) / Acre
4	Multi-family Residential	Six tenths (0.6) / Residential Unit
5	Religious Property	Two (2) / Acre

MAXIMUM SPECIAL TAX RATES

The Maximum Special Tax Rate per Benefit Unit for each Parcel for each Fiscal Year shall be the total of the Base Rate Per Benefit Unit plus the Additional Maintenance Rate Per Benefit Unit for the Special Tax Rate Category to which the Parcel is assigned. For Fiscal Year 2004-05 the Base Rate Per Benefit Unit and the Additional Maintenance Rate Per Benefit Unit for each Special Tax Category shall be the amounts set forth in Table 2 for such Special Tax Rate Category. The Base Rates Per Benefit Unit and the Additional Maintenance Rates Per Benefit Unit for all Parcels in all Special Tax Rate Categories shall be increased by the percentage increase in the Consumer Price Index (All Items) for Los Angeles – Riverside – Orange County (1982-84 = 100) since the beginning of the preceding Fiscal Year, or by two percent (2%), whichever is greater, on July 1, 2005 for Fiscal Year 2005-06 and on each subsequent July 1 for the Fiscal Year then commencing.

TABLE 2
Maximum Special Tax Rates

Special Tax Rate Category	Maximum Rates Per Benefit Unit	
	Base Rate	Additional Maintenance Rate
A	$250	$0
B	$250	$100
C	$250	$200
D	$250	$300
E	$250	$400
F	$250	$500
G	$250	$600
H	$250	$700
I	$250	$800
J	$250	$900
K	$250	$1,000
L	$250	$1,100
M	$250	$1,200
N	$250	$1,300
O	$250	$1,400
P	$250	$1,500
Q	$250	$1,600
R	$250	$1,700
S	$250	$1,800
T	$250	$1,900
U	$250	$2,000
V	$250	$2,100
W	$250	$2,200
X	$250	$2,300
Y	$250	$2,400
Z	$250	$2,500

The Parcels which are to be included in the District at the time of its formation and which are identified in Table 3 shall be assigned to the Land Use Category and the Special Tax Rate Category specified in Table 3.

TABLE 3
Assignment to Land Use Category
and Special Tax Rate Category

Tract No.	Land Use Category	Special Tax Rate Category
16408	One (1)	K

METHOD OF APPORTIONMENT AND LEVY OF ANNUAL SPECIAL TAX

For each Fiscal Year, commencing with Fiscal Year 2004-05, the Council shall (a) determine the cost of providing the Basic Maintenance in the District and the amount of the Base Rate Per Benefit Unit to be levied on Parcels of Taxable Property in the District to pay the cost of the Basic Maintenance; (b) determine the cost of providing the Additional Maintenance, if any, for each Special Tax Rate Category, as then applicable, and the amount of the Additional Maintenance Rate Per Benefit Unit, if any, to be levied on Parcels of Taxable Property in each Special Tax Rate Category to pay the cost the Additional Maintenance therefor; and (c) levy the Special Tax on all Parcels of Taxable Property in each Special Tax Rate Category, as then applicable. The amount of the Special Tax to be levied on any Parcel of Taxable Property in any Fiscal Year shall be determined by multiplying the Benefit Units for the Parcel, depending on the Land Use Category to which it is assigned, by the Base Rate Per Benefit Unit and the Additional Maintenance Rate Per Benefit Unit, if any, determined pursuant to clauses (a) and (b) above, for the Special Tax Rate Category to which the Parcel is assigned.

No Special Tax shall be levied on property which, at the time of adoption of the Resolution of Formation for the District, is Exempt Property.

5. A public hearing on the annexation of said territory to the Community Facilities District shall be held at 6:00 p.m., or as soon thereafter as the matter may be heard, on October 18, 2022, in the Council Chambers at the City of Redlands Civic Center, 35 Cajon Street, Redlands, California, or via teleconference as directed by the City due to COVID-19 social distancing guidelines.

6. The City Clerk shall publish a notice of the time and place of said hearing and shall also give notice of the time and place of said hearing by first-class mail to each registered voter and landowner within the territory proposed to be annexed to the Community Facilities District. Said notice shall be published at least seven (7) days and mailed at least 15 days before the date of the hearing.

7. The voting procedures to be followed in conducting the election on the proposition with respect to the levy of special taxes within the territory proposed to be annexed

to the Community Facilities District to pay the costs of services to be financed by the community facilities district shall be as follows:

(a) If at the time of the close of the public or protest hearing at least 12 persons are registered to vote within the territory proposed to be annexed to the Community Facilities District, the election shall be conducted by the City Clerk, and shall be held on a date selected by the City Council, and the ballots for the election shall be distributed to the qualified electors of the territory proposed to be annexed to the Community Facilities District by mail with return postage prepaid and the election shall be conducted as a mail ballot election.

(b) If at the time of the close of the protest hearing, and for at least the preceding 90 days, less than 12 persons have been registered to vote within the territory proposed to be annexed to the Community Facilities District, and the vote is therefore to be by the landowners of that territory, with each landowner of record at the close of the protest hearing having one vote for each acre or portion of an acre of land that he or she owns, the election shall be conducted by the City Clerk as follows:

(1) The election shall be held on the earliest date following the conclusion of the protest hearing upon which it can be held which may be selected by the City Council, or such earlier date as the owners of land within the territory proposed to be annexed to the Community Facilities District and the City Clerk agree and concur is acceptable.

(2) The election may be held earlier than 90 days following the close of the protest hearing if the qualified electors of the territory proposed to be annexed to the Community Facilities District waive the time limits for conducting the election by unanimous written consent and the City Clerk concurs in such earlier election date as shall be consented to by the qualified electors.

(3) Ballots for the election shall be distributed to the qualified electors by the City Clerk by mail with return postage prepaid.

(4) The City Clerk shall mail to each qualified elector an official ballot, and shall also mail to all such qualified electors other required election documents, including a return identification envelope with prepaid postage thereon addressed to the City Clerk for the return of voted official ballots.

(5) The information-to-voter form to be mailed by the City Clerk to the landowner-voters shall inform them that the official ballots shall be returned to the City Clerk properly voted as provided thereon and with the certification appended thereto properly completed and signed in the sealed return identification envelope with the certification thereon completed and signed and all other information to be inserted thereon properly inserted by 5:00 o'clock p.m. on the date of the election.

(6) Upon receipt of the return identification envelopes which are returned prior to the voting deadline on the date of the election, the City Clerk

shall canvass the votes cast in the election, and shall file a statement with the City Council at its next regular meeting regarding the results of such canvass and the election.

Resolution No. 8382 contains other provisions which are not summarized above. A copy of Resolution No. 8382 may be reviewed or obtained at the office of the City Clerk of the City of Redlands located at 35 Cajon Street, Redlands, California.

NOTICE IS FURTHER GIVEN that at the time and place of said hearing, all persons interested for or against the annexation of said territory to the Community Facilities District or the levying of special taxes within such territory to pay the costs of providing certain services within the territory proposed to be annexed to the Community Facilities District will be heard. At the hearing, protests against the proposals described in Resolution No. 8382 may be made by any interested person. Any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and shall clearly set forth the irregularities or defects to which objection is made. All written protests shall be filed with the City Clerk prior to the time fixed for the hearing. The City Council may waive any irregularities in the form or content of any written protests and at the hearing may correct minor defects in the proceedings. Written protests may be withdrawn in writing at any time before the conclusion of the hearing.

If the owners of one-half or more of the area of land in the territory included in the existing district, or if the owners of one-half or more of the area of land in the territory proposed to be annexed to the Community Facilities District file written protests against the proposed annexation of such territory to the Community Facilities District, and protests are not withdrawn so as to reduce the protest to less than a majority, no further proceedings shall be undertaken for a period of one year from the date of decision of the City Council on the issues discussed at the hearing.

The hearing may be continued from time to time, but shall be completed within 30 days. At the conclusion of the hearing, the City Council may abandon the proceedings or may, after passing upon all protests, submit the question of levying the special tax within the area proposed to be annexed to the Community Facilities District to the qualified electors of the area proposed to be annexed.

DATED: September 6, 2022

/s/
Jeanne Donaldson, City Clerk
City of Redlands, County of San Bernardino

Conformed copy

ANNEXATION MAP NO. 27

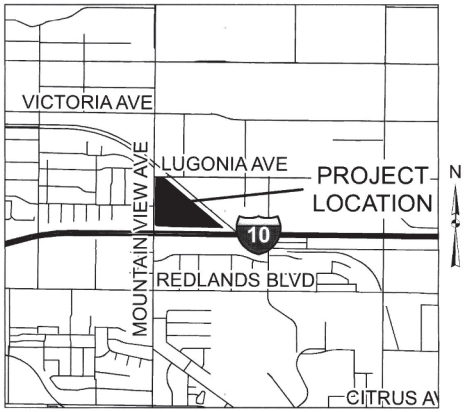
COMMUNITY FACILITIES DISTRICT NO. 2004-1
OF THE CITY OF REDLANDS,
COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

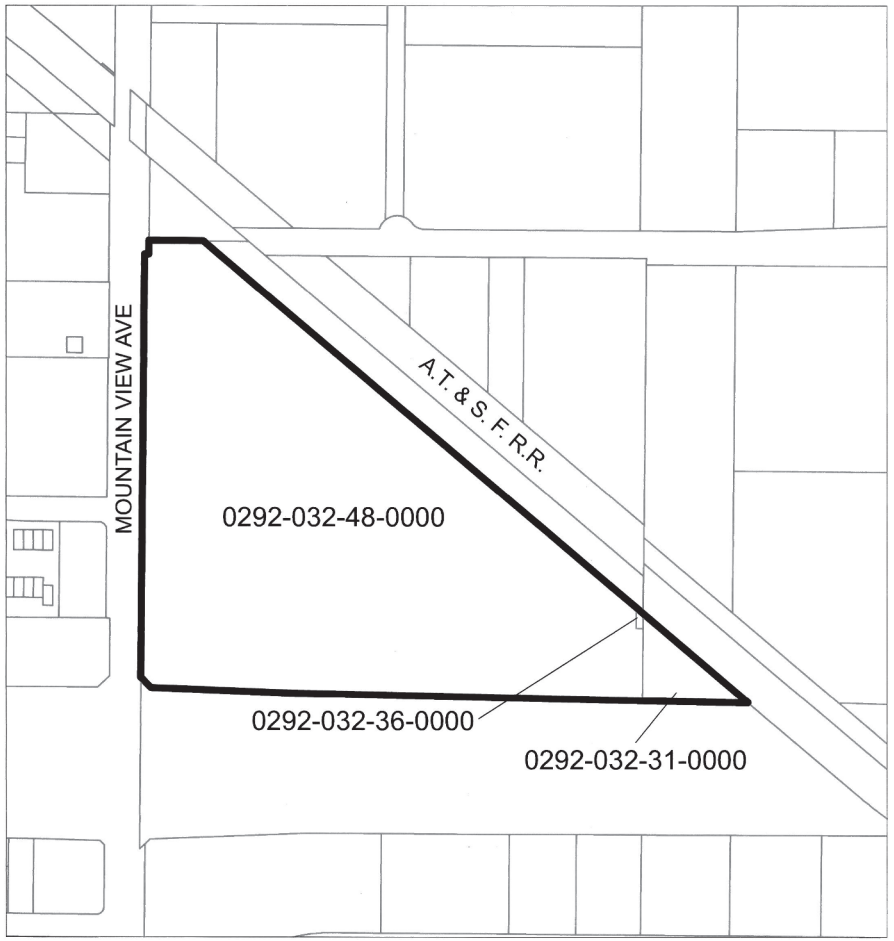
THIS MAP SHOWS THE BOUNDARIES OF AREAS TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA. THE BOUNDARIES OF WHICH COMMUNITY FACILITIES DISTRICT ARE SHOWN AND DESCRIBED ON THE MAP THEREOF WHICH WAS PREVIOUSLY RECORDED ON MAY 18, 2004 BOOK 76 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 94 AND AS INSTRUMENT NO. 2004-0347327 IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA.

I HEREBY CERTIFY THAT THE WITHIN MAP OF THE AREAS TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AT A REGULAR MEETING THEREOF, HELD ON THE 6TH DAY OF SEPTEMBER, 2022, BY IT'S RESOLUTION NO. 8382.

Jeanne Donaldson
CITY CLERK OF THE CITY OF REDLANDS

VICINITY MAP
NOT TO SCALE





FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF REDLANDS THIS 15TH DAY OF SEPTEMBER, 2022.

BY: Jeanne Donaldson
CITY CLERK OF THE CITY OF REDLANDS

SAN BERNARDINO COUNTY RECORDER'S CERTIFICATE

THIS MAP HAS BEEN FILED UNDER DOCUMENT NUMBER 2022-0315152 THIS 15th DAY OF September, 2022, AT THE HOUR OF 1:48 O'CLOCK P. M., IN BOOK 90 OF Boundary MAP, PAGE 58. AT THE REQUEST OF City of Redlands. IN THE AMOUNT OF $ 11.00.

ASSESSOR-RECORDER
COUNTY OF SAN BERNARDINO

BY: Sylvia Garcia
DEPUTY RECORDER

LEGEND

———	ANNEXATION BOUNDARY
———	PARCEL BOUNDARY
XXXX-XXX-XX-XXXX	ASSESSOR'S PARCEL NUMBER

N
0 500
Feet

Webb MUNICIPAL FINANCE

THIS ANNEXATION MAP CORRECTLY SHOWS THE LOT OR PARCEL OF LAND INCLUDED WITHIN THE BOUNDARIES OF THE COMMUNITY FACILITIES DISTRICT. FOR DETAILS CONCERNING THE LINES AND DIMENSIONS OF LOTS OR PARCELS REFER TO THE COUNTY ASSESSOR'S MAPS FOR FISCAL YEAR 2021-2022.

M:\GIS-Assessment\Redlands\CFD2004-1_Annex27.mxd

Redlands Community News
108 Eighth Street
Redlands, CA 9237
909-335-6100

Proof of Publication

(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING
CFD-2204

State of California)
County of San Bernardino) **ss.**

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer and publisher of Redlands Community News, a newspaper published in the English language in the City of Redlands, County of San Bernardino, and adjudicated a newspaper of general circulation as defined by the laws of the state of California by the Superior Court of the County of San Bernardino, under the date June 14, 2022 Case No. CIVSB2206476. That the notice, of which the annexed is a copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates,
to wit:

September 16, 2022

Executed on: September 16, 2022

At Redlands, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Connie Mendoza
Signature

NOTICE OF HEARING ON RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS DECLARING INTENTION TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS (ANNEXATION 27)

NOTICE IS HEREBY GIVEN that on September 6, 2022, the City Council of the City of Redlands adopted Resolution No. 8382, declaring the intention of the City Council to annex territory to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California, and fixing the time and place of a public hearing thereon for 6:00 p.m., or as soon thereafter as the matter may be heard, on October 18, 2022 in the Council Chambers at the City of Redlands Civic Center, 35 Cajon Street, Redlands, California, or via teleconference as directed by the City due to COVID-19 social distancing guidelines, at which time the City Council will hear the testimony of all interested persons for or against the annexation of said territory to the Community Facilities District or the levying of special taxes within such territory to pay the costs of providing certain services which are necessary to meet increased demands placed upon the City as a result of the development of said real property.

Resolution No. 8382 provides in summary as follows:

1. The City Council declared its intention to conduct proceedings for the annexation to the Community Facilities District of the territory described in Exhibit "A" to Resolution No. 8382. The City Council determined that the public convenience and necessity require that such territory be annexed to the Community Facilities District.

2. The territory which is included in the Community Facilities District is described on the map of the Community Facilities District recorded on May 18, 2004 in Book 76 of Maps of Assessment and Community Facilities Districts, page 94, and as Instrument No 2004-0347327 in the official records of the County of San Bernardino. The territory proposed to be annexed to the Community Facilities District is described on the map thereof entitled "Annexation Map No. 27, Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California," which is on file with the City Clerk of the City of Redlands.

3. The types of public services to be provided within the Community Facilities District are as follows:

The services to be provided and financed by the Community Facilities District are the maintenance of public trails and trail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District. The Community Facilities District shall also finance costs associated with the determination of the amount of and the levy and collection of special taxes which are levied to provide such services and costs otherwise incurred in order to carry out its authorized purposes. The services described above shall be provided, as needed, throughout the Community Facilities District and the territory proposed to be annexed thereto for the benefit of all owners of property and residents of the Community Facilities District and the territory proposed to be annexed thereto. All owners of taxable parcels of property within the Community Facilities District and the territory proposed to be annexed thereto shall pay special taxes to finance the annual cost of providing such services. The services to be provided and financed by the Community Facilities District, are necessary to meet increased demands placed upon the City as a result of development occurring within the Community Facilities District and the territory to be annexed thereto.

4. Special taxes sufficient to pay the costs of the services described in Section 3 above and the annual administrative expenses of the City and the Community Facilities District in determining, apportioning, levying and collecting such special taxes, shall be annually levied within the territory proposed to be annexed to the Community Facilities District. The special taxes shall be collected in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for ad valorem taxes. The rates and method of apportionment of said special taxes shall be as set forth in Exhibit "B" to Resolution No. 8382. The property within the territory proposed to be annexed shall be assigned at the rate set forth for Special Tax Rate Category A as set forth in said Exhibit "B", and for Fiscal Year 2022-23, and each Fiscal Year thereafter, assessed at the rate set forth in Table 2 in said Exhibit "B", subject to annual increases beginning in Fiscal Year 2023-24 by the greater of 2% or the percentage increase in the Consumer Price Index as determined pursuant to the method of apportioning such special taxes set forth in said Exhibit "B".

The maximum amounts of special taxes which may be annually levied are as follows:

ASSIGNMENT TO LAND USE CATEGORY

Parcels of Taxable Property in a Development shall be assigned to the appropriate Land Use Category contained in Table 1. Such Parcels shall also be assigned to the appropriate Special Tax Rate Category contained in Table 2, based on the estimated cost for providing the Additional Maintenance, if any, to the Development. The Special Tax shall be levied upon and collected from each such Parcel for each Fiscal Year based on the Benefit Units which are assigned to the Parcel as a result of its assignment to the appropriate Land Use Category and Special Tax Rate Category, as provided in Sections C and D.

Pg 1 of 3

TABLE 1
Land Use Category

Land Use Category	Description	Benefit Unit(s)
1	Single-family Residential	One (1) / Residence
2	Commercial	Five (5) / Acre
3	Industrial	Two (2) / Acre
4	Multi-family Residential	Six tenths (0.6) / Residential Unit
5	Religious Property	Two (2) / Acre

MAXIMUM SPECIAL TAX RATES

The Maximum Special Tax Rate per Benefit Unit for each Parcel for each Fiscal Year shall be the total of the Base Rate Per Benefit Unit plus the Additional Maintenance Rate Per Benefit Unit for the Special Tax Rate Category to which the Parcel is assigned. For Fiscal Year 2004-05 the

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NOTICE OF PUBLIC HEARING
CFD-2204

State of California)
County of San Bernardino) ss.

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer and publisher of Redlands Community News, a newspaper published in the English language in the City of Redlands, County of San Bernardino, and adjudicated a newspaper of general circulation as defined by the laws of the state of California by the Superior Court of the County of San Bernardino, under the date June 14, 2022 Case No. CIVSB2206476. That the notice, of which the annexed is a copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates,
to wit:

September 16, 2022

Executed on: September 16, 2022

At Redlands, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Connie Mendoza
Signature

Base Rate Per Benefit Unit and the Additional Maintenance Rate Per Benefit Unit for each Special Tax Category shall be the amounts set forth in Table 2 for such Special Tax Rate Category. The Base Rates Per Benefit Unit and the Additional Maintenance Rates Per Benefit Unit for all Parcels in all Special Tax Rate Categories shall be increased by the percentage increase in the Consumer Price Index (All Items) for Los Angeles – Riverside – Orange County (1982-84 = 100) since the beginning of the preceding Fiscal Year, or by two percent (2%), whichever is greater, on July 1, 2005 for Fiscal Year 2005-06 and on each subsequent July 1 for the Fiscal Year then commencing.

TABLE 2
Maximum Special Tax Rates

Rate Category	Maximum Rates Per Benefit Unit Special Tax Base Rate	Additional Maintenance Rate
A	$250	$0
B	$250	$100
C	$250	$200
D	$250	$300
E	$250	$400
F	$250	$500
G	$250	$600
H	$250	$700
I	$250	$800
J	$250	$900
K	$250	$1,000
L	$250	$1,100
M	$250	$1,200
N	$250	$1,300
O	$250	$1,400
P	$250	$1,500
Q	$250	$1,600
R	$250	$1,700
S	$250	$1,800
T	$250	$1,900
U	$250	$2,000
V	$250	$2,100
W	$250	$2,200
X	$250	$2,300
Y	$250	$2,400
Z	$250	$2,500

The Parcels which are to be included in the District at the time of its formation and which are identified in Table 3 shall be assigned to the Land Use Category and the Special Tax Rate Category specified in Table 3.

TABLE 3
Assignment to Land Use Category and Special Tax Rate Category

Tract No.	Land Use Category	Special Tax Rate Category
16408	One (1)	K

METHOD OF APPORTIONMENT AND LEVY OF ANNUAL SPECIAL TAX

For each Fiscal Year, commencing with Fiscal Year 2004-05, the Council shall (a) determine the cost of providing the Basic Maintenance in the District and the amount of the Base Rate Per Benefit Unit to be levied on Parcels of Taxable Property in the District to pay the cost of the Basic Maintenance; (b) determine the cost of providing the Additional Maintenance, if any, for each Special Tax Rate Category, as then applicable, and the amount of the Additional Maintenance Rate Per Benefit Unit, if any, to be levied on Parcels of Taxable Property in each Special Tax Rate Category to pay the cost the Additional Maintenance therefor; and (c) levy the Special Tax on all Parcels of Taxable Property in each Special Tax Rate Category, as then applicable. The amount of the Special Tax to be levied on any Parcel of Taxable Property in any Fiscal Year shall be determined by multiplying the Benefit Units for the Parcel, depending on the Land Use Category to which it is assigned, by the Base Rate Per Benefit Unit and the Additional Maintenance Rate Per Benefit Unit, if any, determined pursuant to clauses (a) and (b) above, for the Special Tax Rate Category to which the Parcel is assigned.

No Special Tax shall be levied on property which, at the time of adoption of the Resolution of Formation for the District, is Exempt Property.

5. A public hearing on the annexation of said territory to the Community Facilities District shall be held at 6:00 p.m., or as soon thereafter as the matter may be heard, on October 18, 2022, in the Council Chambers at the City of Redlands Civic Center, 35 Cajon Street, Redlands, California, or via teleconference as directed by the City due to COVID-19 social distancing guidelines.

6. The City Clerk shall publish a notice of the time and place of said hearing and shall also give notice of the time and place of said hearing by first-class mail to each registered voter and landowner within the territory proposed to be annexed to the Community Facilities District. Said notice shall be published at least seven (7) days and mailed at least 15 days before the date of the hearing.

7. The voting procedures to be followed in conducting the election on the proposition with respect to the levy of special taxes within the territory proposed to be annexed to the Community Facilities District to pay the costs of services to be financed by the community facilities district shall be as follows:

(a) If at the time of the close of the public or protest hearing at least 12 persons are registered to vote within the territory proposed to be annexed to the Community Facilities District, the election shall be conducted by the City Clerk, and shall be held on a date selected by the City Council, and the ballots for the election shall be distributed to the qualified electors of the territory proposed to be annexed to the Community Facilities District by mail with return postage prepaid and the election shall be conducted as a mail ballot election.

(b) If at the time of the close of the protest hearing, and for at least the preceding 90 days, less than 12 persons have been registered to vote within the territory proposed to be annexed to the Community Facilities District, and the vote is therefore to be by the landowners of that territory, with each landowner of record at the close of the protest hearing having

Pg 283

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(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING
CFD-2204

State of California)
County of San Bernardino) **ss.**

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer and publisher of Redlands Community News, a newspaper published in the English language in the City of Redlands, County of San Bernardino, and adjudicated a newspaper of general circulation as defined by the laws of the state of California by the Superior Court of the County of San Bernardino, under the date June 14, 2022 Case No. CIVSB2206476. That the notice, of which the annexed is a copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates,
to wit:

September 16, 2022

Executed on: September 16, 2022

At Redlands, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Connie Mendoza
Signature

one vote for each acre or portion of an acre of land that he or she owns, the election shall be conducted by the City Clerk as follows:

(1) The election shall be held on the earliest date following the conclusion of the protest hearing upon which it can be held which may be selected by the City Council, or such earlier date as the owners of land within the territory proposed to be annexed to the Community Facilities District and the City Clerk agree and concur is acceptable.

(2) The election may be held earlier than 90 days following the close of the protest hearing if the qualified electors of the territory proposed to be annexed to the Community Facilities District waive the time limits for conducting the election by unanimous written consent and the City Clerk concurs in such earlier election date as shall be consented to by the qualified electors.

(3) Ballots for the election shall be distributed to the qualified electors by the City Clerk by mail with return postage prepaid.

(4) The City Clerk shall mail to each qualified elector an official ballot, and shall also mail to all such qualified electors other required election documents, including a return identification envelope with prepaid postage thereon addressed to the City Clerk for the return of voted official ballots.

(5) The information-to-voter form to be mailed by the City Clerk to the landowner-voters shall inform them that the official ballots shall be returned to the City Clerk properly voted as provided thereon and with the certification appended thereto properly completed and signed in the sealed return identification envelope with the certification thereon completed and signed and all other information to be inserted thereon properly inserted by 5:00 o'clock p.m. on the date of the election.

(6) Upon receipt of the return identification envelopes which are returned prior to the voting deadline on the date of the election, the City Clerk shall canvass the votes cast in the election, and shall file a statement with the City Council at its next regular meeting regarding the results of such canvass and the election.

Resolution No. 8382 contains other provisions which are not summarized above. A copy of Resolution No. 8382 may be reviewed or obtained at the office of the City Clerk of the City of Redlands located at 35 Cajon Street, Redlands, California.

NOTICE IS FURTHER GIVEN that at the time and place of said hearing, all persons interested for or against the annexation of said territory to the Community Facilities District or the levying of special taxes within such territory to pay the costs of providing certain services within the territory proposed to be annexed to the Community Facilities District will be heard. At the hearing, protests against the proposals described in Resolution No. 8382 may be made by any interested person. Any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and shall clearly set forth the irregularities or defects to which objection is made. All written protests shall be filed with the City Clerk prior to the time fixed for the hearing. The City Council may waive any irregularities in the form or content of any written protests and at the hearing may correct minor defects in the proceedings. Written protests may be withdrawn in writing at any time before the conclusion of the hearing.

If the owners of one-half or more of the area of land in the territory included in the existing district, or if the owners of one-half or more of the area of land in the territory proposed to be annexed to the Community Facilities District file written protests against the proposed annexation of such territory to the Community Facilities District, and protests are not withdrawn so as to reduce the protest to less than a majority, no further proceedings shall be undertaken for a period of one year from the date of decision of the City Council on the issues discussed at the hearing.

The hearing may be continued from time to time, but shall be completed within 30 days. At the conclusion of the hearing, the City Council may abandon the proceedings or may, after passing upon all protests, submit the question of levying the special tax within the area proposed to be annexed to the Community Facilities District to the qualified electors of the area proposed to be annexed.

DATED: September 6, 2022

/s/
Jeanne Donaldson, City Clerk
City of Redlands, County of San Bernardino

Published: September 16, 2022
Redlands Community News

Pg 383

RECEIVED
SEP 23 2022
Redlands City Clerk

WAIVER OF CERTAIN ELECTION PROCEDURES WITH RESPECT TO LANDOWNER-VOTER ELECTION ON LEVY OF TAXES WITHIN TERRITORY TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 OF THE CITY OF REDLANDS (ANNEXATION NO. 27)

The undersigned, on behalf of Duke Realty Limited Partnership, an Indiana limited partnership (the "Owner"), hereby certifies to the City of Redlands (the "City") as follows:

1. The undersigned is authorized and possesses all authority necessary to execute this waiver on behalf of the Owner and to vote on behalf of the Owner in the special election to be held within the territory proposed to be annexed to Community Facilities District No. 2004-1 of the City of Redlands, County of San Bernardino, State of California (the "Community Facilities District").

2. The Owner is the owner of the land proposed to be annexed to the Community Facilities District, consisting of 22.57 acres, identified in Exhibit "A" attached hereto and incorporated herein by reference (the "Territory").

3. The Owner received mailed notice of the public hearing to be held by the City Council of the City (the "City Council") regarding the annexation of the Territory to the Community Facilities District, the levy of special taxes within the Territory to pay the costs of the maintenance of public trails and tail fences adjacent to Planned Development No. 4, including but not limited to, landscape maintenance in the area of the Property and the Community Facilities District (the "Services"), and the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services and costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District (the "Incidental Costs").

4. The Owner has received necessary and relevant information from the City regarding the annexation of the Territory to the Community Facilities District, and the City has made available to the Owner adequate opportunity to obtain such information. The Owner has received a copy of Resolution No. 8382 of the City Council, with all exhibits attached thereto, including Exhibit "B", the "Rate and Method of Apportionment of the Special Tax."

5. The undersigned is informed and understands that in order for the Territory to be annexed to the Community Facilities District and for the City Council to thereafter annually levy special taxes therein to pay the costs of the Services and the Incidental Costs, it is necessary that a special election be held within the Territory on the proposition of whether the City shall levy special taxes on taxable property within the Community Facilities District to pay the costs of the Services and the Incidental Costs, and that two-thirds of the votes cast upon such question must be in favor thereof.

6. The undersigned is further informed and understands that pursuant to Section 53326 of the California Government Code elections on such a proposition must be held at the next general election or in a special election to be held at least 90 days but not more than 180 days following the close of the public hearing on October 18, 2022 unless such time limits are waived with the unanimous consent of the qualified electors of the Territory and the concurrence of the City Clerk. The Owner desires that the time limit for conducting said election set forth in said Section 53326 be waived, and that said election be held as soon as possible and not later than October 18, 2022.

7. The Owner waives the time limits set forth in Section 53326 of the California Government Code with respect to said election and consents to the holding of said election on any

date on or after October 18, 2022, which is acceptable to the City Clerk. The Owner further consents to the holding of said election less than 10 days after the mailing or delivery of a sample ballot to the Owner and without compliance with other formal requirements of the California Elections Code.

8. The Owner waives the publication and mailing by the City Clerk to the Owner of a notice of said election and a sample ballot pursuant to Sections 4101 and 4102 of the Elections Code, and compliance with other applicable notice requirements of the California Elections Code.

9. The Owner further waives an impartial analysis by the City Attorney on the ballot measure to be contained in the Official Ballot for said election pursuant to Section 9280 of the California Elections Code, and further waives ballot arguments and rebuttals pursuant to Sections 9281 to 9287, inclusive, and 9295 of the California Elections Code. The Owner also waives compliance with and the mailing to the Owner by the City of a statement pursuant to Section 9401 of the California Elections Code.

10. California Election Code Section 13119 requires that any ballot measure imposing a tax or raising the rate of a tax include a statement of the measure, which among other things requires the City to state the amount of money to be raised annually and duration of the tax to be levied. Owner expressly waives any requirements to include a statement as required by Election Code Section 13119 and hereby acknowledges that Owner has previously received information regarding the annual Special Tax levy and duration of the Special Tax.

11. The Owner further waives mailing of the official ballot by the tenth (10th) day before the date of said election pursuant to Section 4101 of the Elections Code and receipt of a ballot pamphlet as required by Section 3023 of the California Elections Code, and consents to the City

Clerk delivering to the Owner the official ballot to be voted on its behalf on any date prior to the date of said election.

12. The undersigned hereby represents that compliance with the procedural requirements for conducting said election, including the receipt of ballot arguments and the time limitations which apply in connection with scheduling of and mailing notices for said election are unnecessary in light of the fact that the Owner has received sufficient information regarding the annexation of the Territory to the Community Facilities District and the levy of the special taxes within the Territory to pay the costs of providing the Services and the Incidental Costs to enable the Owner to properly vote the Official Ballot for such election on the proposition mentioned in paragraph 5 above.

The undersigned certifies that the foregoing is true and that he executed this document on SEPTEMBER 20TH, 2022, at IRVINE, California.

DUKE REALTY LIMITED PARTNERSHIP,
an Indiana limited partnership

By: Duke Realty Corporation,
an Indiana corporation,
Its: General Partner

By: Nancy Schultz
Its: Regional President, West Region

17942.00056\40677627.1

EXHIBIT "A"

PROPERTY LEGAL DESCRIPTION

That property located in the City of Redlands, County of San Bernardino, State of California, identified as the following San Bernardino County Assessor's Parcel Numbers:

0292-032-31-0000
0292-032-36-0000
0292-032-48-0000

DUKE REALTY CORPORATION
DUKE REALTY LIMITED PARTNERSHIP

RESOLUTIONS ADOPTED BY
THE BOARD OF DIRECTORS

April 21-22, 2022

Resolution Concerning the Appointment of Officers

WHEREAS, Duke Realty Corporation, an Indiana corporation (the "Company"), is (i) the general partner of Duke Realty Limited Partnership, an Indiana limited partnership (the "Partnership"); (ii) the managing member of Duke Realty Services, LLC, an Indiana limited liability company ("DRSLLC"); and (iii) the general partner of Duke Realty Services Limited Partnership, an Indiana limited partnership ("DRSLP");

WHEREAS, the Company's Board of Directors (the "Board") has determined that it is desirable and in the best interests of the Company for the Board to appoint officers of the Company who will have the authority to act on behalf of and bind the Company, the Partnership, DRSLLC and DRSLP;

WHEREAS, Section 6.01 of the Fifth Amended and Restated Bylaws (the "Bylaws") of the Company provides that the Board shall elect such officers as it shall deem necessary at each annual meeting of directors, and Section 6.03 of the Bylaws provides that the Board may fill any vacancy in office resulting from any cause;

NOW, THEREFORE, BE IT RESOLVED, that, based on the recommendation of the Chief Executive Officer, the following persons be elected as officers, effective January 26, 2022 (unless otherwise specified below), to hold office at the pleasure of the Board and until their successors are duly elected and qualified, unless sooner removed as provided by applicable law:

Name	Title
James B. Connor	Chairman and Chief Executive Officer
Mark A. Denien	Executive Vice President and Chief Financial Officer
Steven W. Schnur	Executive Vice President and Chief Operating Officer
Nicholas C. Anthony	Executive Vice President, Chief Investment Officer
Ann C. Dee	Executive Vice President, General Counsel and Corporate Secretary
Peter D. Harrington	Executive Vice President, Construction
Christopher M. Burns	Executive Vice President, Real Estate Operations
Mark J. Milnamow	Chief Accounting Officer
Jenny E. Bean	Chief Human Resources Officer
J. Christopher Brown	Regional President, Central and South Region

Name	Title
Arthur V. Makris	Regional President, Northeast Region
Nancy E. Shultz	Regional President, West Region
Susan E. Bergdoll	Senior Vice President, Central Region
Wesley A. Hardy	Senior Vice President, Southeast Region
Andrew W. Hess	Senior Vice President, Northern California Region
Stephanie Rodriguez	Senior Vice President, Florida Region
Jeff D. Thornton	Senior Vice President, Texas Region
Jeffrey D. Behm	Senior Vice President, Acquisitions and Dispositions
Mark E. Crawford	Senior Vice President, Head of Acquisitions
James E. Clemo	Senior Vice President, Real Estate Operations Manager
Anthony J. Powell	Senior Vice President, Financial Analysis
David A. Jennings	Senior Vice President, Construction
Blaine J. Paul	Senior Vice President, Development
Paul R. DeFonce	Senior Vice President, Information Technology
Neal A. Lewis	Senior Vice President, Taxation
Laura A. Sylak	Senior Vice President, Human Resources
Mark A. Van Horn	Vice President, Administrative Services
Joseph P. Hawkins	Vice President, Legal and Assistant Secretary
Richard J. Hayes	Vice President, Legal and Assistant Secretary
Tammi D. Parker	Vice President, Legal and Assistant Secretary
Lisa M. Starcevich	Vice President, Legal and Assistant Secretary
Megan N. Basore	Vice President, Corporate Responsibility
Gregory N. Czarnik	Vice President, Construction Systems
J. Michael Davis	Vice President, Development Services
Christopher L. Donovan	Vice President, Treasurer and Capital Markets
Ronald M. Hubbard	Vice President, Investor Relations
Veronica G. Locker	Vice President, Internal Audit
Lisa M. Spitz (for amounts less than $25,000)	Vice President, Information Technology
Jeffery A. Gardner (for amounts less than $25,000)	Assistant Vice President, Information Technology

FURTHER RESOLVED, that each of the officers set forth above is hereby authorized to act on behalf of and bind (i) the Company and (ii) (a) the Partnership, through the Company in its capacity as general partner; (b) DRSLLC, through the Company in its capacity as managing member; and (c) DRSLP, through the Company in its capacity as general partner;

FURTHER RESOLVED, that each of the officers set forth above shall have such additional powers and duties as established by the Chief Executive Officer and any other powers and duties that may be established by the Board from time to time;

FURTHER RESOLVED, that, from time to time, the Chief Executive Officer may appoint one or more subordinate officers or assistant officers as are deemed necessary;

FURTHER RESOLVED, that, based on the recommendation of the Chief Executive Officer, in addition to the officers set forth above, the persons holding the position of Vice President, Construction within the Company's Construction Department are authorized to award and execute individual vendor agreements exceeding $5 million in value on behalf of the Company, the Partnership, DRSLLC and DRSLP;

FURTHER RESOLVED, that, based on the recommendation of the Chief Executive Officer, in addition to the officers set forth above, the persons holding the following positions within the Company's Construction Department are authorized to award and execute vendor agreements of up to $5 million in value (including change orders) on behalf of the Company, the Partnership, DRSLLC and DRSLP:

Director, Design & Construction
Project Executive
Sr. Project Manager
Sr. Preconstruction Manager
Preconstruction Director
Project Manager
Preconstruction Manager

FURTHER RESOLVED, that, based on the recommendation of the Chief Executive Officer, in addition to the officers set forth above, the persons holding the following positions within the Company's Real Estate Operations and Property Management Groups have the authority to award and execute service agreements on behalf of the Company, the Partnership, DRSLLC and DRSLP for matters within their assigned areas of responsibility:

For individual service agreements up to $100,000.00 in value (including change orders)

Senior Development Services Manager
Development Services Director
Development Services Manager

For individual service agreements up to $50,000.00 in value (including change orders)

Vice President, Regional Asset Management
Assistant Vice President, Property Management

For individual service agreements up to $10,000.00 in value (including change orders)

Senior Property Manager
Property Manager

FURTHER RESOLVED, that the officers set forth above are hereby authorized to do and perform, or cause to be done and performed, all such other acts, deeds and things, including the expenditure of reasonable monies, and to negotiate, make, execute, deliver or cause to be made, executed, delivered and recorded, all such agreements, undertakings, documents, instruments and certificates in the name and on behalf of the Company, the Partnership, DRSLLC, DRSLP or otherwise as such officers may deem necessary, appropriate or expedient to effect the transactions contemplated herein and to otherwise carry out fully the purpose and intent of the foregoing resolutions;

FURTHER RESOVED, that any and all actions heretofore taken by the officers set forth above on behalf of the Company, the Partnership, DRSLLC and DRSLP are hereby confirmed, ratified and approved.

777 East Rialto Avenue, San Bernardino, CA 92415 | Phone: 909.387.8300 Fax: 909.387.2022
www.SBCounty.gov

SAN BERNARDINO COUNTY

Registrar of Voters

Michael Jimenez
Interim Registrar of Voters

September 20, 2022

City of Redlands
PO Box 3005
Redlands, CA 92373

Attention: Jeanne Donaldson

To Whom It May Concern:

On September 7, 2022, the San Bernardino County Registrar of Voters received a request to provide the number of registered voters residing within City of Redlands Community Facilities District No. 2004-1, Annexation No. 27.

After examining the voter registration records within the area, the Registrar of Voters certifies the following information as of September 12, 2022:

Registered voters within the area: 0

An invoice for services rendered for this request will be provided later.

If you have any questions, please contact the Registrar of Voters at (909) 387-8300.

Sincerely,

Stephenie Shea
Interim Assistant Registrar of Voters

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

CFD 2004-1 Annexations List

In August 2004 Council approved the establishment of community facilities district (CFD) No. 2004-1, for Tract No. 16408, the Centex tract located at the southwest corner of Fifth Avenue and Wabash Avenue in the City of Redlands. The CFD was developed to cover the ongoing cost of maintenance of street trees, citrus groves landscaping and other appurtenances located along Fifth Avenue and Wabash Avenue.

In May 2006 Council approved Annexation No. 1 (Tract No. 16287) to the CFD, located at Occidental Drive and Crystal Court for the maintenance of landscaping and water quality treatment devices in the open space lots. During this last year, Annexation No. 1 subdivided the properties on site from two lots to twelve lots.

Annexation No. 2 (Tentative Tract No. 16586), located north of I-10 and both sides of the proposed Wabash Street alignment has been on hold since October 2006.

In July 2006 Council approved Annexation No. 3 (Tentative Tract No. 17253) to the CFD, located at the southwest corner of Lugonia Avenue and Church Street for the maintenance of the landscape and the associated irrigation equipment on Lugonia Avenue parkway frontages. This project has not yet begun construction.

In October 2008 Council approved Annexation No. 4 (Parcel Map No. 17353) to the CFD, located at Ford Street and Interstate 10 for the maintenance of the landscape in the median island and the associated irrigation equipment.

In October 2008 Council approved Annexation No. 5 (Commission Review and Approval No. 826) to the CFD, located at California Street and Orange Tree Lane for the maintenance of the landscape in the median island and the associated irrigation equipment on California Street and the parkway frontages along both streets.

Annexation No. 6 (Tract No 14790-1), located adjacent to Sunset Hills Lane, west of Alessandro Road did not receive sufficient votes needed to annex into the CFD in June 2009.

Annexation No. 7 (Parcel 2 of Parcel Map No. 15573), located at the northeast corner of San Bernardino Avenue and Mountain View Avenue, has been on hold since February 2011.

In February 2011 Council approved Annexation No. 8 (Tract No. 16806) to the CFD, located at southeast corner of Pennsylvania Avenue and Texas Street for the maintenance of the landscape and the associated irrigation equipment on Pennsylvania Avenue and Texas Street parkway frontages. This project has not yet begun construction.

In November 2012 Council approved Annexation No. 9 (Parcel Map No, 18208) to the CFD located at the southeast corner of Redlands Boulevard and Nevada Street for the maintenance of landscaping and the associated irrigation equipment on Redlands

Boulevard and Nevada Street parkway frontages and the Redlands Boulevard raised center median.

Annexation No. 10 (Tract No. 18762-1), located at the northeast corner of Orange Street and Lugonia Avenue, has been completed since July 2016. Annexation No. 10 is dormant because the property owners have agreed to be responsible for all landscaping and irrigation efforts themselves; therefore the annexations are not being assessed.

In June 2014 Council approved Annexation No. 11 (Parcel Map No. 19371) to the CFD located at the northwest corner of Lugonia Avenue and Wabash Avenue for the maintenance of landscaping and the associated irrigation equipment on Lugonia Avenue and Wabash Avenue Street parkway frontages. Annexation No. 11 is dormant because the property owners have agreed to be responsible for all landscaping and irrigation efforts themselves; therefore the annexations are not being assessed.

In June 2014 Council approved Annexation No. 12 (Tract Map Nos. 16465 and 16627) to the CFD located at the southwest and southeast corners of Pioneer Avenue and Judson Street, respectively, for the maintenance of landscaping and the associated irrigation equipment on Pioneer Avenue and Judson Street parkway frontages, maintenance of landscaping and water quality treatment devices in the open space lots, and for the maintenance of landscaping and the associated irrigation equipment on the common area lots. Annexation No. 12a (Tract No. 16465) is nearly complete. A 50% assessment is being proposed to establish a reserve fund. Annexation No. 12b was completed in July 2016 and is being assessed. Annexation No. 12c (Tract Map Nos. 18979 and 19975) located east of Tract Map No. 16627 and between Pioneer Avenue and Pennsylvania Avenue was approved by City Council in June 2016. A 50% assessment is being proposed to establish a reserve fund. Annexation No. 12d (Tract Map No. 20079) was approved by Council in May 2018. A 50% assessment is being proposed to establish a reserve fund.

In June 2014 Council approved Annexation No. 13 (Tract Map No. 18882) to the CFD located at the southwest corner of San Bernardino Avenue and Dearborn Street, respectively, for the maintenance of landscaping and the associated irrigation equipment on San Bernardino Avenue and Dearborn Street parkway frontages and for the maintenance of landscaping and the associated irrigation equipment on the common area lots with the exception of Lot B. Annexation No. 13 is dormant because the property owners have agreed to be responsible for all landscaping and irrigation efforts themselves; therefore the annexation is not being assessed.

In September 2015 Council approved Annexation No. 14 (Parcel Map No. 19496) to the CFD located at the northeast corner of California Street and Lugonia Avenue for the maintenance of landscaping and associated irrigation equipment on the California Street center median. The maintenance of landscaping and associated irrigation equipment on California Street and Lugonia Avenue parkway frontages will be maintained by the property owner and will not be assessed.

In December 2017 Council approved Annexation No. 15 (Parcel Map No. 18535-1) to the CFD located at the northwest corner of Eureka Street and Stuart Avenue for the maintenance of street trees, landscaping and irrigation in the rights-of-way and landscape maintenance along the property frontage. Annexation No. 15 will be dormant because the property owners have agreed to be responsible for all landscaping and irrigation efforts themselves; therefore the annexation is not being assessed.

In April 2017 Council approved Annexation No, 16 (Tract Map No. 18988) to the CFD located on the north side of Pioneer Avenue, east of Texas Street for the maintenance of parks, slopes, parkways, median, open space, shade and seating structures, and monuments within and adjacent to said tract.

In July 2017 Council approved Annexation No. 17 (Tract Map No. 17022) to the CFD located at the northeast corner of Pioneer Avenue and Texas Street for the maintenance of slopes, parkways, open space and citrus trees within and adjacent to the tract. This project has not yet begun construction.

In May 2018 Council approved Annexation No. 18 (Parcel Map No. 19465) to the CFD located at the southeast corner of Alabama Street and Park Avenue for the maintenance of street trees, landscaping and irrigation in the rights-of-way and landscape maintenance easement along the property frontage within and in the parcel map. The maintenance of landscaping and associated irrigation equipment on Alabama Street and Park Avenue parkway frontages and landscape maintenance easement will be maintained by the property owner and will not be assessed.

In January 2020 Council approved Annexation No. 19 (Tract Map No.19942) to the CFD located at the northeast corner of Wabash Avenue and Sylvan Boulevard for the maintenance of parks, slopes, parkways, and open space within and adjacent to the tract.

In May 2019 Council approved Annexation No. 20 (Tract Map No. 19956) to the CFD located at the southeast corner of Wabash Avenue and Citrus Avenue for the maintenance of slopes, parkways, and open space within and adjacent to the tract.

In September 2019 City Council approved Annexation No. 21 (Tract Map No. 20126) to the CFD located on the north side of Lugonia Avenue, south of Pennsylvania Avenue, east of Judson Street for the maintenance of parks, slopes, parkways, open space, and citrus groves within and adjacent to the tract.

In September 2020 City Council approved Annexation No. 22 (Parcel Map No. 19981) to the CFD located at the northwest corner of Alabama Street and Park Avenue for the maintenance of parkways.

In April 2021 City Council approved Annexation No. 23 (Parcel Map No. 18536) to the CFD located at the southwest Corner of Stuart Avenue and Eureka Street for maintenance of parkways.

In January 2021 City Council approved Annexation No. 24 (CUP No. 1129) to the CFD located at the southeast corner of Eureka Street and Stuart Avenue for the maintenance of parkways.

Annexation No. 25 (Tract Map No. 20065) located on the south side of East Highland Avenue and west of Redlands Street is anticipated to request Council action in early 2023.

In March 2022 City Council approved Annexation No. 27 (Tract Map No. 20257) to the CFD located at the northwest corner of San Bernardino Avenue and Texas Street for the maintenance of perimeter lettered lots, retention basins, and street trees.

City Council Meeting **K. 2.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Public Hearing to consider the proposed Transit Villages Specific Plan (Specific Plan No. 65) project and the proposed General Plan Transit Village District consisting of the following items:

(Mayor to declare meeting open as a public hearing)

a. **Resolution No. 8399** - A request to certify the Final Environmental Impact Report prepared for the proposed project described below, adopt the Findings of Fact and Statement of Overriding Considerations, and approve and adopt the Mitigation Monitoring & Reporting Program, in accordance with the California Environmental Quality Act (CEQA).

b. **Resolution No. 8401 (General Plan Amendment No. 146)** - A request to amend certain General Plan maps, exhibits, and policies pertaining to land uses and street segments to ensure the proposed Transit Villages Specific Plan (Specific Plan No. 65) is consistent with the General Plan. The General Plan Land Use Map (Figure 4-1) would be amended to include and identify the proposed Transit Villages Specific Plan area as a Transit Village District" in Figure 4-1.

c. **Resolution No. 8400** for adoption of the **Transit Villages Specific Plan (Specific Plan No. 65)** and rescind the existing Downtown Specific Plan (Specific Plan No. 45) - The proposed Specific Plan would provide the development standards and design regulations for future development of up to: 265,000 square-feet of retail and commercial floor area; 238,000 square-feet of office area; up to 2,400 dwelling units (e.g., apartments, condominiums, and townhomes); up to 220 hotel rooms and 110,000 square-feet of hotel space; and approximately 280,000 square-feet of parks and open space. Public realm improvements are also anticipated, to include pedestrian, bicycle, and transit improvements within the plan area. The project area covers approximately 947 acres (or approximately 1.48 square miles) and is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by Interstate 10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The Project area also includes the parcels fronting both sides of the Orange Street corridor between Colton Avenue and Lugonia Avenue. The proposed Transit Villages Specific Plan includes the entire area currently governed by the Downtown Specific Plan, and would replace the existing Downtown Specific Plan.

d. **Ordinance No. 2947** (**Zone Change No. 475)** - A request to amend the city's Zone Map to include and identify the Transit Villages Specific Plan (Specific

Plan No. 65) area as a new zoning designation on the Zone Map.

(Development Services Director Desatnik)

PROCEDURE FOR PUBLIC HEARING:

1. Mayor declares the meeting open as a public hearing.
2. Mayor calls upon Department Director for report.
3. Mayor calls for questions/comments from members of the City Council.
4. Mayor calls for comments/questions/testimony from members of the public (3 minutes per speaker).
5. Mayor calls upon City Clerk to note any written comments received.
6. Mayor closes the public hearing.
7. City Council considers the motion and votes.

MOTION(S):

If the City Council determines that the Planning Commission's recommendations are appropriate, the following motions are provided:

Motion for Environmental Determination:

"I move that the City Council approve Resolution No. 8399 adopting the Findings of Fact and Statement of Overriding Considerations in accordance with Sections 15091, 15092, and 15093 of the California Environmental Quality Act, certify the Final Environmental Impact Report prepared for the Transit Villages Specific Plan project, and approve and adopt the Mitigation Monitoring & Reporting Program."

Motion for General Plan Amendment:

"I move that the City Council approve Resolution No. 8401 adopting the General Plan amendments for the Transit Villages Specific Plan."

Motion for Transit Villages Specific Plan (Specific Plan No. 65):

"I move that the City Council approve Resolution No. 8400 adopting the Transit Villages Specific Plan and rescinding the existing Downtown Specific Plan."

Motion for Zone Change:

Mayor requests the City Clerk to read the title of Ordinance No. 2947;

"I move to waive further reading of Ordinance No. 2947 and to introduce Ordinance No. 2947."

RECOMMENDATION:

At the public hearing on October 5, 2022, the Planning Commission reviewed the proposed project and the related Final Environmental Impact Report, and received public comments and testimony. Public comments included topics such as: the public outreach process for preparing the proposed Transit Villages Specific Plan (TVSP); the public comment period for the Draft EIR; the proposed TVSP districts should protect existing single-family neighborhoods; protect historic homes and historic districts; potential for flood impacts in the TVSP area; a proposal to amend a

component of the draft sign regulations; and union representatives promoting the hiring of the local construction workforce. Four speakers were in favor of the TVSP, including: Michelle Rogers (Vice President of Administration at the University of Redlands); Ruth Cook (Primary Committee Member on the city's General Plan Update Steering Committee from 2015-17); Jerry Tessier (downtown business owner and developer); and Pat Meyer (local consultant). Commissioners suggested changing the TVSP district designations in certain residential areas to protect existing single-family homes and neighborhoods (which have been completed and are included in the draft TVSP chapters attached to this staff report).

The Commission voted 6 to 0 recommending that the City Council:

1) Adopt the draft Findings of Fact and Statement of Overriding Consideration, and certify the Final Environmental Impact Report for the proposed Transit Villages Specific Plan;
2) Adopt General Plan Amendment No. 146 for certain changes to text, maps, and exhibits related to the proposed project;
3) Adopt the Transit Villages Specific Plan (Specific Plan No. 65) and rescind the Downtown Specific Plan (Specific Plan No. 45); and
4) Adopt Zone Change No. 475 to update the city's Zone Map related to the proposed project.

DISCUSSION:

I. BACKGROUND

A) 2035 General Plan

The City of Redlands 2035 General Plan and Climate Action Plan were adopted on December 5, 2017. One primary strategy of the new General Plan is the introduction of the Transit Villages Concept to accommodate future development within the core areas of the City. A total of five Redlands Rail stations are identified on the General Plan Land Use Map, of which three have recently completed construction: one existing station located in Downtown Redlands at the historic Santa Fe Depot (expanded to include Metrolink trains); one new station at the northwest corner of New York Street/West Redlands Boulevard; and one new station at the southeast corner of University Street/East Park Avenue. In the 2035 General Plan document, more than 130 Policies and Actions directly or indirectly pertain to the Transit Villages Concept or future development of the transit villages, and the proposed Transit Villages Specific Plan will be fully consistent with the 2035 General Plan.

Transit Villages Concept: In the 2035 General Plan, Chapter 4 (Livable Community) explains the Transit Villages Concept in detail:

> "Transit Villages are areas surrounding a transit station in which the neighborhood is planned, designed, and integrated so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit and other choices in transportation. Transit Villages have the following characteristics:
>
> - Densities and intensities that promote working and living environments proximate to transit;
> - Pedestrian and bicycle access to the station, with safe and comfortable pathways; and
> - A transportation system that encourages and facilitates intermodal service and access.
>
> The development of Transit Villages results in public benefits such as relief of traffic congestion, improved air quality, revitalization of neighborhoods, live/travel options for community members who rely on transit, additional job opportunities, and development of attractive neighborhoods."

Two key ingredients to this strategy are a "Mixed Use Core" within each village combined with

Multi-Modal Connections. A mixed-use core means an area with high development intensity and a variety of commercial stores and services that can meet frequent needs of local residents (such as retail and grocery stores, restaurants, coffee and ice cream shops, professional/administrative offices, medical/dental offices, banks, services such as dry cleaners and barbers/salons, and other stores), together with new residential dwelling units in each village. These areas would encourage a high level of pedestrian activity, and as such, would need to provide for a high level of comfort and safety for pedestrians. Multi-modal connections means convenient access such as walking, bike, bus, train, rideshare, or personal automobile (i.e., all modes can be accommodated and fewer automobile trips).

B) Community Outreach and Public Participation

In extensive public outreach effort was made to gather input and encourage participation by Redlands residents, local employees, and other interested persons. Ideas and input from community members can make a plan better. In many instances, local residents and community members are the only people that can provide unique insights about local conditions or the desired future physical form of their community.

From September 2018 through February 2019, a number of public workshops and other public meetings were held to encourage maximum input early in the Planning process. The key activities included the following:

- Three Discovery Workshops in September to December 2018 (one each at the Civic Center, the Orton Center at the University, and the Esri Café). A total of approximately 115 persons attended the Discovery Workshops.
- Three Alternatives Workshops in October 2018 to January 2019 (one each at the Civic Center, the Orton Center at the University, and the Esri Café). A total of approximately 67 persons attended the Alternatives Workshops (many of whom also attended a Discovery Workshop).
- Three Draft Plan Workshops in April and May 2019 (one each at the Civic Center, the Orton Center at the University, and the Esri Café). A total of approximately 110 persons attended the Draft Plan Workshops (many of whom also attended one or more Discovery or Alternatives workshops).
- City Council study session at a special meeting on January 4, 2019.
- City Council update on April 16, 2019.
- Planning Commission updates on January 22, 2019, and April 23, 2019.
- A total of nine stakeholder meetings were conducted with groups and agencies representing a variety of interests including property owners, neighborhood representatives, citizen groups, and large employers.
- City staff provided a booth and attended a total of twelve Market Night events in downtown Redlands (August through November 2018 and April through June 2019) to provide information to the public and answer questions during the public outreach phase. Staff estimates that approximately 950 persons asked questions about various elements of the specific plan, potential mall redevelopment, and the Redlands Rail project.
- A public website (https://redlandstransitvillages.org/) was created to explain the Planning process to the public, provide announcements (e.g., agendas, presentations, summaries for community workshops, etc.), serve as a repository for all Specific Plan documents, and provide mechanisms to encourage feedback and input.
- The final draft Specific Plan was made available on the project website (https://redlandstransitvillages.org/) in May 2020. Members of the public are able to review the draft Specific Plan in its entirety.

II. SUMMARY

A) Overview of Chapters

The draft Specific Plan document is organized into nine chapters. Like the General Plan, a specific plan is a policy document articulating the desired vision for future development for the plan area, and includes numerous development standards and criteria to guide future development projects. The difference is that a specific plan is focused on a more limited and well-defined geographical area within the City of Redlands. In this case, that area is the future transit villages around the three future train stations, generally within a half-mile radius around each station site (see Attachment A).

The draft Specific Plan contains a total of nine chapters: Introduction, Vision, Redlands Mall, Development Code, Transportation and Circulation, Parking, Public Realm of Open Space and Landscape, Infrastructure, and Implementation. See Attachment B for an outline of each chapter and subsections within each chapter.

What the specific plan is NOT is a construction plan. The Transit Villages Specific Plan, when adopted, will not by itself result in immediate construction of any new buildings or public improvements. It is a policy document expressing the community's vision for how the transit villages will look and function in the future. Individual private development projects will still need to be formally submitted to the Development Services Department for the normal development review procedures by City departments, and will include review and approval by the Planning Commission or City Council as may be necessary. Construction plans would only be prepared after an entitlement has been approved (such as a Conditional Use Permit, Commission Review & Approval, or a Tract/Parcel Map, etc.).

City staff may also use the document to apply for a variety of State and regional grants in order to be able to implement some public improvements called for in the plan (such as expanding the bicycle network, improving public sidewalks and crosswalks, pedestrian safety lighting or street lighting, intersection improvements, etc.). Some public improvements would also be constructed in conjunction with private development projects (such as improvements to the right-of-way and street frontages of project site).

Form-Based Code: A "Form-Based Code" emphasizes the shape and placement of the buildings and public space, as well as the mix of different land uses and a minimum density of those uses. A form-based code is used as a method of regulating development to achieve a specific urban form, and to create a predictable public realm by controlling physical form (while the regulation of land uses is secondary). A key concept is that a form-based code emphasizes the form of the built environment, rather than focusing on regulating or separating different land uses. Form-based codes typically encourage a mix of complementary uses (e.g., retail, office, commercial, etc.) in close proximity to residential uses and within a convenient walking distance. This can be contrasted with traditional zoning that focuses not on urban form but on the land uses, with an emphasis on the separation and dispersion of different uses (which often results in sprawl, a heavy reliance on automobile trips to reach destinations, and environmental impacts such as greenhouse gases and air pollutants).

B) Policy Framework and Vision

Chapter 1: Introduction: One key strategy of the 2035 General Plan encourages future growth and development toward infill lots and redevelopment in the City's core areas, and specifically in the transit village areas. There are more than 100 policies and actions in the General Plan pertaining to this concept including the transit villages, and Chapter 1 lists these policies for easy reference. Chapter 1 provides a summary of existing conditions in the plan area, as well as identifying opportunities and constraints. It also includes an overview of the nine community

workshops held throughout Redlands over several months to obtain the widest possible participation from all interested residents and other members of the community.

Chapter 2: Vision: Chapter 2 explains the basic principles of Transit-Oriented Development (TOD), including what makes great public places, what makes great streets, and how to achieve a balance of good urban form and a mix of different (yet complementary) land uses. This chapter summarizes the work that occurred in the nine community workshops that were attended by Redlands residents and other interested community members. It includes potential build-out scenarios over many years to illustrate how the plan might be implemented (for each transit village). This chapter also describes and defines the various building types that are typically included in a form-based code.

Chapter 3: Redlands Mall: The Redlands Mall site warrants its own chapter due to the size of the site (11 acres) as well as its prime location in the heart of downtown at the key intersection of Redlands Boulevard and Orange Street. This chapter dives deeper into the unique objectives and design considerations for the Mall site, in particular breaking up the single “megablock” that occupies the former space of six downtown blocks. Historically, East State Street continued westerly from Orange Street and connected to Eureka Street (where West State Street remains), but this 880-foot long segment of State Street was removed when the Mall was constructed. Re-establishing smaller blocks at the pedestrian-scale will be a critical component of redeveloping the site. Chapter 3 provides three illustrations showing the potential future site layout (as examples only) when the Mall site redevelops, and pedestrian connectivity across and through the site is one key design element to a successful redevelopment project.

C) Development Standards and Regulations

Chapter 4: Development Code: The proposed Development Code chapter provides the bulk of the development standards that will be applicable to the development of private properties, including the Regulating Plan (or Zone Map), zone descriptions, list of permitted land uses, development standards for each zone, and several other requirements.

The Regulating Plan: In the language of Form-Based Codes, the ‘Regulating Plan’ functions as the official zone map for the specific plan. This map is shown on pages 4:4 and 4:5 of the Specific Plan.

Zoning Districts: The proposed zoning districts are described on pages 4:6 and 4:7, and are organized using the “Transect” principle based on differing densities and intensities of development. The districts begin with the highest-intensity development around the train stations (Village Center), decrease in intensity further away from the station core areas (Downtown, Village General, and Village Corridor), and the lowest intensity (Urban Neighborhood) around the periphery near the residential neighborhoods.

Land Use Table: The proposed Land Use Table on pages 4:8 through 4:14 incorporates the existing list of land uses from the Downtown Specific Plan. A form-based code emphasizes regulating the form of the built environment and the public realm amenities, rather than focusing primarily on the land uses. Form-based codes typically encourage a mix of different uses (e.g., retail, office, commercial, and residential in close proximity within convenient walking distance) as well as the appropriate densities of those mix of uses. It is used as a method of regulating development to achieve a specific urban form and to create a predictable public realm by primarily controlling the physical form (and the regulation of land uses is secondary). This can be compared to traditional Euclidean zoning that focuses on the land uses, with an emphasis on separating and dispersing different types of uses, rather than focusing on building a compact and efficient urban form. As a result, traditional zoning often results in sprawl, limits transit and walking options, and tends to create a reliance on automobiles and more vehicle trips.

Development Standards: The draft Development Standards provide the requirements for building form and other features in each district. In addition to the typical standards found in most zoning codes (such as required yard setbacks and maximum building height), there are several standards incorporated which emphasize the shape and form of the buildings and the public realm (e.g., street width and sidewalk frontages) as well as parking lot placement and pedestrian access. The relationship of buildings to streets is the most important thing to regulate in a form-based code so that the alignment and shape of buildings will form a “street wall” (composed of building frontages), and encourage a walkable and engaging urban environment. The standards include the following elements:

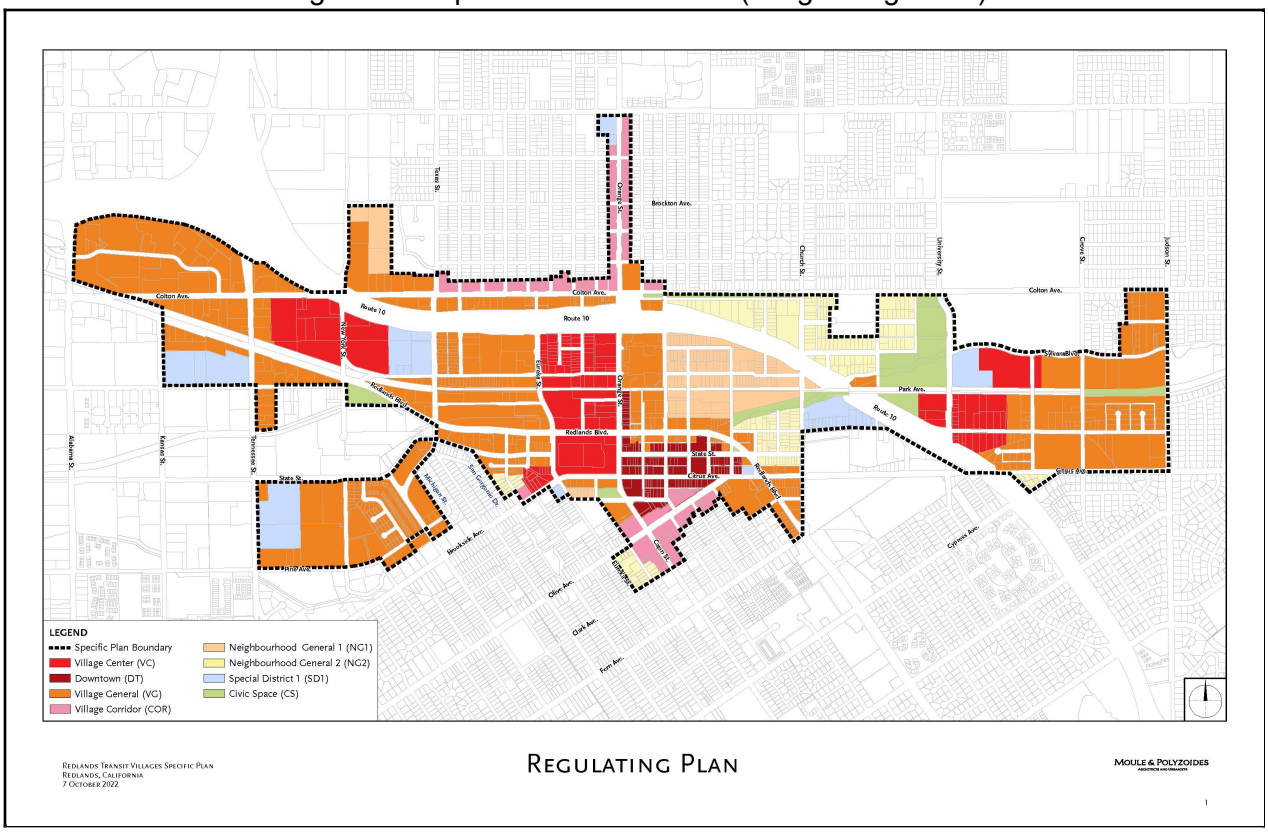
- Building placement, building length, and building separation;
- Façade lengths and façade breaks;
- Minimum frontage types;
- Minimum and maximum building setbacks;
- Minimum floor-to-floor height, and minimum ground-floor height above grade;
- Architectural encroachments (awnings, canopies, balconies, eaves, etc.);
- Placement of parking and the amount of parking;
- Landscaping, streetscape, planters and trees; and
- Sign regulations.

Maximum Building Heights: The draft Transit Villages Specific Plan includes very detailed and strict height limits. Most of the proposed districts will limit building heights to 2 or 3 stories maximum, in order to be consistent with nearby existing structures as well as provide appropriate transitioning of building heights. The proposed building height limits will be consistent with existing zoning standards. Note that the existing General Commercial (C-3) zoning, which covers large portions of the downtown area, presently has no maximum height limit. The standards will also be consistent with the existing Downtown Specific Plan’s current height limit of 55 feet in the downtown area. The proposed building heights in the draft Transit Villages Specific Plan are summarized below, by district (map of proposed TVSP zoning districts shown in Figure 1 below).

Table 1. Proposed TVSP Building Height Limits

TVSP District	*Number of Stories*	*Building Height*
Neighborhood General 1	2 max.	30 ft. max.
Neighborhood General 2	2 max.	30 ft. max.
Village Corridor	2 max.	30 ft. max.
Downtown	3 max.	45 ft. max.
Village General	3 average	45 ft. average
Village Center	4 max.	55 ft. max.

Figure 1. Proposed TVSP Districts ("Regulating Plan")



The draft plan will NOT allow high-rise buildings (13 floors or above) and will NOT allow mid-rise buildings (6 to 12 floors). In fact, the majority of the Transit Villages Specific Plan area would be limited to 2 or 3 stories in most districts. Only the one district immediately surrounding the train stations (Village Center district) would allow up to 4 stories high maximum. The draft Transit Villages Specific Plan includes very specific and strict height limits, and if adopted, would put in place prescriptive height and building design requirements.

Architectural Design Guidelines: In addition to the detailed building form standards (such as distinct massing and articulation), a number of architectural styles and exterior treatments are encouraged in the design guidelines. The five recommended architectural styles are: Main Street Commercial; Craftsman; Mediterranean; Victorian; and California Contemporary. However, developers are not restricted to these five so long as the quality of design is equivalent, and they can explain how the proposal meets all development standards.

Parking Requirements: The parking requirements are based on general type of land use and the building type, and include specific requirements for retail uses, office uses, residential uses, hotels, etc. The parking categories are more limited than the requirements in the Redlands Municipal Code so that various uses may be interchangeable within the same building space over time (such as retail, restaurants, or office uses being able to rotate through the same space over time without being restricted by vastly different parking requirements). See pages 4:6 through 4:27 (Section D) for the parking requirements.

Landscape, Screening, and Public Art: Standards are included pertaining to on-site landscaping in required yard areas and open space areas, and also incorporates RMC Chapter 18.168 for landscape installation. Public art will be required in accordance with the City's Art in Public Places program. Utilities, mechanical/electrical equipment, and service areas must be

appropriately placed, screened, and architecturally-treated consistent with the development.

Sign Regulations: The TVSP includes unique sign regulations for the specific plan area, to include: porch sign, yard sign, awning sign, wall sign, projecting sign, building identification, window sign, sidewalk sign, roof sign, marquee, directory sign, temporary sign, and murals, among others. Regulations are included for mixed use projects to differentiate ground-floor tenants from upper-floor commercial tenants. It also incorporates the Measure U requirement for City Council approval of any sign exceeding 120 square-feet in size.

D) Public Improvements and Infrastructure

The four chapters following the Development Code provide the guidelines for implementation of public realm improvements. These chapters will be consistent with other applicable community plans, as follows.

Chapter 5: Transportation & Circulation: Chapter 5 explains the desired transportation and street improvements over the long-term as project sites develop, and emphasizing pedestrian improvements and bicycle network improvements. There is also a summary of the bus transit network and potential future alignments that may be desirable, specifically around the train station sites. This chapter provides conceptual cross-sections for streets to include Complete Streets concepts, such as for multiple users including pedestrians and bicyclists.

Chapter 6: Parking: Chapter 6 also includes concepts and proposals for sufficient public parking within each transit village, and incorporates the work previously completed for the Downtown Parking Study. It includes a number of recommended strategies for public parking on streets and public parking lots over the long-term as parking demand changes.

Chapter 6 incorporates the work previously completed by the City in 2017 for the Downtown Parking Study. Several of its recommendations included painting of previously unmarked on-street parking spaces (totaling up to 1,465 spaces) that are underutilized due to the absence of adequate striping and signage. Over the past two years, City departments have started implementing some of the recommendations by painting and marking existing spaces so they are more readily apparent to shoppers and others.

Chapter 7: Open Space & Landscape: Chapter 7 describes the improvements for the public realm (meaning the shared public spaces like sidewalks, plazas, and parklets) and includes landscaping guidelines. It provides suggested plant and tree palettes for streets, parkways, and medians. It also includes ideas for sustainable stormwater treatment, suggestions for improvements to freeway underpasses (including lighting and artwork), and wayfinding signage. It incorporates the existing Mill Creek Zanja as well as the existing Orange Blossom Trail Plan and suggests pedestrian/bicycle trail options for these important features.

Chapter 8: Infrastructure: Chapter 8 describes public infrastructure (existing and potential future needs) for water supply, wastewater systems, storm drain systems, floodwater diversion alternatives, and sustainable stormwater management. It incorporates the City's existing Master Plan of Drainage, as well as an additional engineering drainage study specifically prepared for the Transit Villages Specific Plan. Developers would be responsible for constructing public improvements immediately adjacent to their project site (i.e., requirements attached to a development project as mandatory Conditions of Approval), which typically includes public sidewalks, curbs and gutters, street paving improvements, storm drains, street trees, light poles, etc.

Chapter 9: Implementation: Chapter 9 includes strategies and recommendations for funding long-term public improvements associated with the transit villages, including common tools and funding sources used by public agencies. It also includes an explanation for administration of the

Specific Plan (such as Specific Plan Amendments that may be needed in the future). The time frame for full buildout of the Specific Plan is likely to be 20 years or more, and development will occur on individual sites incrementally as it currently does throughout the City of Redlands. An entire village area will not immediately transform within five years, and redevelopment of the Mall site will likely require several years and multiple phases of construction.

Some public improvements such as implementing the bicycle network per the City's new Sustainable Mobility Plan (previously the Bicycle Master Plan) are already under way, with funding sources including State transportation grants. Other public improvements such as completing segments of the Orange Blossom Trail per the City's existing Orange Blossom Trail Plan are already under way, with funding sources including the existing capital improvement budget as well as grants. Some public improvements such as roadway bulb-outs, enhanced crosswalks, new medians, or new landscapes may take several years to implement depending on funding availability (such as State transportation or transit-oriented development grants) or deferring construction until new development occurs nearby.

E) General Plan Amendment

The project area currently contains a variety of General Plan land use designations: Commercial, High Density Residential, Medium Density Residential, Commercial/Industrial, Public/Institutional, and Parks. The General Plan Land Use Map will need to be updated to show the proposed TVSP area and designate that area within the boundaries as "Transit Village" land use. In addition, some minor text changes are needed for certain General Plan policies and exhibits so that the Transit Villages Specific Plan will be consistent. These other amendments are listed in detail in the attached Resolution (see Attachment H).

The proposed Specific Plan would otherwise be consistent with numerous policies in the 2035 General Plan and effectively implement the Transit Village Concept in the General Plan. The proposed Specific Plan will be consistent and will implement more than 130 Policies and Actions from the 2035 General Plan (see Attachment C). These policies are directly or indirectly related to implementing the Transit Village Concept, and the Transit Village strategy is one of the main organizing principles in the 2035 General Plan.

F) Zone Map Update

Zone Change No. 475 is necessary to update the City's official Zone Map to reflect the new district designations created by the Transit Villages Specific Plan (TVSP). The existing zoning designations (i.e., zoning from RMC Title 18) for properties within the TVSP area would be replaced by the proposed new TVSP districts: Village Center, Village General, Downtown, Village Corridor, Neighborhood General 1, Neighborhood General 2, Special District, or Civic Space.

In addition, the existing Downtown Specific Plan (Specific Plan No. 45) will need to be rescinded so that it can be replaced by the Transit Villages Specific Plan. The entire area of the Downtown Specific Plan lies within the Transit Villages Specific Plan boundaries. The existing Downtown Specific Plan area would be replaced by the following TVSP districts: Village Center, Village General, Downtown (along east side of Orange St.), and Neighborhood General 1 (between 6th St. and Church St.).

G) Socio-Economic Cost/Benefit Analysis

City Council Resolution No. 5579 states that General Plan Amendments, Specific Plans, and Specific Plan Amendments are exempt from the requirement for a Socio-Economic Cost/Benefit Study. However, given the significant interest in this project, a socio-economic model was

prepared. Typically, only individual project proposals with certain discretionary actions for developments exceeding 5,000 square feet would be required to prepare a Socio-Economic Cost/Benefit Study pursuant to Resolution No. 5579.

Two buildout scenarios of the TVSP were analyzed by the model: full buildout (100%) of the anticipated project; and approximately half (50%) buildout of the anticipated project. Both scenarios are hypothetical (i.e., based on assumptions) for analysis purposes; actual future buildout of the TVSP may vary and be lower than the projections. Both scenarios would result in positive Cost/Benefit Ratios exceeding 1.0, which means that future development would provide a net gain of new revenues to the City for the provision and maintenance of public infrastructure and public services (i.e., for every $1.00 the City spends on infrastructure and public services, the City will receive significantly more than $1.00 in revenue from property taxes, sales taxes, fees for service, business license fees, and other revenues).

Table 2. Summary of Cost/Benefit Ratios

Scenario	Residential Uses	Non-Residential Uses	Cost / Benefit Ratio
Full buildout (100%)	2,400 DU	265,000 SF Retail/Commercial; 238,000 SF Office; 220 room Hotel	Residential: 2.06 Non-Residential: 4.71 Total Ratio: 2.44
Half buildout (50%)	1,200 DU	132,500 SF Retail/Commercial; 119,000 SF Office; 110 room Hotel	Residential: 1.97 Non-Residential: 4.77 Total Ratio: 2.33

III. ENVIRONMENTAL REVIEW

A) Background

An EIR is intended to inform decision-makers and the general public of the potentially significant environmental impacts of a proposed project. The EIR also considers the availability of mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the Proposed Project that may reduce or avoid one or more significant environmental effects. Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a programmatic EIR that examines the potential effects resulting from implementing designated land uses and anticipated future development projects in the draft Transit Villages Specific Plan (the “Proposed Project”). The impact assessment evaluates the Project as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. Future development projects (if they are not consistent with the analysis in this EIR) may be subject to individual, site-specific environmental review, if required by State law. The EIR represents the best effort to evaluate the proposed Transit Village Specific Plan. The EIR evaluates the following topics required by the California Environmental Quality Act (CEQA).

Topics Analyzed: CEQA requires certain topics to be considered in environmental documents, and these 19 environmental topics are listed below:

1. Aesthetics
2. Agricultural and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils

8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Population and Housing
15. Public Services
16. Recreation
17. Transportation
18. Tribal Cultural Resources
19. Wildfires

Determining Levels of Significance: A total of 56 criteria (required by CEQA) were utilized to measure the impacts of the proposed Project on the environment. For each potential environmental impact criteria identified in this EIR, a statement of the level of significance of the impact is provided. Impacts are assessed as one of the following categories:

- The term “No Impact” is used when the environmental resource being discussed would not be adversely affected by implementation of the proposed Project. It means no or negligible change from existing environmental conditions. This impact level does not need mitigation measures.
- A “Less Than Significant Impact” would cause a minor change in the physical environment but the impact would not meet or exceed the significance threshold. This impact level does not require mitigation measures, even if feasible. In addition, existing standard requirements implemented by Federal, State, or local laws and regulations also serve as mitigating factors. In addition, project design features or existing General Plan policies can avoid creating any significant impacts, and likewise do not require additional mitigation measures.
- A “Less Than Significant Impact with Mitigation” is an effect that may cause a substantial adverse effect on the environment, however, there are feasible mitigation measures that can be implemented to reduce the impact to a less-than-significant level (i.e., after mitigation measures are applied to reduce the impact). Mitigation measures would be specific for the proposed Project, would be crafted to reduce the unique impact identified in the EIR, and they would be included in the Project as mandatory Conditions of Approval.
- A “Significant and Unavoidable Impact” would cause a substantial adverse effect on the environment, and no known feasible mitigation measures are available to reduce the impact to a less-than-significant level. Under CEQA, a project with significant and unavoidable impacts may be approved, but the Lead Agency (in this case, the City) must prepare findings of fact and a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines, explaining how the benefits of the project outweigh the potential for significant impacts.

The results of the EIR analysis are summarized in Section D below.

B) Notice of Preparation

The first step in beginning the EIR process is the circulation of a Notice of Preparation (“NOP”). An Initial Study was also prepared to accompany the NOP and to provide preliminary analysis of the environmental topics proposed to be included in the EIR analysis. The NOP process provides a 30-day public comment period to allow members of the public and other agencies the

opportunity to provide early comments on the scope of the environmental analysis. A total of 30 written comments were received.

During the NOP process, several topic areas were scoped out of the EIR process as it could be seen with certainty there would not be any potential effects on the environment. These were: Agricultural and Forestry Resources; Biological Resources; Mineral Resources; and Wildfires. Therefore, the EIR does not further analyze these topics.

Following the 30-day NOP comment period, the consultant began work on the technical studies (e.g., traffic, air quality, greenhouse gases, noise, cultural resources, etc.) and began writing the Draft Environmental Impact Report ("Draft EIR") document. As a result of the NOP and Initial Study, several topics were determined to not require any further analysis in the EIR as there was no possibility of any environmental effects related to those topics. The topics that were "scoped out" of the EIR were: Agriculture and Forestry Resources; Biological Resources; Mineral Resources; and Wildfire. Therefore, the remaining 15 topics were analyzed in detail on the Draft EIR.

Public Scoping Meeting: A public Scoping Meeting was held on September 15, 2021, at 5:00 p.m. as a virtual meeting on Zoom (due to the current pandemic). A total of ten persons participated in the meeting and provided comments to the City's environmental consultant.

Project Description: The proposed project description (i.e., buildout assumptions) to be used for preparation of the technical studies and Draft EIR are as follows:

- Up to 2,400 dwelling units throughout the TVSP area;
- Up to 238,000 square-feet of office floor space in the TVSP area;
- Up to 265,000 square-feet of retail and commercial floor space in the TVSP area;
- Hotel use with up to 220 guest rooms; and
- Various public realm, infrastructure, and multi-modal transportation improvements.

C) Notice of Availability

The Draft EIR (Attachment D) was completed in summer 2022, and the Notice of Completion (NOC) and Notice of Availability (NOA) were released on July 20, 2022. A legal advertisement circulating the NOA was published in the Redlands Daily Facts on July 20, 2022. The NOA and a copy of the Draft EIR were posted at the County Clerk's Office on July 20, 2022. The NOA was published in the Redlands Daily Facts on July 20, 2022, as a display ad. The Draft EIR and related documents and notices were distributed to the State Clearinghouse (Governor's Office of Planning & Research) on July 20, 2022, and subsequently circulated to State agencies for review and comment.

The 45-day public review and comment period began on July 21, 2022, and ended on September 6, 2022 (a total of 48 days due to a holiday during that time). Printed copies of the Draft EIR and related appendices (technical studies) were distributed to the A.K. Smiley Public Library, the City Clerk's Office, and the Planning Division public counter. The Draft EIR and appendices were also made available on the City's Planning Division website (https://www.cityofredlands.org/post/environmental-documents) and the State Clearinghouse website (https://ceqanet.opr.ca.gov/2021080622).

D) Summary of Environmental Impacts

The EIR found that there were No Impacts to 22 criteria, Less Than Significant Impacts to 31 criteria, and Significant and Unavoidable Impacts to three (3) criteria. See Table 3 below for a summary. Those topics for which a *Significant and Unavoidable Impacts* were found applied to Air Quality and Transportation. The significant impact to Transportation (in terms of Vehicle Miles

Traveled) was for only one portion of the TVSP project area that contains the area around the Tri City Center shopping center (which is the farthest from any train stations); however, that impact might only occur when (or if) the Tri City Center area ever redevelops with higher-intensity uses as permitted by the TVSP. If that area never redevelops, then there would be no impact to Transportation compared to today's environmental conditions.

Table 3. Summary of Environmental Impacts

Environmental Topic	Criteria Evaluated	No Impact	Less Than Significant Impact	Significant and Unavoidable Impact
5.1 Aesthetics	4	1	3	--
5.2 Air Quality	4	1	1	2
5.3 Cultural Resources	3	1	2	--
5.4 Energy	2	1	1	--
5.5 Geology & Soils	4	3	1	--
5.6 Greenhouse Gases	2	--	2	--
5.7 Hazards & Hazardous Materials	7	6	1	--
5.8 Hydrology & Water Quality	5	3	2	--
5.9 Land Use & Planning	2	1	1	--
5.10 Noise	3	1	2	--
5.11 Population & Housing	2	1	1	--
5.12 Public Services	5	1	4	--
5.13 Recreation	2	--	2	--
5.14 Transportation	2	--	1	1
5.15 Tribal Cultural Resources	2	--	2	--
5.16 Utilities & Service Systems	7	2	5	--
TOTALS:	*56*	*22*	*31*	*3*

E) Alternatives Analyzed

The California Environmental Quality Act (CEQA) mandates consideration and analysis of alternatives to the Proposed Project. According to CEQA Guidelines, the range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (CEQA Guidelines Section 15126.6(d)(2)). The discussion must also include an evaluation of the No Project Alternative to allow decision-makers to compare the impacts of approving the Proposed Project against the impacts of not approving it.

In much of Redlands, alternative land uses are limited in several ways. First, there is geography. The Redlands Planning Area is bordered by the incorporated cities of Loma Linda (west), San Bernardino (north), Highland (north), and Yucaipa (east), and cannot expand in those directions. Riverside County is to the south and the City limit cannot cross County boundaries. The Santa Ana River Wash, Crafton Hills, and San Timoteo Canyons (which define borders with the surrounding jurisdictions) also form natural boundaries to urban growth. Second, the City is approaching 90% buildout. There is little undeveloped land remaining that can support a variety of large development scenarios. Third, Measure U provides fairly strict limitations on the type of development that can occur on the remaining undeveloped land. For these reasons, alternative scenarios in Redlands are limited.

The preferred plan, the proposed Project (the “Transit Villages Specific Plan”), can best be described as emphasizing infill development and redevelopment in the City’s core areas – Downtown, along Redlands Boulevard, around the Esri campus, and south of the University of Redlands campus. On the periphery of the City, the 2035 General Plan emphasizes the preservation of open space and agricultural land, as well as controlling and minimizing further

sprawling development (such as conversion of productive agricultural land or open space to new single-family subdivisions).

Chapter 6 of the EIR explains the three Alternatives that were analyzed and provides a detailed discussion of the environmental impacts compared among the three alternatives.

Table 4. Summary of Alternatives

1. No Project / Buildout of Existing Zoning	Under the No Project alternative, the existing zoning (RMC Title 18) and Downtown Specific Plan (Specific Plan 45) remain as they are today, and the proposed Transit Villages Specific Plan is *not* adopted. There would be no changes to the existing zoning, and future development projects would be built in compliance with the current zoning regulations.
2. Reduced Specific Plan Area	Under this alternative, the New York Street Village area is slightly reduced and there would be a 25% reduction to the buildout of residential and non-residential floor areas in the New York Street Village. The Downtown Village and University Village areas remain largely unchanged, and full buildout of future developments in Downtown Village and University Village areas could proceed.
3. Reduced Development Intensity	Under this alternative, a 60% reduction in the number of dwelling units, retail commercial uses, and office uses would be developed within each proposed Transit Village (i.e., up to 960 dwelling units, 88 hotel rooms, 106,000 square-feet of retail commercial, and 95,200 square-feet of office uses through the year 2040).

The EIR analyzed each alternative according to the criteria of the environmental topics. More detail on the analysis can be found in the Table 6-1 of the EIR (see Attachment D).

Summary of Alternatives: The Proposed Project would have significant and unavoidable impacts in two topics, Air Quality and Transportation. The proposed Specific Plan would fully implement the goals and objectives of the 2035 General Plan including the Transit Villages concept and strategy.

The three alternatives, for the most part, would have similar environmental impacts as the Proposed Project. Two of the alternatives (the Reduced Specific Plan Area alternative and the Reduced Intensity alternative) would have slightly fewer impacts in six (6) or seven (7) topic areas, respectively, but would not fully implement the vision of the 2035 General Plan for new Transit Villages in the core areas of Redlands. A Transit Villages Specific Plan implemented on a smaller scale, as explained in these two alternatives, would make the plan less likely to encourage or attract the types of compact and pedestrian-scale projects that contribute to successful downtowns and transit-oriented developments.

The No Project alternative (i.e., future development under existing zoning and the existing Downtown Specific Plan) would encourage “business as usual” under existing zoning, with unrestrained growth and sprawl around the periphery of the city. This alternative would generate more severe and significant impacts to Transportation because of the greater amounts of motor vehicle trips and Vehicle Miles Traveled that would result from less compact development that is more spread out using the traditional zoning method (i.e., discourages pedestrians, bicycles, and transit use). This alternative would also be more likely to result in the continued loss of agricultural land and open space around the city’s periphery, as well as the associated environmental impacts (such as increased traffic and Vehicle Miles Traveled, air quality and greenhouse gas impacts, increased water use, expansion and maintenance costs for public infrastructure, and other impacts).

F) Final EIR

The Final EIR (see Attachment E) consists of the Draft EIR, comments received on the Draft EIR, and the responses to those comments. The primary purpose of the Final EIR is to respond to comments received during the 45-day public review period of the Draft EIR. The review period for the Draft EIR (State Clearinghouse No. 2021080622) was July 21, 2022, to September 6, 2022. There are no revisions to the Draft EIR as a result of the comments; however, a few

typographical errors were corrected.

Public Comments Received: A total of 23 written comments have been received (two agencies, two organizations, and 19 individuals or residents). Four of the comments were received late (after the deadline of 5:30 PM on September 6, 2022); however, they are included in the Final EIR and responses to comments.

Mitigation Monitoring & Reporting Program: A Mitigation Monitoring & Reporting Program ("MMRP") is included in the Executive Summary that summarizes all mitigation measures as well as the outline program for monitoring the future implementation of each mitigation measure.

G) Findings of Fact and Statement of Overriding Consideration

CEQA Guidelines Sections 15091 and 15093, state no public agency shall approve a project for which a certified EIR identifies one or more significant environmental effects unless the agency makes findings regarding each effect. These findings can show that significant environmental effects can be avoided or substantially lessened by changes required in or incorporated into the project or by changes that are within the responsibility or jurisdiction of another public agency and that can or should be adopted.

Findings can also be made of specific economic, legal, social, technological, or other considerations, including provision of employment opportunities that make the mitigation measures or project alternatives infeasible. In addition, findings are required if specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects. In such a situation, the adverse environmental effects may be considered "acceptable" and the project approved. The proposed Findings of Fact and Statement of Overriding Consideration are included as Attachment F (note that the three *Significant and Unavoidable* Impacts are in the topics of Air Quality and Transportation only).

ALTERNATIVES:

The City Council can continue the proposal and direct staff to address any further issues.

STRATEGIC PLAN:

The proposed Transit Villages Specific Plan, if approved, will implement or support the following goals in the Strategic Plan.

Priority A: Quality of Life. Ensure Redlands continues to be a vibrant community that honors its heritage and provides a broad range of opportunities to live, work and play.

Objective 2: Economic Vitality

- Implement policies and programs to expand the City's affordable housing opportunities.
- Encourage redevelopment efforts in the transit corridor (i.e. University Village and mall site).

Priority D: Sustainability. Preserve and protect what makes Redlands special by maintaining core services, infrastructure and community values.

Objective 3: Infrastructure

- Engineer and construct transportation facilities to accommodate all potential users – motorists, cyclists and pedestrians.

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Yvette M. Abich Garcia, City Attorney
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PREPARED BY:
Brian Foote, City Planner/Planning Manager

Fiscal Impact

Fiscal Year: 22-23

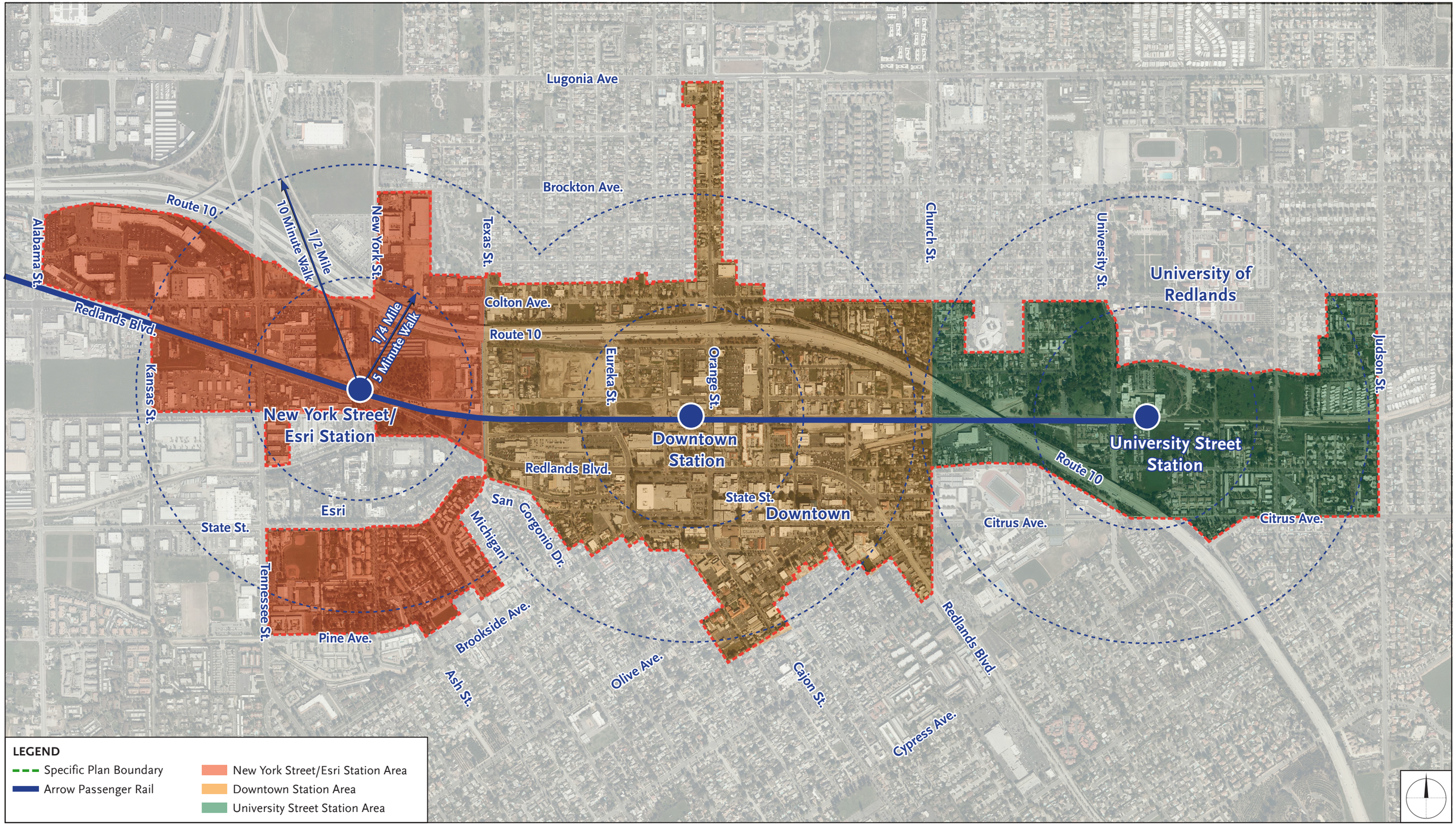
Appropriation Required Y/N: No

Discussion:

There is no fiscal impact associated with the adoption of the Transit Villages Specific Plan. The City has been reimbursed for the cost of preparing the Specific Plan by a Sustainable Communities Grant from the California Department of Transportation. The City will be reimbursed for the cost of preparing the Environmental Impact Report by a Senate Bill 2 (SB 2) Planning Grant and a portion of a Local Early Action Planning (LEAP) Grant from the California Department of Housing & Community Development.

Attachments

Attachment A: Transit Villages Area Boundary Map
Attachment B: Transit Villages Specific Plan
Attachment B-1: Chapter 1 - Introduction
Attachment B-2: Chapter 2 - Vision
Attachment B-3: Chapter 3 - Redlands Mall
Attachment B-4: Chapter 4 - Development Code
Attachment B-5: Chapter 5 - Transportation
Attachment B-6: Chapter 6 - Parking
Attachment B-7: Chapter 7 - Open Space and Landscape
Attachment B-8: Chapter 8 - Infrastructure
Attachment B-9: Chapter 9 - Implementation
Attachment C: List of General Plan Policies and Actions
Attachment D: Draft Environmental Impact Report
Attachment E: Final Environmental Impact Report
Attachment F: EIR Findings of Fact and Statement of Overriding Consideration
Attachment G: Resolution No. 8399 (Environmental Determination)
Attachment G-1: Exhibit A (Findings of Fact and Statement of Overriding Considerations)
Attachment G-3: Exhibit B (Mitigation Monitoring & Reporting Program)
Attachment H: Resolution No. 8401 (General Plan Amendment)
Attachment I: Resolution No. 8400 (Transit Villages Specific Plan)
Attachment J: Ordinance No. 2947 (Zone Change)



Station Area Boundaries

Redlands Transit Villages Specific Plan
Redlands, California
20 February 2020

Moule & Polyzoides
Architects and Urbanists

Chapters in the Transit Villages Specific Plan

Policy Framework and Vision	
1. Introduction	1.1 Context 1.2 Specific Plan Location and Boundaries 1.3 Plan Purpose 1.4 Plan Preparation Process 1.5 Relationship to the General Plan and Other Plans 1.6 Existing Conditions 1.7 Constraints & Opportunities
2. Vision	2.1 Principles of Transit-Oriented Development 2.2 The Plan 2.3 New York Street Station Area 2.4 Downtown Station Area 2.5 University Station Area 2.6 Building Types
3. Redlands Mall	3.1 Principles of Transit-Oriented Development 3.2 Existing Conditions 3.3 Vision
Development Standards and Requirements	
4. Development Code	4.1 Purpose and Applicability 4.2 Regulating Plan, Zones, and Land Uses 4.3 Development Standards 4.4 On-Site Open Space Standards 4.5 Building Articulation and Massing Standards 4.6 Frontage Standards 4.7 Building Design Standards 4.8 Emergency Shelter Standards 4.9 Signage Standards 4.10 Services and Utilities Placement and Screening 4.11 On-Site Landscape and Outdoor Lighting Standards 4.12 Parking Design Standards 4.13 Sustainable Storm Water Management Guidelines 4.14 Block Design Standards 4.15 Special Lot Conditions 4.16 Street and Streetscape Design Standards 4.17 Park, Plaza, and Open Space Design Standards

Public Improvements & Infrastructure	
5. Transportation	5.1 Transportation Objectives 5.2 Transportation and Circulation Improvements 5.3 Pedestrian Improvements 5.4 Bicycle Improvements 5.5 Transit Network 5.6 Street Types
6. Parking	6.1 Parking Objectives 6.2 Parking Management 6.3 Downtown Parking Strategy and Improvements 6.4 New York Street/Esri Station Area Parking Improvements 6.5 University Village Parking Improvements
7. Public Realm of Open Space and Landscape	7.1 Public Realm Objectives 7.2 Public Realm Improvements 7.3 Open Space and Streetscape 7.4 Trees and Planting 7.5 Downtown Station Area 7.6 New York Street/Esri Station Area 7.7 University Station Area 7.8 Wayfinding Signage
8. Infrastructure	8.1 Infrastructure Objectives 8.2 Infrastructure Improvements 8.3 Potable Water 8.4 Non-potable (Recycled) Water System 8.5 Wastewater System 8.6 Floodwater and Drainage 8.7 Sustainable Stormwater Management and Strategies 8.8 Dry Utilities
Implementation & Administration	
9. Implementation	9.1 Specific Plan Implementation Background 9.2 Specific Plan Implementation Recommendations 9.3 Implementation Framework 9.4 Specific Plan Administration 9.5 Entitlement and Permit Process

Entire document available on project website at:
https://redlandstransitvillages.org/resources/

REDLANDS TRANSIT VILLAGES SPECIFIC PLAN

PUBLIC HEARING DRAFT OCTOBER 11, 2022









Prepared by:
Moule & Polyzoides Architects and Urbanists
for
City of Redlands

ACKNOWLEDGEMENTS

Funding in part provided by the California Department of Transportation (Caltrans) through the Sustainable Communities Grant Program.

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REDLANDS TRANSIT VILLAGES SPECIFIC PLAN

_____, 2020: Approved by City Council, Resolution No. _____

CHAPTER 1: INTRODUCTION

1.1. Background 1:1
1.2. Specific Plan Location and Boundaries 1:3
1.3. Plan Purpose 1:4
1.4 Plan Preparation Process 1:5
1.5 Relationship to Other Plans 1:6
1.6 Existing Conditions 1:12
1.7 Constraints and Opportunities 1:21

CHAPTER 2: VISION

2.0. Introduction 2:1
2.1. Principles of Transit Oriented Development. 2:2
2.2. The Plan 2:4
2.3. New York Street Station Area 2:6
2.4. Downtown Station Area 2:11
2.5. University Street Station Area 2:18
2.6. Building Types 2:26

CHAPTER 3: REDLANDS MALL

3.0. Introduction 3:1
3.1. Background 3:2
3.2. Existing Conditions 3:4
3.3. Vision 3:5

CHAPTER 4: DEVELOPMENT CODE

4.0. Introduction 4:1
4.1. Purpose and Applicability 4:2
4.2. Regulating Plan, Zones, and Land Use Standards 4:4
4.3. Development Standards 4:15
4.4. On-Site Open Space and Fence/Wall Standards 4:28
4.5. Building Articulation and Massing Standards 4:34
4.6. Frontage Standards 4:37
4.7. Building Design Standards 4:44
4.8. Emergency Shelter Standards 4:52
4.9. Signage Standards 4:53
4.10. Service and Utility Placement Standards 4:62
4.11. On-Site Landscape, Outdoor Lighting, and Public Art Standards 4:63
4.12. Parking Design Standards 4:64
4.13. Sustainable Stormwater Management Guidelines 4:67
4.14. Block and Special Lot Design Standards 4:68
4.15. Street and Streetscape Design Standards 4:72
4.16. Park, Plaza, and Open Space Design Standards 4:74

CHAPTER 5: TRANSPORTATION AND CIRCULATION

5.0. Introduction 5:1
5.1. Transportation Objectives 5:2
5.2. Transportation and Circulation Improvements 5:2
5.3. Pedestrian Improvements 5:4
5.4. Bicycle Improvements 5:6
5.5. Transit Network 5:9
5.6. Street Types 5:13

CHAPTER 6: PARKING

6.0. Introduction 6:1
6.1. Parking Objectives 6:2
6.2. Parking Management 6:3
6.3. Downtown Parking Strategy and Improvements 6:4
6.4. New York Street/esri Station Area Parking Strategy and Improvements 6:10
6.5. University Village Parking Improvements 6:12

CHAPTER 7: PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.0. Introduction 7:1
7.1. Public Realm Objectives 7:2
7.2. Public Realm Improvements Summary 7:2
7.3. Open Space 7:4
7.4. Streetscape 7:10
7.5. Trees and Planting 7:18
7.6. Sustainable Stormwater 7:22
7.7. Underpasses Improvements 7:23
7.8. Mill Creek Zanja and Ornage Blossom Trail 7:23
7.9. Wayfinding Signage 7:25

CHAPTER 8: INFRASTRUCTURE

8.0. Introduction 8:1
8.1. Infrastructure Objectives. 8:2
8.2. Infrastructure Improvements 8:2
8.3. Potable Water. 8:2
8.4. Non-potable (Recycled) Water System 8:4
8.5. Wastewater System 8:4
8.6. Floodwaters and Drainage 8:6
8.7. Sustainable Stormwater Management and Strategies 8:11
8.8. Dry Utilities 8:11

CHAPTER 9: IMPLEMENTATION AND ADMINISTRATION

9.0. Introduction 9:1
9.1. Specific Plan Implementation Background 9:1
9.2. Specific Plan Implementation Recommendations. 9:1
9.3. Implementation Framework 9:2
9.4. Specific Plan Administration 9:6

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CHAPTER 1: INTRODUCTION

After an extensive visioning and public engagement process, the City Council adopted the 2035 General Plan on December 5, 2017. A central component of the 2035 General Plan is the "Transit Villages Concept" and the creation of transit villages around the San Bernardino County Transportation Authority's (SBCTA) Arrow Passenger Rail line, which is expected to begin operating in 2021-22, and will provide passenger rail service between Redlands and the San Bernardino Transit Center. Of the five train stops planned within Redlands, three are slated to be built in time for the opening of Arrow service: the University Station (adjacent to the University of Redlands campus), the Downtown Redlands Station (at the historic Santa Fe Depot), and the New York Street/Esri Station (near the Esri campus).

This Transit Villages Specific Plan implements the 2035 General Plan's transit village strategy for the University of Redlands, Downtown Redlands, and New York Street stations, providing policies, a vision, detailed land use and building standards, architectural and landscape guidelines, and public realm and circulation plans for the areas located within approximately one-half mile of the three proposed stations. Each of these Transit Villages has its own unique character, reflecting the setting, character, history, architecture, and land uses within it. Typical characteristics of these villages, include: development intensities that place lots of people within walking distance to transit; tree-lined, pedestrian-friendly streets that provide safe and comfortable pedestrian and bicycle access to the stations; buildings that face and are accessed from the adjacent sidewalk, with on-site parking located behind; and convenient access to neighborhood-serving retail and servicess; and a transportation network that encourages and facilitates intermodal service and access.

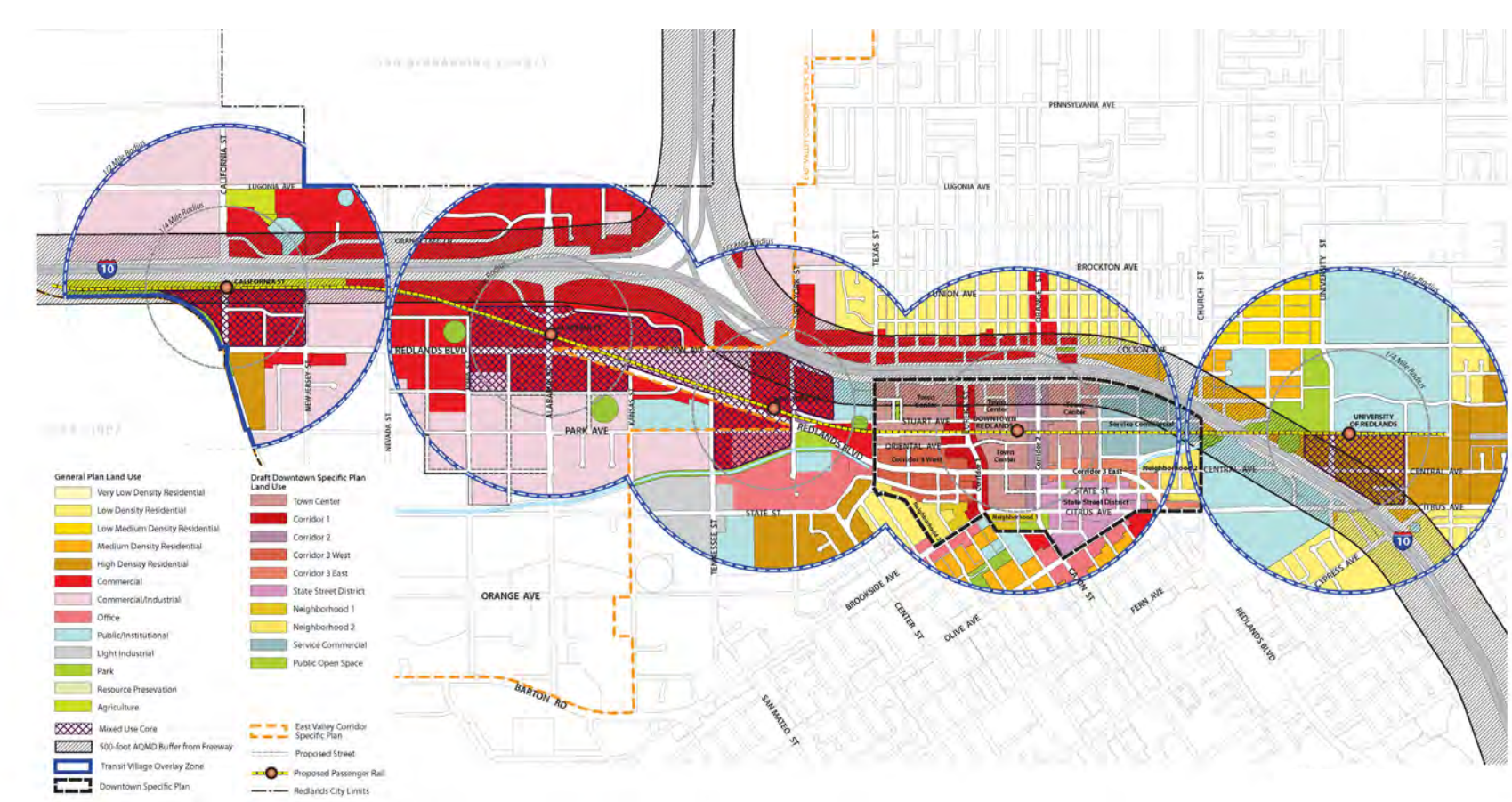
Transit Villages result in a variety of public benefits, including: reduced traffic congestion; improved air quality; revitalization of neighborhoods and districts; living and travel options for people who rely on transit; additional job opportunities; and development within the core areas of the city, rather than on agricultural and open space land around the periphery of the city.

This Introduction Chapter consists of the following sections:

1.1. Background 1:1
1.2. Specific Plan Location and Boundaries 1:3
1.3. Plan Purpose 1:4
1.4 Plan Preparation Process 1:5
1.5 Relationship to Other Plans 1:6
1.6 Existing Conditions 1:12
1.7 Constraints and Opportunities 1:21



Redlands Passenger Rail "Arrow" Train



Transit Villages Land Use Map from 2035 General Plan

1. INTRODUCTION AND CONTEXT

1.1. BACKGROUND

The vision for development within the Redlands Transit Villages Specific Plan area is derived from town planning principles used to build great small towns all across America prior to World War II. These towns were small and compact and provided a true balance between town and country: they centered around a mixed-use downtown, which in turn was surrounded by a ring of residential neighborhoods; on the outskirts were farms and ranches; beyond the farms was pure untrammeled wilderness. All aspects of these towns – from their overall size, to the dimensions of their blocks, to the design of their sidewalks, to the scale of their buildings – were designed to serve the pedestrian. While people did use trains, streetcars, and automobiles to get to their destination or to travel longer distances, the principle method of getting around at their destination was by foot. Accordingly, ithe public realm of beautiful streets and spacious public parks of these towns was just as important as the buildings which defined the public realm's edges.

Redlands was one of these small towns. It was laid out on a rectilinear grid of blocks approximately 250 to 400 feet in dimension with the majority of the blocks being bisected by alleys. The block pattern and size was walkable, promoting easy navigation and providing multiple ways of getting from place to place. Redlands was served by the Southern Pacific and Atchison, Topeka and Santa Fe Railroads, which connected Redlands to San Francisco and to the rest of the United States, and the Pacific Electric Railway, which connected Redlands to San Bernardino, Downtown Los Angeles, and other Southern California destinations.

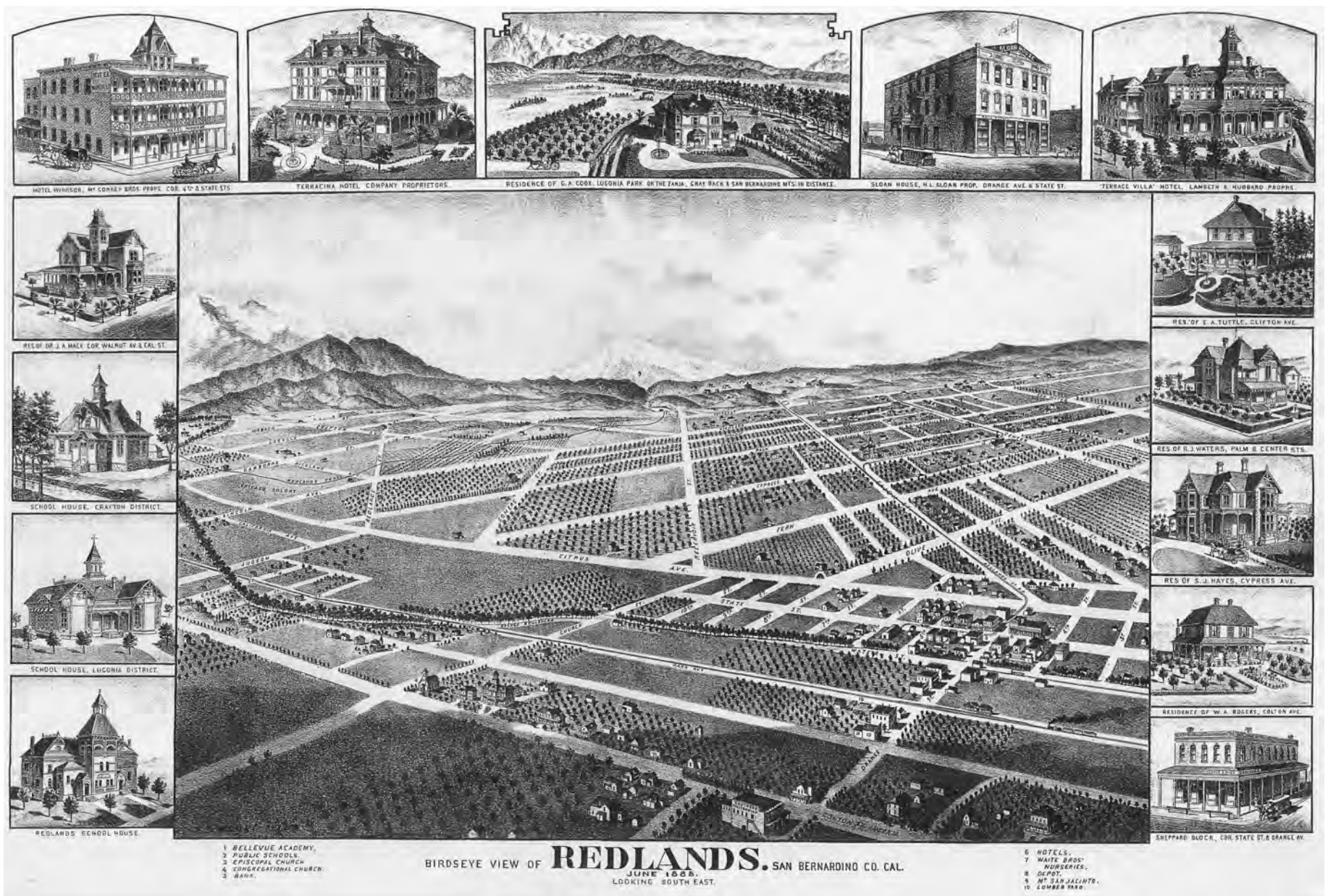
Homes were designed with their fronts facing the street and their backs oriented towards the alley. Thus, the more public rooms of the house, such as the parlor and dining room, faced the street. Service rooms such as the kitchen and bathrooms faced the sideyards or towards the alley. Entry doors, accessed by way of a porch or stoop, always faced



State Street looking toward Mt. San Bernardino. Three- and four-story high buildings have articulated facades and varied massing to ensure they maintain a human-scale (A.K. Smiley Public Library Archives).



State Street looking west towards Orange Street during the 1940s. State Street beyond the Security First National Bank building was vacated in 1977 to make room for the Redlands Mall (A.K. Smiley Public Library Archives).



1888 Birdseye view of Redlands looking southeast. Redlands provided a true balance between town and country. The original crossroads or "100% corner" occurs at the intersection of State Street and Orange Street (A.K. Smiley Public Library Archives).

the street. The porch, forming a clear transition between the public world of the street and the private realm of the home, also provided a comfortable and shady place for residents to relax on warm summer days and to socialize with passing neighbors.

Commercial buildings followed the same set of principles. Their street-facing facades were constructed of quality and durable materials and expressed the particular uses of the building. Ground floors, generally retail in use, had easily identifiable entrances and large storefront windows to display the wares sold inside. Upper floor windows, smaller in size and usually vertical in orientation, conveyed the residential or office uses that occurred inside. Many of these buildings were three and four stories in height, but employed varied massing (including towers), frontage types (shopfronts, arcades, stoops,), and architectural elements such as rafter tails, cornices, awnings, and assorted window types and sizes that ensured that the massing and height was varied, interesting, and human-scaled. Storage and garbage facilities were found at the back of the building.

The town planning and architecture of Redlands embodied a civic spirit that represented a genuine pride of place. Civic leaders, owners, designers, and the community recognized that this sense of place was dependent on the creation of a public realm of great streets, great open spaces, and the relationship of beautiful buildings to these streets and open spaces.

Since World War II, however, the town and country character of Redlands has been eroded and compromised by car-oriented, low-density, single land use approach to city design (sprawl) The introduction of the I-10 freeway in the 1960s separated the neighborhoods north of Downtown from Downtown and devalued the value of properties adjacent to the freeway. The construction of the Redlands Mall in 1977 demolished six blocks of Downtown's traditional urban fabric including the removal of State Street between Orange Street and Eureka Street, resulting in the loss of Downtown's "100% corner." The new mall building, located at the center of a megablock and surrounded by surface parking, degraded the pedestrian and urban character of the street. Today the mall sits vacant. In addition, much of the farmland and open space at Redlands periphery has been replaced with single-family houses, apartment buildings, strip malls, and office, and industrial parks. The growth management measures of the 1970s, 1980s, and 1990s were in response to the rapid growth on Redlands' periphery. Meanwhile – whether due to the market realities of up to now it being less expensive to build low-density development at the edge, or the overbearing presence of the freeway, or the fact that many of these parcels are located within the 100 year floodplain – many parcels in the city center remain vacant and underutilized.

The 2035 General Plan seeks to rectify this disparity by encouraging development in the center of town around the soon to be built Redlands Passenger Rail stations at New York Street/Esri, Downtown, and University Street. This Specific Plan implements this General Plan objective by providing the road map for introducing up to 2,000 residential units and 500,000 square feet of commercial space on the largely vacant parcels located around the proposed Redlands Passenger Rail stations.

The traditional urban fabric and buildings that are still in place have much to teach us. After all, the desire of communities to preserve their historic buildings, neighborhoods, and districts is a testament to the power and spirit of this traditional urban fabric. Indeed, these historic buildings and neighborhoods are not preserved merely because they are old, but also because of their transcending place-making characteristics. The spirit of these traditional buildings, neighborhoods, and districts is the inspiration for the vision and implementing development code of this Transit Villages Specific Plan.



BIRDSEYE VIEW OF **REDLANDS** 2019

Redlands and vicinity in 2019.

1. INTRODUCTION AND CONTEXT

1.2. SPECIFIC PLAN LOCATION AND BOUNDARIES

A. Regional Location. Redlands is located at the base of the San Bernardino Mountains in San Bernardino County, 60 miles northeast of Los Angeles and 45 miles west of Palm Springs. Redlands is a mid-sized city with a 2016 population of 68,049 (see Figure 1-1). Redlands is situated along the Interstate 10 (I-10) freeway corridor, which links the city with the cities of San Bernardino, Ontario, and Los Angeles to the west and Palm Springs and the Coachella Valley to the east. Interstate 210 (I-210), or the Foothill Freeway, originates in Redlands, traverses the northwest part of the city, and heads west towards Pasadena.

B. The Specific Plan Area. The Specific Plan applies to parcels located within approximately one-half mile, or a 10-minute walk, of the New York Street, Downtown Redlands, and University Street. Arrow passenger rail stations (see Figure 1-2). The Specific Plan area is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10 Freeway Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The Specific Plan area also includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue.

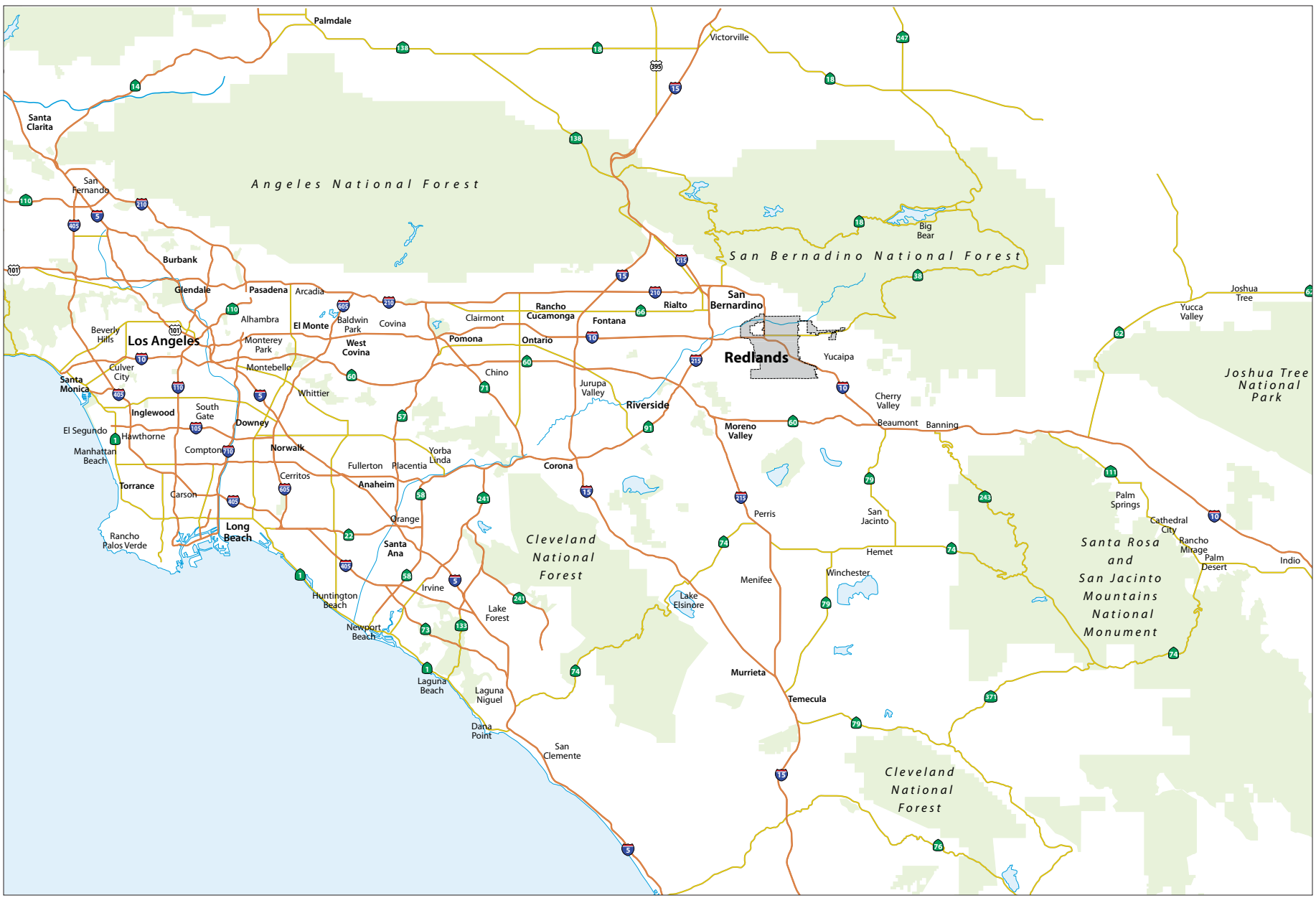
C. Redlands Passenger Rail Project. Metrolink commuter rail service currently links San Bernardino to Downtown Los Angeles. The San Bernardino County Transportation Authority (SBCTA) has started construction on the Redlands Passenger Rail, also called Arrow, which will provide rail transit between Redlands and the San Bernardino Transit Center. Using the former Atchison, Topeka and Santa Fe Railway right-of-way, the nine mile long route will initially provide three stations in Redlands: New York Street/Esri, Downtown Redlands, and University Street near the University of Redlands. Stations at Alabama and California Streets will be constructed in later phases.

D. Specific Plan Transit Villages. The Specific Plan area is divided into three Transit Villages: New York Street/Esri, Downtown, and University Street (see Figure 1-2). The New York Street/Esri Station Area is located generally west of Texas Street and Center Street. The Downtown Station Area is generally bounded to the east by Church Street, and to the west by Texas Street, and includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue. The University Street Station Area is located east of Church Street and west of Judson Street. Each of these station area has its own unique character, and this Specific Plan provides land use, development, and public realm standards that ensure each transit village develops according to (or establishes) its unique character. Land uses – particularly retail – should not compete with those of the other villages.



Redlands Passenger Rail vehicle and Route Map.

FIGURE 1-1. *REGIONAL LOCATION.*



1.3. PLAN PURPOSE

This Redlands Transit Villages Specific Plan (TVSP) is enacted by ordinance on the authority vested in the City of Redlands by the State of California, including but not limited to the State Constitution; the Planning and Zoning Law (Government Code Section 65000 et seq.), and the City's 2035 General Plan and Municipal Code. The specific plan enables a community to define a clear and specific vision for the future evolution of a specified planning area. This Specific Plan provides a "road map" for growth and change for the plan area until the year 2040. It is comprised of unique and customized standards that enable the City to shape or reshape its streets and public spaces and property owners to develop or redevelop their properties according to the vision of the Specific Plan. It guides public and private reinvestment and construction in a highly coordinated and integrated way in order to yield specific types of urban places that are the result of discussion, debate, and ultimately consensus by a majority of the community.

When development projects within the Specific Plan area are reviewed by the City, staff will use this Specific Plan as a primary means of evaluating them. Projects will be judged on their consistency with this Specific Plan's vision and policies and for conformance with its development standards as contained in its Development Code. For projects within the specific plan area, the standards in this Specific Plan shall take precedence over more general policies and standards applied throughout the rest of the City, unless otherwise stated in the City of Redlands Municipal Code or the 2035 General Plan. In situations where policies or standards relating to a particular subject have not been provided in this Specific Plan, the applicable policies and standards of the currently adopted 2035 General Plan and Title 18 of the Municipal Code (Zoning Regulations) shall govern.

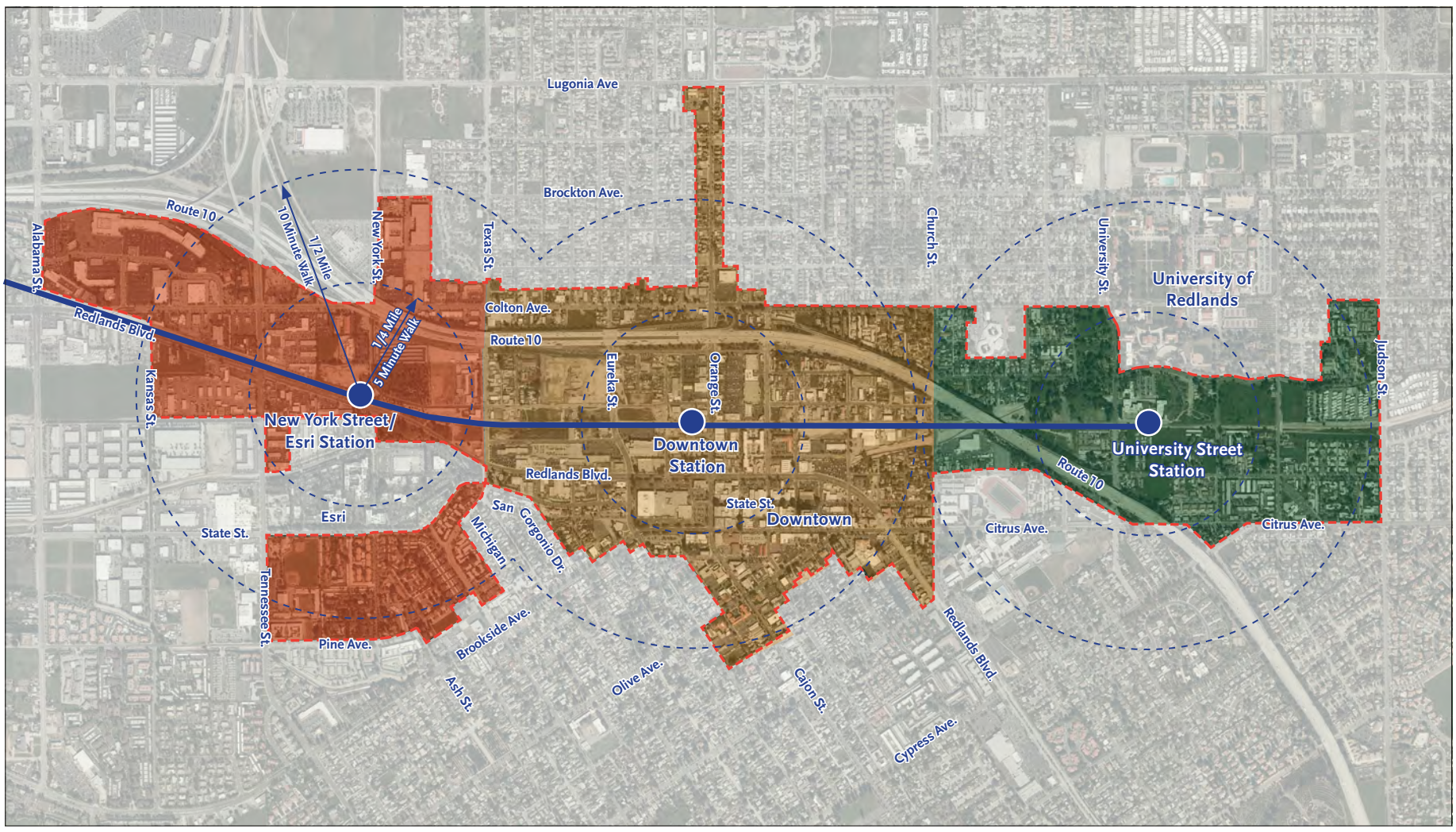
The result of extensive community outreach, debate, and consensus building, this Specific Plan guides and focuses public investment over time on essential infrastructure and streetscape projects that, in turn, will incentivize private parties to improve their property with the certainty that they are supported by long-term public commitment.

The primary purposes of this Specific Plan are to define:

1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.
2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.
3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.
4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces.

The above purposes provide private property owners with a clear understanding of the future context within which they are investing and reinvesting in their properties.

FIGURE 1-2. *SPECIFIC PLAN STATION AREAS*



LEGEND

- Specific Plan Boundary
- Arrow Passenger Rail
- New York Street Transit Village
- Downtown Transit Village
- University Street Transit Village

1.4. PLAN PREPARATION PROCESS

The TVSP is both a record and a manifestation of the community's goals. Through participation in a series of public workshops and meetings, community members articulated a vision for the future of each of the TVSP's three Station Areas. This vision carries an expectation that the streets, open spaces, and buildings within each Plan Area will be improved and developed to generate a mixed-use, transit-accessible, pedestrian-friendly, environment that embodies Redlands' community spirit and pride and differentiates Redlands from other nearby communities within the Inland Empire.

The evolution of this plan was based on extensive community input throughout all phases of planning, including: Discovery, Alternatives, and Preferred Alternative Workshops, preparation of the Specific Plan, and adoption of the Specific Plan.

A. Analysis. Following an extensive analysis of existing physical, regulatory, transportation, circulation, parking, utilities, and market conditions, the team interviewed a broad range of interested stakeholders to solicit input regarding potential issues, opportunities, constraints, and observations about each Transit Village. Stakeholders interviewed included property owners, business owners, developers, realtors, members of various City departments, and representatives of SBCTA, Omnitrans, Esri, and the University of Redlands. Important outcomes of these interviews included confirmation of key opportunity sites, stakeholder plans for some of these opportunity sites, and preliminary ideas for establishing a use mix for each transit area that does not compete with that of the others. Key opportunities and constraints were also identified during the analysis phase and are described in Section 1.7 of this Chapter.

B. Discovery and Visioning Workshops. With a thorough understanding of the Plan Area and initial stakeholder needs and wishes, the team then participated in a series of nine public workshops, three for each Station Area:

1. **Discovery Workshops: September 26, 2018 (Downtown), October 11, 2018 (New York Street/Esri); and December 13 (University Street).** During these workshops the team described the planning process, reviewed each Station Area's constraints and opportunities, showed the proposed specific plan boundary, identified opportunity sites for development, and then solicited input from workshop attendees Key input received during these workshops included:

    - Create a mixed-use, multi-modal village around the Downtown Station.
    - Generate active, walkable streets with wide sidewalks, shade trees, benches, outdoor dining, and safe pedestrian crossings.
    - Provide pedestrian and bicycle connections between the train station and Downtown's unique destinations (Redlands Bowl, C.K. Smiley Library, etc.) and surrounding residential neighborhoods, especially those located north of the freeway.
    - Replace the Redlands Mall with an interconnected street and paseo network lined with street trees and urban buildings.
    - Infill vacant, underulitilized parcels and parking lots with buildings that are up to 3 or 4 stories in height in core areas around the train stations, are designed according to a variety of architectural styles (but avoid 1960s styles), and employ massing in character with Redlands' historic buildings.
    - Preserve Downtown's historic buildings and reference Redlands' cultural heritage and agricultural past.
    - Build housing for a variety of income levels and family types, including parents with children and seniors.
    - Introduce pocket parks, plazas, and greens that accommodate playgrounds, dog parks, public art, and creative uses such as arts and craft booths.
    - Complete the Orange Blossom Trail as a link between the three stations and between Sylvan Park, Jennie Davis Park, and new parks, greens, and plazas.
    - Introduce additional parking in structures lined with commercial or residential uses.
    - Accommodate alternative transportation forms such as Uber and Lyft.

2. **Alternatives Workshops: October 24, 2018 (Downtown), November 14, 2018 (New York Street/Esri); January 23, 2019 (University Street).** Taking into account the community input received during the Discovery Workshops, the team shared with workshop attendees precedent images and illustrative design concepts for each Station Area showing how each Station Area could potentially develop over time. For the opportunity sites, the team generated street network and open space alternatives and developed initial ideas about the character/make-up of each particular Station Area. The team also identified streets that could relieve sreetscape and/or multi-modal improvement, especially Orange Street, New York Street, University Street, Redlands Boulevard, and Colton Avenue.

3. **Preferred Alternative Workshops: April 17, 2019 (New York Street/Esri), May 1, 2019 (University Street), and May 6, 2019 (Downtown).** Following up on the input received during the Alternatives Workshops, and from direction received from the City Council on January 4, 2019 and April 16, 2019, the team presented the final vision to the community. ,

C. Specific Plan Preparation. Following the Preferred Alternative Workshops, the team prepared the Specific plan

D. Adoption. [To be written at later date.]



Downtown Discovery Workshop.



New York Street/Esri Discovery Workshop.



University Street Discovery Workshop

1.5. RELATIONSHIP TO OTHER PLANS

A. 2035 General Plan. The City of Redlands 2035 General Plan is the City's primary policy planning document. Through its seven elements and the 2013-2021 Housing Element, the General Plan provides the framework for the management and utilization of the City's physical, economic, and human resources. Each element contains goals, policies, and implementation measures that guide development within the City. This Specific Plan meets the goals, policies, and actions established in the General Plan by providing a framework for future development within the Planning Area (see applicable and pertinent policies and actions in Table 1-1 on pages 1:8-1:12). The Specific Plan provides a direct link between the City's General Plan and detailed plans for development, and will direct the character and arrangement of future development and land uses within the Specific Plan Area.

An important goal of the 2035 General Plan is to encourage future development within the core areas of the city, and preserve the agricultural and open space land around the periphery of the city. This approach places residents, workers, students, and visitors in close proximity to stores, jobs, entertainment, and transit, while enabling more efficient use of existing infrastructure (such as roads, wastewater and stormwater systems, etc.).

B. Downtown Specific Plan. Adopted in 1994, the Downtown Specific Plan applies generally to the area within the Downtown Station Area bounded by Church Street to the east, Redlands Boulevard to the south, Texas Street to the west, and the I-10 Freeway to the north. The Downtown Specific Plan's primary goal is to support the economic vitality of Downtown Redlands and facilitate the development of financial, technical, professional and research-development offices, and services Downtown, supported by retail, restaurants, entertainment, and cultural activities.

Upon adoption of this Transit Villages Specific Plan, the 1994 Downtown Specific Plan will be repealed and the provisions of the TVSP will completely replace the regulations of the 1994 Downtown Specific Plan.

C. Transit Rail Stations Accessibility Plan. Concurrent with the preparation of this TVSP, the San Bernardino County Transportation Authority (SBCTA) is preparing the T*ransit Rail Stations Accessibility Plan* which provides recommendations for improving access to the various stations along the Redlands Passenger Rail route.

D. Growth Management Measures. Beginning with Proposition R in 1978, growth management measures were originally adopted in response to rapid residential development. Residential development peaked during the 1980s, when 20 percent of the current housing stock was constructed in a single decade. Since that period, residential growth has slowed substantially.

1. **Measure N.** Measure N, a growth control ordinance that amended Proposition R, was approved by Redlands voters in 1987. The measure limits the development of residential dwelling units to 400 units per calendar year. Of the 400 units, 50 units are, by resolution, reserved for single-family homes, duplexes, triplexes and four-plexes on existing lots, with the remainder to be allocated according to a point system, which emphasizes design amenities.

2. **Measure U.** Measure U, adopted by the voters in 1997, further articulated growth management policies. Measure U amended the Redlands General Plan Land Use Element to "plan for" a housing mix of 75 percent single-family and 25 percent multi-family dwelling units at build-out. The City Council adopted a clarification of this policy determining that "for-sale" condominiums (which are considered multifamily dwellings by the Census and the Department of Finance) will be considered single-family dwellings for purposes of this calculation. The measure has not proved to be hindrance for Redlands to achieve its regional housing fair share needs, and Redlands continues to have a certified Housing Element.

Measure U also establishes level of service (LOS) mandates, including requiring that all intersections presently at LOS C or better maintain LOS C or better and that the LOS of intersections with LOS below C may not be reduced the current level. However, new projects located within the Downtown Specific Plan area, per the boundaries existing in December 1997, are exempt from the above provisions with a four-fifths vote of the City Council.



Cover of the City of Redlands General Plan 2035.

TABLE 1-1. APPLICABLE GENERAL PLAN POLICIES AND ACTIONS

FROM CHAPTER 2: DISTINCTIVE CITY

2-A.16: Use transit stations as focal points for interconnectivity; plan to equally serve travelers from north and south. Plan for each village around the transit stations to have a unique character that complements the adjacent neighborhoods.

2-A.51: Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.

2-P.25: Encourage a variety of uses and activities, such as a mix of commercial, office, restaurant, specialty retail, and residential uses, and civic, cultural, and entertainment activities to attract visitors and residents from across the community by creating a lively, interesting social environment.

2-P.26: Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station.

2-P.27: Conserve Downtown's character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.

2-A.90: Complete and adopt a Downtown Specific Plan as the guide for Down-town development that will establish guidelines or standards for roadways, building forms, architecture, signage, streetscape, parking, and public realm amenities.

2-A.94: Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High-Density Residential standard.

2-A.95: Enhance and extend the civic realm through vibrant streetscapes.

2-A.96: Promote redevelopment of the Redlands Mall with a vibrant mix of uses. Explore feasibility of re-extending the traditional street grid through the new development.

2-A.97: Seek an increased presence of both residents and activity in Downtown with new development—particularly residential as part of mixed-use development—as well as commercial, entertainment, and cultural uses that serve both residents and visitors.

2-A.98: Promote a variety of housing types to attract a spectrum of households to live Downtown.

2-A.99: Ensure that new development along Redlands Boulevard is pedestrian-oriented.

2-A.101: Address parking demand by finding additional areas to provide parking for Downtown, and by developing creative parking management strategies, such as shared parking, maximum parking standards, "smart" metering, utilizing on-street parking for reuse of existing buildings, paid parking, etc. Monitor the impacts of new technology such as the autonomous vehicle and car hire /car share services on the total demand for parking.

2-A.102: Improve connections from Downtown to adjacent neighborhoods, including areas north of I-10, through streetscape enhancement and multi-modal improvements.

FROM CHAPTER. 3: PROSPEROUS ECONOMY

3-A.10: Encourage mixed-use projects within the Transit Villages that will attract a wide array of uses including retail, restaurant, entertainment, office, residential, and cultural offerings.

3-A.14: Encourage commercial development, neighborhood retail, and professional offices and services of the appropriate scale and business types along neighborhood commercial corridors, such as Orange Street and Colton Avenue.

3-P.12: Promote Redlands as a destination where visitors can shop, dine, play, and stay, and help create opportunities for increased visitation, hotel stays, sales tax generation, and employment.

3-P.16: Strengthen Downtown as a center of commerce and culture, with attractions for local residents, workers, and regional visitors year-round.

3-A.33: Support efforts to improve the economic and physical environment in the Downtown area by enhancing and expanding tourism-related activities and capital improvements, and generating external in-kind and monetary support for these efforts.

3-A.36: Support revitalization of underutilized commercial space throughout Downtown, including the Redlands Mall, which could create new opportunities for businesses and residents, and provide a critical link to rail.

3-A.37: Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core.

3-A.38: Improve the safety and sense of safety throughout Downtown and the adjoining commercial areas.

3-A.39: Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.

3-A.40: Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.

TABLE 1-1. APPLICABLE GENERAL PLAN POLICIES AND ACTIONS (CONTINUED)

FROM CHAPTER 4: LIVABLE COMMUNITY

4-P.7: Promote a diversity of compatible land uses throughout the city, providing opportunities for the development of a range of businesses, services, residential types, and public facilities to meet the needs of the community.

4-P.8: Provide for buffers and transitions between low- and high-intensity land uses.

4-P.9: Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.

4-P.10: Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.

4-P.12: In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods.

4-P.13: Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site) in Downtown, the Transit Villages, and along Redlands Boulevard to promote vibrancy.

4-P.14: Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High Density Residential standard.

4-P.16: Promote a variety of housing types to serve the diverse needs of the community.

4-A.7: Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.

4-A.8: Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.

4-A.9: Encourage the incorporation of residential units in Downtown mixed-use projects consistent with the Redlands Downtown Specific Plan.

4-A.11: Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Red-lands community and are distributed equitably throughout the community.

4-A.12: Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.

4-A.20: Establish new neighborhood commercial centers to serve the needs of community members in areas planned to accommodate new growth, such as Downtown and the Transit Village areas.

4-P.26: Support the University of Redlands in the development of its campus and the surrounding area in a manner that enriches both the University and Redlands communities.

4-A.23: Support development of the campus in ways that both strengthen its ties to the community and enhance its status as a major activity center for the neighborhood.

4-P.39: Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.

4-A.87: Promote clusters of mixed-use development along Redlands Boulevard near the Mixed Use Cores of the proposed Transit Villages, providing opportunities for commercial, office, and residential development consistent with the needs and characteristics specific to each Transit Village.

4-A.88: Promote infill development along Redlands Boulevard where it is classified as a Boulevard to create a continuous corridor of mixed-use and commercial activity.

4-A.89: Complete and enhance the sidewalk system along both East and West Redlands Boulevard. Make pedestrian enhancements to facilitate the safe crossing of the street.

4-A.90: Extend and enhance the center median of Redlands Boulevard with landscaping, public art, and lighting to improve the aesthetics and enhance its function as a major east-west boulevard.

4-P.40: Encourage the revitalization of the commercial corridors on Colton Avenue at Orange Street by providing opportunities for a variety of commercial uses and providing guidelines for site design to create a more welcoming visual environment.

4-A.91: Develop an area plan for the Colton Avenue and Orange Street corridors that will improve the public spaces, enhance the quality of architecture and landscape architecture, attract a mix of family-friendly retail and professional businesses to serve the neighborhoods, and improve the overall attractiveness of the areas.

4-A.93: Seek to improve the mix of office, professional, and service related businesses along Colton Avenue and Orange Street that will serve the neighborhood.

4-A.95: Promote infill development to create a continuous corridor of mixed-use and commercial activity.

4-A.96: Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages.

4-A.97: Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.

TABLE 1-1. APPLICABLE GENERAL PLAN POLICIES AND ACTIONS (CONTINUED)

FROM CHAPTER 4: LIVABLE COMMUNITY - TRANSIT VILLAGES

4-P.41: Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.

4-P.42: Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.

4-P.43: Ensure that each Transit Village has a unique character and identity that reflects its existing assets and unique characteristics, and provides appropriate services at that location.

4-P.44: Provide choices for travel options, including walking, biking, vehicular, and transit.

4-P.45: Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.

4-P.46: Improve connectivity between Transit Villages and existing neighborhoods.

4-P.47: Provide for appropriate transitions between Transit Villages and surrounding neighborhoods.

4-P.48: Provide development and infill opportunities as alternatives to building at the edges of the city.

4-P.49: Allow residential and mixed-use projects in the Mixed Use Core at densities up to the High Density Residential standard.

4-P.50: Allow for density bonuses in the Transit Village Overlay Zone contingent on the provision of public benefits. Density bonuses shall be a minimum of 25 percent within a quarter-mile of each transit station, and 10 percent in areas located between a quarter-mile and a half-mile radius of each transit station. Public benefits may include but are not limited to amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a voluntary transfer of development rights program.

4-P.51: Complete a Transit Village Plan that will define: village character, design guidelines for architecture and site development, permitted and conditional uses, building setbacks and heights, yards, interfaces with the public streets and sidewalks, security measures, and transitions to existing neighborhoods.

4-P.52: Encourage stops of larger trains (Metrolink) in stations that can adequately accommodate their size and have greater availability of and access to parking.

ACTIONS FOR THE NEW YORK STREET TRANSIT VILLAGE

4-A.112: Create an active and compact transit-oriented core with office uses that pro-vide opportunities for jobs and innovation, as well as commercial and residential uses to serve the needs of the area's workers.

4-A.113: Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

4-A.114: Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.

4-A.115: Provide pedestrian routes between offices, neighborhoods, and Downtown.

4-A.116: Implement bicycle route improvements that provide strong east-west connections to other Transit Villages as well as north-south connections to improve access to existing neighborhoods to the north. Routes would include the Orange Blossom Trail, the Lugonia Trail on New York Street, and a route along Texas Street.

4-A.117: Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel.

4-A.118: Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians.

4-A.119: Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

ACTIONS FOR THE DOWNTOWN REDLANDS TRANSIT VILLAGE

4-A.120: Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.

4-A.121: Encourage a centrally-located mix of uses to promote activity and economic vitality.

4-A.122: Maintain a distinctive character that builds on Downtown's many historic features and its citrus heritage.

4-A.123: Promote the reuse of citrus packing houses, historic warehouses, and other historic commercial buildings to create a destination for residents and tourists.

4-A.124: Ensure accessibility within the Transit Village to arts and cultural venues and programming.

4-A.125: Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

4-A.126: Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and ground-floor active uses.

4-A.127: Strengthen pedestrian and bicycle circulation routes within Downtown and to and from adjacent neighborhoods.

4-A.128: Implement bicycle route improvements that provide strong east-west and north-south connections. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, and routes on Colton Avenue, Orange Street, and Citrus Avenue.

4-A.129: Improve the I-10 undercrossing at Eureka Street, Orange Street, and 6th Street to increase comfort and safety for all modes of travel and enhance north-south circulation.

4-A.130: Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

TABLE 1-1. APPLICABLE GENERAL PLAN POLICIES AND ACTIONS (CONTINUED)

FROM CHAPTER 4: LIVABLE COMMUNITY - TRANSIT VILLAGES (CONTINUED)

ACTIONS FOR THE UNIVERSITY TRANSIT VILLAGE

4-A.131: Provide more multi-family housing for university students, staff, and other members of the community in the Mixed Use Core and adjacent residential areas.

4-A.132: Create opportunities for ground-floor commercial uses, such as restaurants and cafes, retail, and professional services to serve university students, staff, and neighborhood residents in the Mixed Use Core.

4-A.133: Promote pedestrian circulation between the station, homes, schools, and parks, with primary routes along multi-purpose trails (the Orange Blossom and Mill Creek Zanja trails), Citrus Avenue, and University Street.

4-A.134: Implement bicycle route improvements that enhance circulation between the station, homes, schools, and parks and provide connections to Downtown. Routes would include the Orange Blossom Trail, the Mill Creek Zanja Trail, and routes on Citrus Avenue, University Street, and Colton Avenue.

4-A.135: Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail con-nections along the Mill Creek Zanja.

4-A.136: Improve the I-10 undercrossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists.

4-A.137: Establish a boulevard along University Street from I-10 to Colton Avenue.

4-A.138: Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

FROM CHAPTER 5: CONNECTED CITY

5-P.1: Maintain a cohesive circulation system through a "layered network" approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas.

5-P.4: Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.

5-P.9: Design a layered transportation net-work for individuals of all ages and abilities.

5-P.11: Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.

5-P.13: Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.

5-P.14: Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.

5-P.15: Incorporate green infrastructure into the design of new roadways and retrofit existing roadways where appropriate.

5-P.16: Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/from adjacent neighborhoods.

5-A.2: Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.

5-A.4: Consider innovative design solutions to improve mobility, efficiency, connectivity, and safety through the use of traffic calming devices, roundabouts, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, and signal coordination.

5-A.5: As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc.

5-A.6: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in road-ways based on actual vehicular travel versus design capacity.

5-A.7: Add new streets to create a finer-grained, pedestrian-scaled road net-work where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.

5-A.8: Manage travel speeds in Downtown, at Transit Villages, and near schools, parks, and the University to enhance safety.

5-A.9: Adopt a "vision zero" approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

5-P.17: Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between side-walks and streets where feasible.

5-P.19: Enhance street lighting for pedestrians where current lighting is inadequate.

5-A.20: Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using side-walks, trails, and paseos.

5-A.21: Strengthen trail connections to Down-town (such as Orange Blossom Trail, Lugonia Trail, Citrus Avenue, and Church Street).

5-A.22: Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.

5-P.21: Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.

5-A.25: Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.

5-A.27: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

TABLE 1-1. APPLICABLE GENERAL PLAN POLICIES AND ACTIONS (CONTINUED)

FROM CHAPTER 5: CONNECTED CITY

5-A.36: Allow for flexibility and creativity in the roadway standards, where appropriate, to preserve historic features, specimen trees and significant landscaping, accommodate turn lanes, parking, wider sidewalks, bike paths, turnouts for buses, public art, and landscaped medians.

5-A.37: Encourage the use of car share and car hire services within Redlands to provide vehicular transportation alternatives.

5-A.38: Plan for future innovations in vehicular transportation such as self-driving vehicles.

5-A.44: Establish new boulevards Downtown and in the Transit Villages that include planted center medians, accommodations for transit, wider sidewalks, and amenities for pedestrians.

5-P.27: Support passenger rail as an alternative mode of regional transit.

5-A.61: Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations.

5-A.62: Develop station area plans to determine the appropriate modes of transportation to be accommodated at each passenger rail station, the inter connections between those modes, and the facilities to be provided to support each mode.

5-A.67: Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity.

FROM CH. 5: CONNECTED CITY [FOR PARKING CHAPTER]

5-A.17: Locate public parking facilities to serve the downtown around the periphery so as not to draw additional vehicles into the core areas. Ensure that easily identifiable pedestrian connections exist between public parking areas and the downtown core.

5-P.29: Ensure a balanced parking supply that adequately serves the community while employing strategies to reduce both the number of parking spaces needed, the area occupied by parking, and the number of vehicular trips needed within predominantly pedestrian oriented areas.

5-A.70: Locate Downtown public parking to encourage a park once approach. Pro-vide pedestrian directional signage to direct persons from peripheral parking to downtown destinations.

5-A.73: Provide adequate parking availability Downtown for residents, commuters, visitors, and shoppers throughout the day.

5-A.74: Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.

5-A.75: Consider techniques to reduce the amount of area in the Transit Villages occupied by parking, especially for developments located within easy walking distance of the Passenger Rail stations.

5-A.77: Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

5-A.78: Develop flexible on-site vehicle parking requirements. Such requirements would include implementation of innovative parking techniques, implementing effective TDM programs to reduce parking demand, and consideration of other means to efficiently manage parking supply and demand.

5-A.80: Design parking structures in a manner so that they can be adaptively reused if they become obsolete for parking needs in the future.

1.6. EXISTING CONDITIONS

A. Urban Form. Covering 947 acres, stretching three miles in length, containing Downtown, Smiley Park, and Sylvan Park, and situated adjacent to the University of Redlands and Esri campuses, the specific plan area is characterized by a varied urban form.

1. **New York Street/Esri Station.** Currently the New York/Esri Street station area is car-oriented. Blocks are large and commercial and light industrial buildings tend to be set back away from the street behind parking lots or landscaped front yards. The railroad tracks traverse the Station Area from west to east, running along the north side of Redlands Boulevard, until New York Street, where they branch off as they proceed eastward. The Mill Creek Zanja traverses east-west through the New York Street Station Area as an open channel.

   The New York Street/Esri station will be located along the north side of Redlands Boulevard at New York Street. Immediately to the south of the proposed station site is Esri's world headquarters, a beautifully landscaped office campus within easy walking distance of the proposed station. Located southeast of the proposed station is Jennie Davis Park, a 5.2 acre neighborhood park with picnic and playground facilities. Existing development to the west of the Esri campus and south of the railroad tracks consists primarily of large footprint, light industrial and warehouse buildings. North of the railroad tracks existing development consists of an assorted mix of car-oriented uses, including strip shopping centers, fast-food restaurants, Redlands Ford, the Redlands Elks Lodge, the Ayres Hotel, and a Motel 6. North of the freeway are Toyota of Redlands, Empire Bowl, Quality Inn, Hertz, the Salvation Army Store, and single-family houses. Other buildings and points of interest within the New York Street/Esri Station Area include Orangewood High School and the Redlands Police Department. The parcels surrounding the proposed New York Street/Esri station are largely vacant and underutilized.

2. **Downtown Station.** The Downtown station area contains the Downtown core and the historic Santa Fe Depot. Blocks located east of Orange Street, including within Downtown, are small and promote walkability, while those located west of Orange Street are larger and less pedestrian-friendly.

   The Downtown area, west of Orange Street, is pedestrian-friendly with commercial and mixed-use buildings built adjacent to and accessed directly from the sidewalk. West of Orange Street, buildings and site design are more car-oriented, with many buildings located behind street-facing parking lots and/or facing the street with blank facades. Parcels west of the proposed station are largely vacant, underutilized, and primed for transit-oriented infill development. A few vacant packinghouse buildings to the north and south of the Santa Fe Depot provide opportunities for adaptive reuse with uses that can activate the station area.

   The Mill Creek Zanja enters the Downtown Station Area from the east as an open trench to 9th Street, where it enters a culvert that passes underground through the majority of the Downtown Village.

3. **University Street Station.** The University Street Station Area includes the portion of the University of Redlands campus located south of the Mill Creek Zanja and Sylvan Park. Blocks within the University Street Transit Village, especially near the proposed station site, are large. Parcels located north of the I-10 freeway and west of University Street are occupied by Sylvan Park, single-family houses, and some multifamily buildings. The southeast portion of the Village is occupied primarily by multifamily buildings. Like the other station areas, most of the land surrounding the proposed station site is vacant, underutilized, and ready for development.



New York Street looking north towards station site.



Shops along State Street.



Caption.



The historic Downtown Redlands Depot building.

1.6. EXISTING CONDITIONS (CONTINUED)

B. Historic Resources. There are a number of buildings within and adjacent to the Specific Plan area that are listed on the National, State, and Local historic registers. The majority of structures with historic significance are located within the Downtown Station Area and are located primarily in the following areas:

1. **The Redlands Santa Fe Depot District.** Surrounding the Downtown train station, the Santa Fe District is listed as a historic district on the National Register of Historic Places. Located between Eureka Street, Fifth Street, Stuart Street, and Redlands Boulevard, the district contains approximately twenty contributing or significant buildings dating from between 1888-1964, including industrial packinghouses, associated citrus industry related structures, and the train depot.
2. **The State Street Area.** The area bounded by Orange Street, Cajon Street, Olive Street, 9th Street, and Redlands Boulevard, as well as Orange Street between the railroad right-of-way and Redlands Boulevard, comprises Redlands' old Downtown, and maintains a fine selection of contributing structures. The portion of the historic Downtown located west of Orange Street was demolished to make way for the Redlands Mall in 1977.
3. **The High Avenue Area.** Located between Sixth and Ninth Streets, the High Avenue area contains a number of small cottage residences built in the early 1900s, as well as several architecturally noteworthy buildings. The physical condition of many of the cottages in the area is poor, although all have the potential for rehabilitation as small offices.

Finally, the Mill Creek Zanja, which runs through the University Street and New York Street/Esri station areas, was designated a California Historical Landmark in 1932 and placed on the National Register of Historic Places in 1977. Built in 1819 to convey water from Mill Creek to farms located east of the city, the Zanja now carries drainage water and storm runoff and has the double distinction of being the oldest continuously operating irrigation canal in California, and the oldest civil engineering project in Southern California.



Redlands Depot Building.

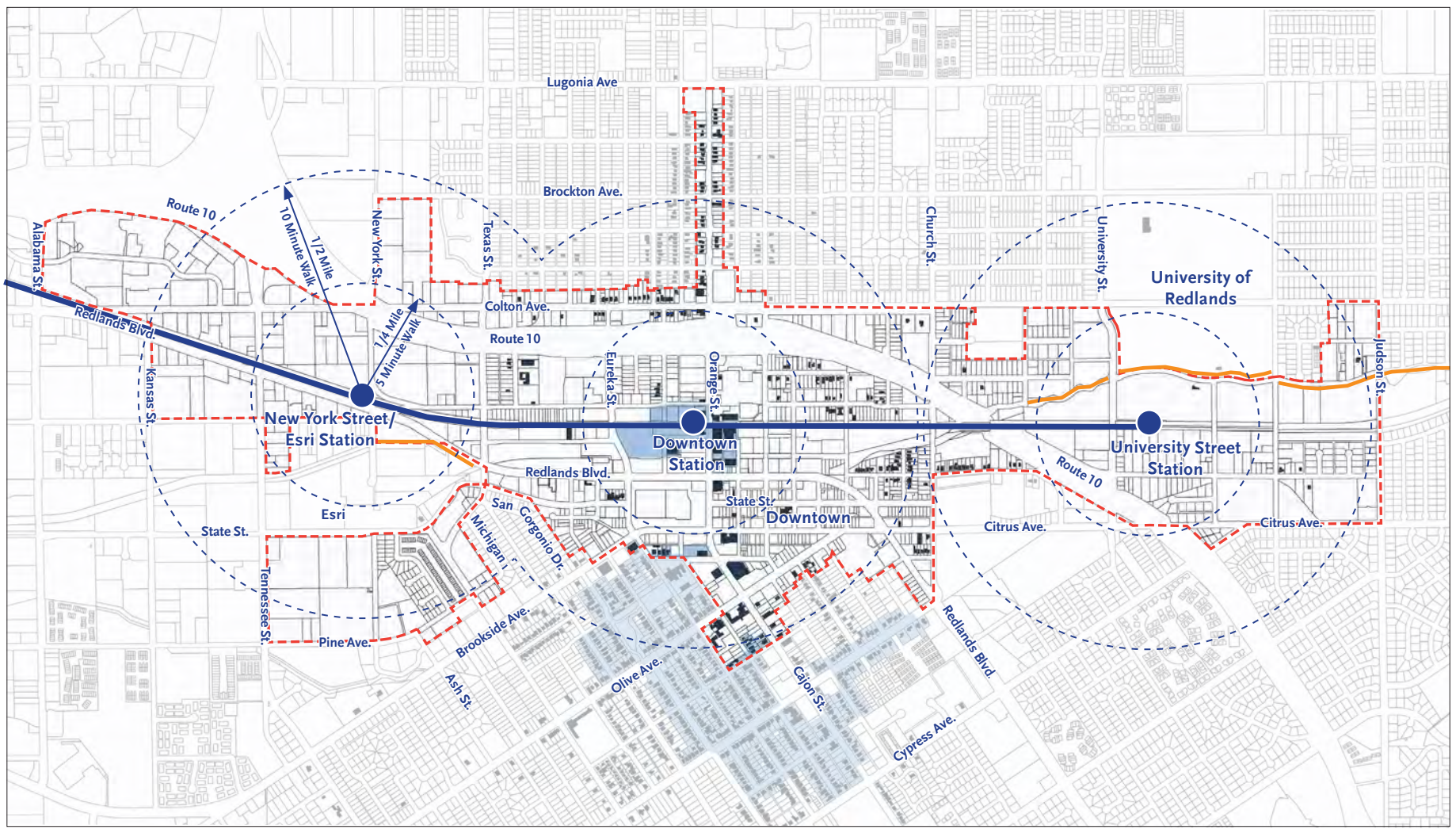


Historic building along Downtown's Orange Street.



Mill Creek Zanja.

FIGURE 1-3. *HISTORIC RESOURCES*



LEGEND

- Specific Plan Boundary
- Arrow Passenger Rail
- Historic Districts
- Major Historic Buildings and Structures
- Historic Mill Creek Zanja

C. Building Types. There are a variety of building types within, and in the vicinity of, the Specific Plan area. These range from single-family houses to house-form multi-family buildings (duplexes, triplexes, and quadplexes, and courts), to block-form mixed-use buildings. House-form building types are set back from their property lines and are massed and scaled to resemble single-family houses. These buildings typically accommodate residences, but along corridors can be converted to commercial uses. Block-form buildings typically have zero side yard setbacks and are located at the back of sidewalk, forming a continuous "street wall" along the sidewalk. These buildings have commercial ground floors and can have residential or commercial upper floors, although most mixed-use buildings in Redlands currently have commercial upper floors. The proposed buildings within a quarter-mile of the future stations will be mainly the block-form types, although house-form building types will be appropriate for new development that occurs near existing residential neighborhoods.



Single Family Houses.



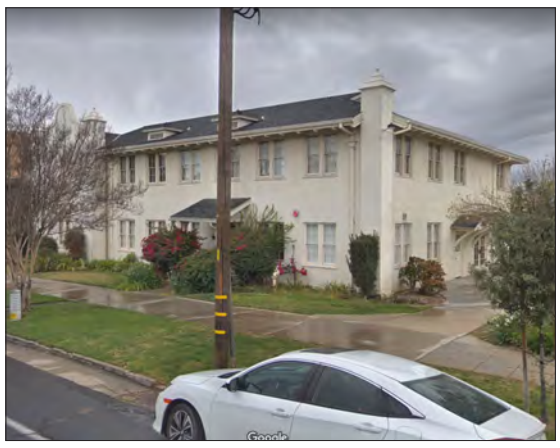
House-form quadplex.



House-form court.



House-form rowhouse.



House-form residential Block.



Mixed-Use Block.

D. Civic Buildings and Sites. Civic buildings are buildings that accommodate meetings, education, and religious or cultural activities. They include important landmarks such as the Lincoln Memorial Shrine, the historic U.S. Post Office building, and the Santa Fe Depot, as well as public and private schools, churches, clubs, libraries, government buildings such as City Hall and the Police Department Annex Building, and outdoor venues such as the Redlands Bowl. Civic buildings and sites are plentiful within and near the Specific Plan area, and are well embedded within the surrounding neighborhoods. Schools within the Specific Plan area include Orangewood High School, Redlands Adventist Academy, and the southern portion of the University of Redlands. There are approximately 16 churches within the Specific Plan area, some located within single-family houses. Clubs within the Plan Area include the Rotary Club of Redlands, the Elks Lodge, and the historic Masonic Lodge.



Lincoln Memorial Shrine.



First Congregational Church.



Historic Redlands Post Office Building.



Redlands Bowl.



Redlands City Hall.

1.6. EXISTING CONDITIONS (CONTINUED)

E. Frontage Types. Frontage types provide a transition between the pubic realm of the street and the private realm of building interiors. They add interest to a building's massing, help transition the scale of a building to the street (for instance, the scale of a two-story building next to a one-story front building can be reduced with the introduction of a one-story porch), and add a human-scale to buildings. Frontages include entry types, such as porches, stoops, dooryards (terraces enclosed by a low wall or hedge), arcades, and shopfronts, as well as other elements such as awnings, balconies, and bay windows. Key to successful building frontages are ample windows and entries that are accessed directly from the sidewalk. Existing buildings within the Specific Plan, as shown in the below photos, employ a variety of these various frontage types and elements. This Specific Plan provides frontage standards to ensure that new buildings face the street and open spaces with pedestrian-oriented, human-scaled facades.



Front Yard.



Porch.



Stoop.



Dooryard.



Arcade.



Shopfront.

F. Existing Building Heights. The majority of the buildings within the Specific Plan area are one-story in height, although many of the light industrial and retail buildings have higher-ceiling spaces, presenting tall one-story facades to the street. The majority of buildings within the Downtown Transit Village are one- and two-story in height. A notable exception is the Citibank building, which is six-stories tall. In addition, many of the old packinghouse buildings surrounding the station are one-story buildings with tall interiors. Most of the buildings within the University Village are one- and two-story in height. Single-family houses tend to be one-story, and multi-family buildings tend to be two-story. Allowed building heights by existing zoning within the commercial zones (such as C-3, General Commercial) are, for the most part, unlimited (subject to discretionary approval). Allowed building height in the existing Downtown Specific Plan is limited to 4 stories or 55 feet in all districts. Allowed building heights for the multi-family residential zones range from 2.5 to 4 stories.



Esri's three-story world headquarters building.



Tall packing house building.



Two-story multi-family buildings.



The two-story Ayres Hotel.



Two-story mixed-use building along State Street.



Bekins Hall at the University of Redlands.

G. Historic Building Heights. While Redlands' rich heritage of single-family houses is relatively intact, many of Reldands' commercial buildings have been demolished. These buildings, many as tall as three and four stories, employed varied massing, frontage types, and architectural elements such as awnings and bay windows to break down the scale of the building into human-scaled proportions.

To promote transit ridership by locating more residents and/or workers in close proximity to the three stations (and to meet the General Plan's goal to encourage future development to occur within the city's core areas), building densities, intensities, and heights should be higher than the one- and two-story heights of most buildings within the Plan Area. This Specific Plan provides building articulation standards that ensure that new buildings, regardless of architectural style, are built with massing and architectural strategies employed by Redlands' historic predecessors – pedestrian-friendly, human-scaled, buildings that reflect Redlands unique character.



State Street in early 1900s.



State Street looking east, ca. 1904.



State Street during early 1900s.



Corner of Orange and State Streets, ca. 1906.



Casa Loma Hotel in the 1920s.



State Street during 1950s.

H. Open Space. There are several parks within the Specific Plan area that provide open space and recreational opportunities to nearby residents, workers, and visitors. As multifamily housing and/or offices are built around the station areas, these parks will provide valuable open space for future residents, office workers, and visitors.

The sole park within the New York Street/Esri Station Area is Jennie Davis Park, which provides a large grassy lawn, picnic areas, playground equipment, and a small restroom building. The Mill Creek Zanja passes along the southern edge of the park and the Orange Blossom trail runs along the opposite bank from the park.

The Downtown Station Area contains three parks within its boundaries: Terrace Park, Ed Hales Park, and the northeastern tip of Smiley Park. Terrace Park is a linear park built along the south side of Colton Avenue between Orange Street and Church Street. It accommodates a tree-lined path down its center. The portion of Smiley Park within the Downtown Transit Village consist of the lawns, paths, and benches that surround the historic Police Annex building. While the Police Annex provides a welcoming face to the Park, the building along the north side of the park fronts the park with blank, windowless wall. The rest of Smiley Park, which meanders through the historic Smiley Neighborhood, is home to the Redlands Bowl amphitheater, the Lincoln Memorial Shrine, the A.K. Smiley Library, shuffleboard courts, and a restroom building. It also provides open lawn areas, paths, benches, and is planted with groves of mature trees. Located on the northeast corner of State Street and Fifth Street in Downtown, Ed Hales Park provides picnic tables beneath a canopy structure.

The University Street Station Area is home to Sylvan Park, an 18-acre community park that contains open space amenities such as large lawn areas, individual and group picnic areas, pathways, benches, playground equipment, and a traditional rose garden. It also accommodates recreational activities such as lawn bowling, horseshoe pits, and a soon-to-be-built skateboard park. The historic Mill Creek Zanja, flanked by the Orange Blossom Trail, also passes through the center of Sylvan Park. Academic quadrangles and other greens on the University of Redlands campus provide additional open space amenities to the north of the proposed University Village station.



Bird's-eye view of Jennie Davis Park.



Bird's-eye view of Smiley Park.



Bird's-eye view of Sylvan Park.

1.6. EXISTING CONDITIONS (CONTINUED)

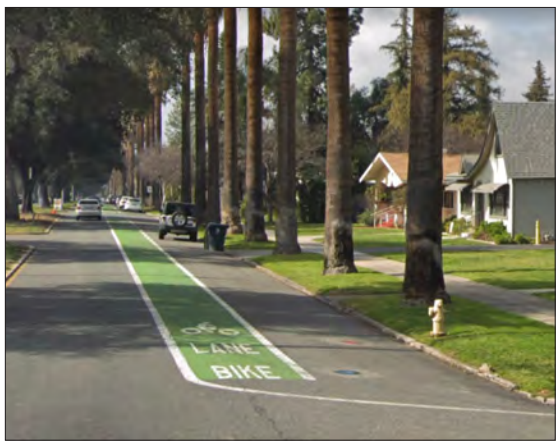
I. **Pedestrian and bicycle amenities.** As mentioned above, portions of the Plan Area – primarily within the historic Downtown – consist of an interconnected street network that facilitates walking and biking. However, the remainder of the Plan Area presents a generally hostile environment for pedestrians and cyclists. Key pedestrian deficiencies include: megablocks (blocks measuring more than 500 feet by 500 feet); car-oriented intersections, unwelcoming underpasses, and deficient and missing sidewalks. Key bicycle deficiencies include incomplete bicycle facilities, the unfinished Orange Blossom Trail, and narrow freeway underpass roadways. This Specific Plan provides recommendations and strategies for improving the pedestrian and bicycle environment around the stations, including the introduction of pedestrian-scaled blocks, intersection improvements, highway underpass enhancements, preservation of the Downtown rail crossing, new sidewalks, new and improved streetscape, and improved bicycle facilities and amenities.



Unfriendly pedestrian and bicycle environment.



Missing sidewalks and bicycle faclities.

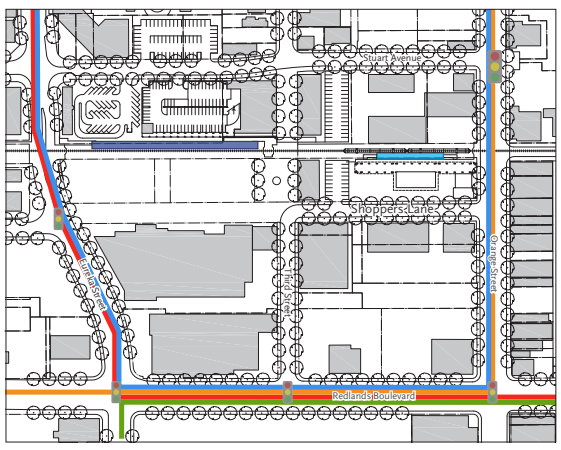


Class II bike lane on Brookside Avenue.

J. **Transit.** Redlands is served by Omnitrans, the primary transit operator in San Bernardino County. Currently, four routes provide service to the Plan Area: Route 8, which provides service between San Bernardino and Crafton Hills College; Route 15, which provides service between Fontana and Downtown Redlands; Route 19, which provides service between Fontana, the San Bernardino Transit Center, and Yucaipa; and Route 208, which provides commuter service primarily along the I-10 Freeway between the San Bernardino Transit Center and Yucaipa. This Specific Plan provides recommendations for rerouting existing transit routes to better serve the proposed stations and indicates proposed bus stop and staging locations.



Omnitrans bus.



Existing Downtown Bus Routes.



View of the Omnitrans Route 8 bus stop on Redlands Boulevard just east of Texas Street.

K. **Parking.** Parking within the majority of the Specific Plan area is provided on the street and on site in either surface garages or parking lots. Parking within Downtown is provided in on-street spaces, parking lots, the Citrus Avenue parking garage located at the corner of Citrus Avenue and 6th Street, and public and private surface lots. There is generally sufficient public parking Downtown except during events and Thursday night Market Nights when parking occupancies reach 100% in most parking venues. This Specific Plan provides parking management strategies to ensure existing parking is used efficiently and in a manner that safeguards surrounding neighborhoods from spillover parking; describes how parking for each station is accommodated; suggests ways to accommodate new parking as needed; and provides standards to ensure on-site parking is not visible from the street.



Angled Parking along State Street.



Redlands Mall parking lot.



Ed Hales public parking lot.

L. Stormwater and Utility Infrastructure.

1. **Flooding.** The plan area has historically experienced flooding during moderate storm events. Portions of the plan area, particularly the majority of the parcels within a quarter mile of the three stations are located within the Flood Zone (see Figure 1-4)below). Causes of the flooding include both local and regional storm drain deficiencies, including a lack of conveyance capacities in the Mission Zanja (Zanja), Redlands Boulevard storm drain, and the Oriental storm drain.

   Any new "occupiable" finished floor must be at least 2 feet above the 100-year flood elevation. In addition, any floodplain cross-section modifications (earthen platforms) may not cause more than a one foot water surface elevation increase upstream.

   This Specific Plan recommends methods for relieving or eliminating the 100-year flood zone, thereby reducing the number of properties subject to flood insurance as well enabling retail buildings to be built at sidewalk grade.

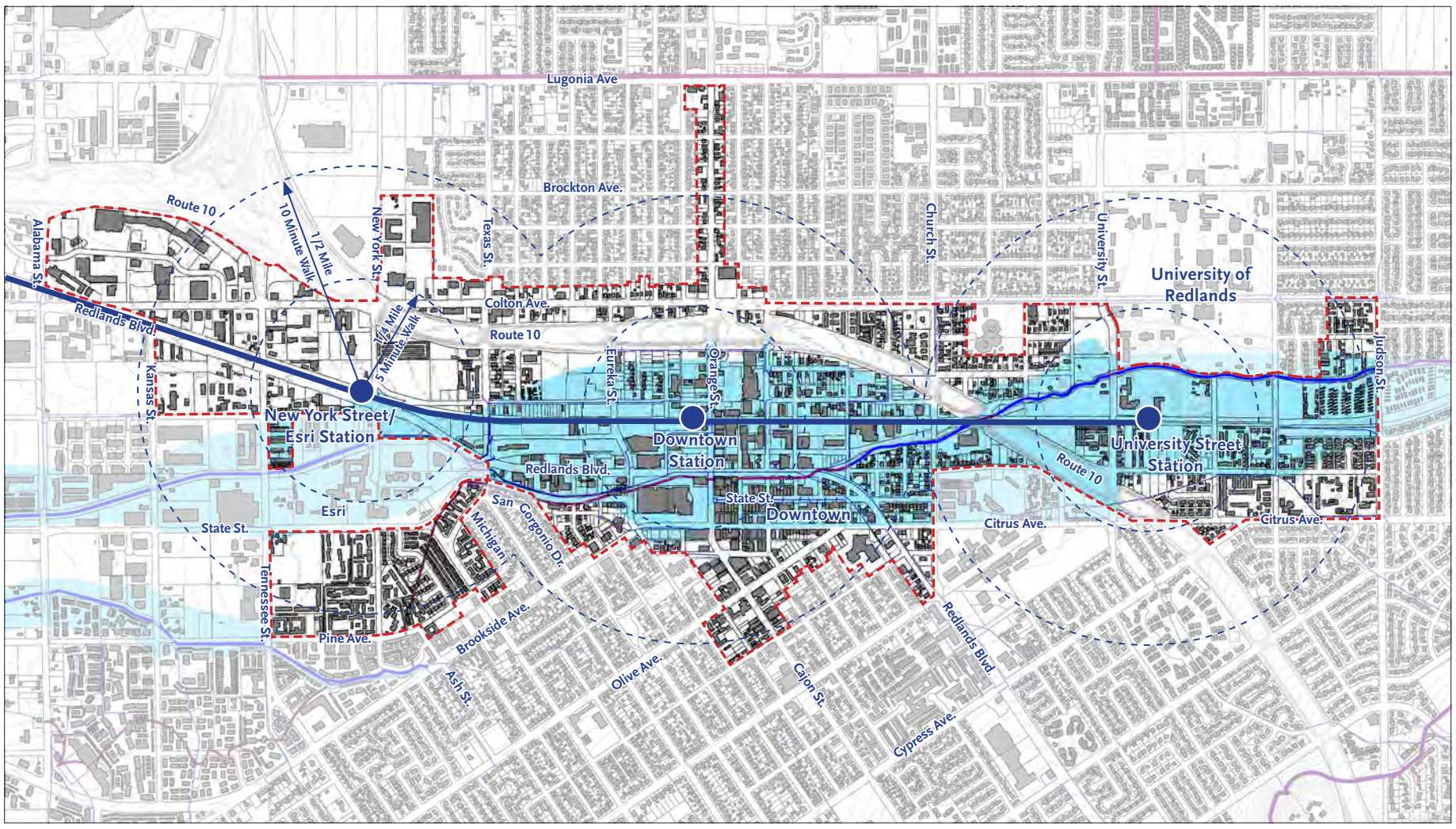
2. **Wastewater.** The Redlands Wastewater Treatment Facility (WTTP) is located in northwest Redlands adjacent to the Santa Ana River. All wastewater collected and treated is from the City's service area and discharged within the City's service area. The City utilizes all wastewater collected and treated at its WWTP in its service area for distribution to customers and percolation into Bunker Hill. The City requires new commercial development to provide dual plumbing for irrigation systems to accommodate the use of recycled/non-potable water.

   In general, wastewater effluent from south of the 10 Freeway flows to the south and then west in a collector line in Redlands Boulevard, while the effluent north of the Freeway flows north and west towards the treatment plant. This Specific Plan describes the recommended wastewater pipe upgrades needed to accommodate the proposed development.

3. **Potable Water Supply, Water Distribution, and Fire Protection.** The City of Redlands currently serves approximately 24,000 customers with a 5-year average potable water demand of 26,165 acre feet per year. Currently, the majority of water is obtained from the Santa Ana River, Mill Creek, and groundwater. The City operates two surface water treatment plants, 20 wells, 37 booster pumps, 18 reservoirs, and 400 miles of transmission and distribution lines to provide water to its customers. Based on the City's available supplies, the City can continue to meet multiple and single dry year demands. Potable water mains exist in all of the Plan Area's streets and there are plenty of fire hydrants in the Plan Area. This Specific Plan describes the recommended water pipe upgrades needed to accommodate the proposed development.

5. **Non-Potable Water.** The city's non-potable distribution lines are located in the vicinity of the plan area. This Specific Plan describes the recommended non-potable water pipe upgrades needed to accommodate the proposed development.

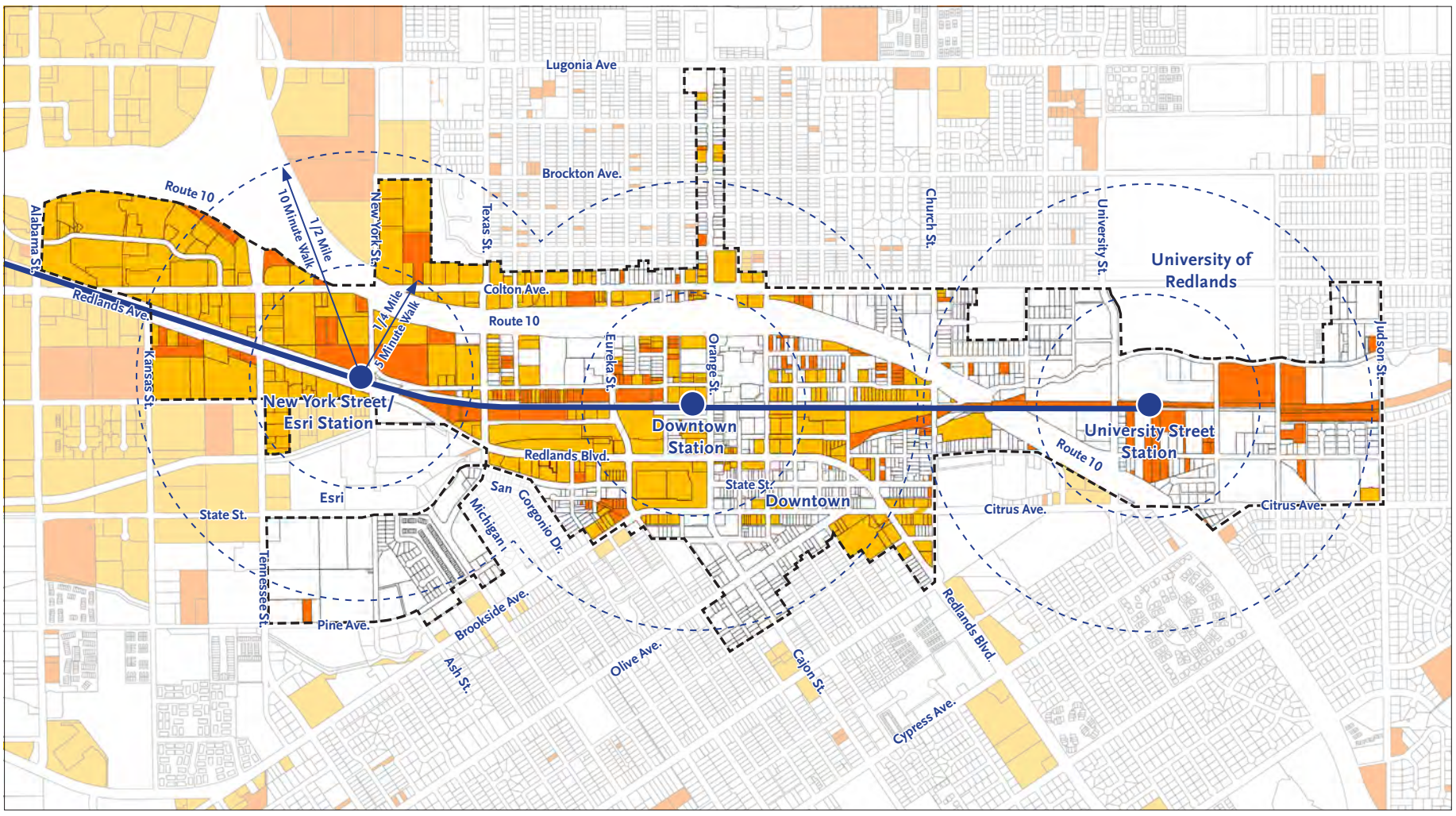
FIGURE 1-4. *EXISTING 100-YEAR FEMA FLOOD PLAIN*



1.6. EXISTING CONDITIONS (CONTINUED)

M. Vacant and Underdeveloped Parcels. There are a number of vacant parcels located within the Specific Plan area, mostly concentrated along and near the railroad right-of-way (see Figure 1-5). In addition, there are many underdeveloped parcels that currently contain development that does not contribute to the walkable, multi-modal, urban environment envisioned by the General Plan (i.e., not conforming to design regulations of this form-based code) that are ripe for intensification. Examples include sites where a parking lot is located between the building and the sidewalk, sites where the majority of the land is vacant, or sites with buildings with blank walls that face the street. Buildings on some of these sites are vacant or contain underperforming businesses. These underdeveloped parcels also tend to be located along the railroad right-of-way and within a quarter mile of the stations.

FIGURE 1-5. *VACANT AND UNDERDEVELOPED PARCELS.*



LEGEND

- Specific Plan Boundary
- Arrow Passenger Rail
- Vacant Parcels
- Non-Conforming Parcels



Vacant parcels in New York Street Station Area.



Vacant parcels in Downtown Station Area.



Vacant parcels in University Street Station Area.



Vacant parcels in New York Street Station Area.



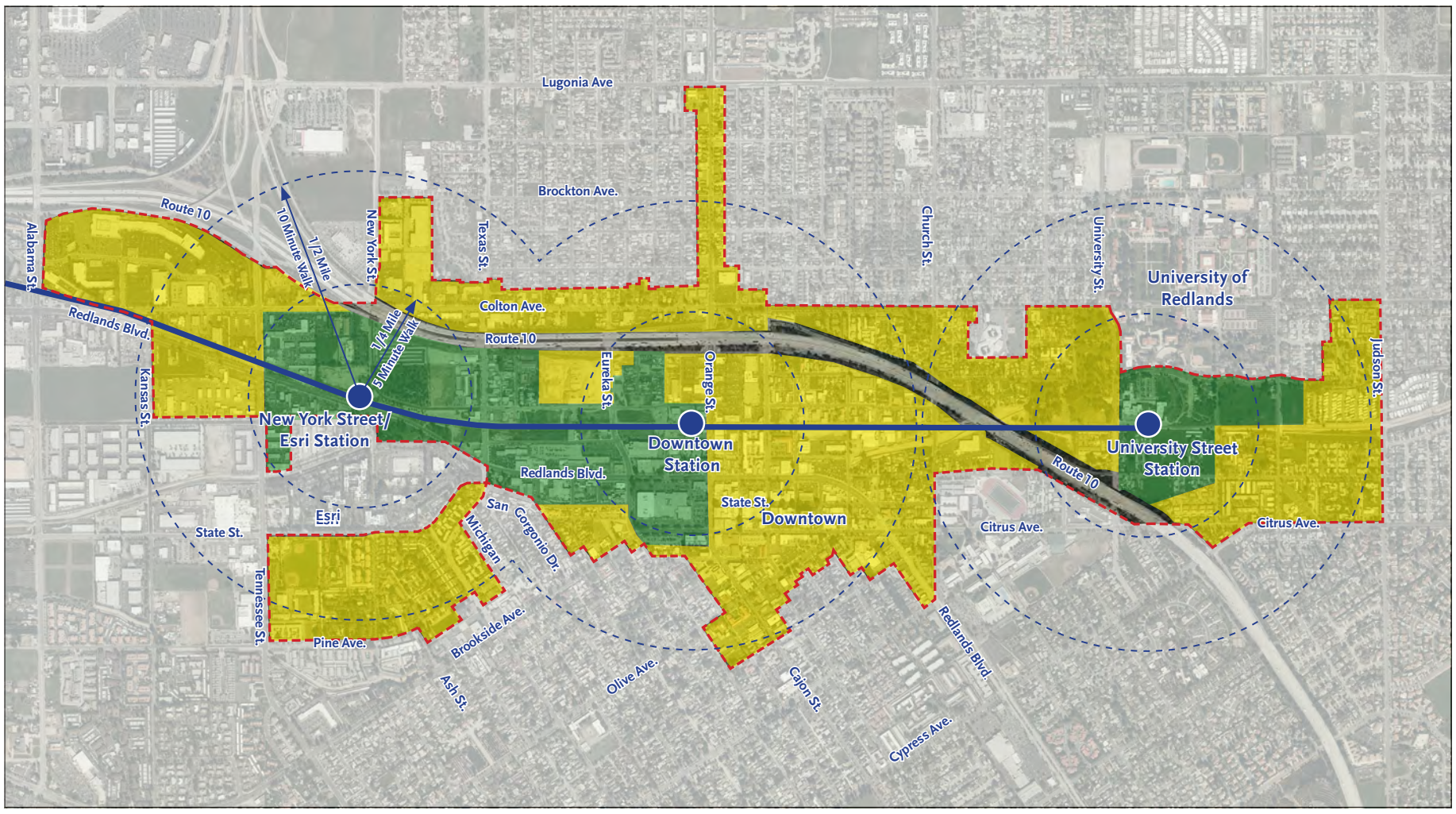
The Redlands Mall.



Vacant parcels in University Street Station Area.

N. Areas of Change Together, the Plan Area's vacant and underdeveloped parcels – particularly those around the proposed station sites – offer the perfect opportunity for building a pedestrian-friendly, transit-oriented, mixed-use, environment. These parcels – particularly those located within a quarter mile of the proposed passenger rail stations – have been identified as areas of immediate change where transformation in the near future is envisioned (see Figure 1-6). Many of these parcels are also owned by a single land owner. In areas where the urban fabric is more complete, where sporadic vacant and underutilized parcels can be found, and where properties have not been consolidated, infill development could occur incrementally and over time – these are areas of incremental or future change. The vision represented in Chapter 2 shows how the areas of immediate change could develop over time.

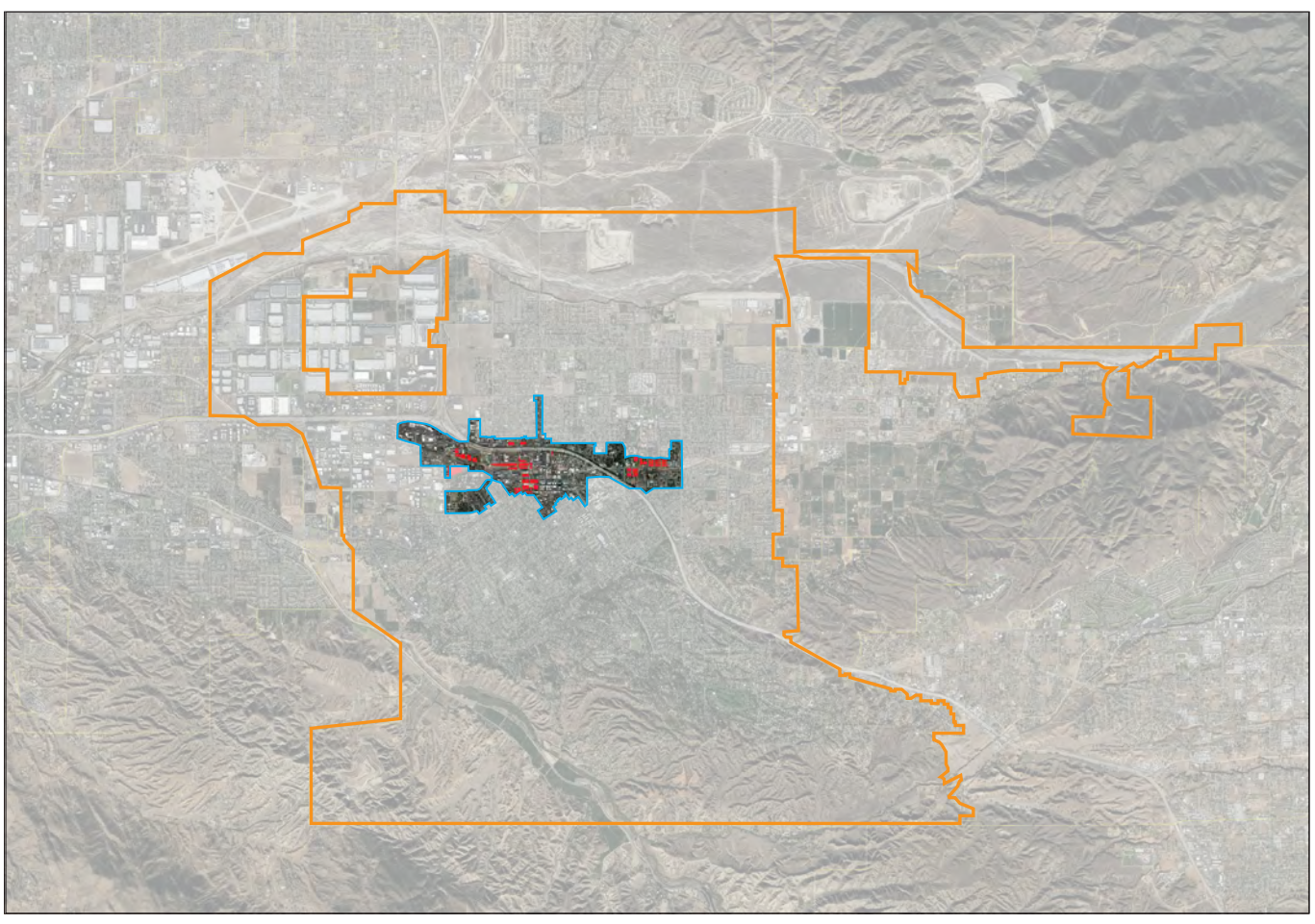
FIGURE 1-6. AREAS OF CHANGE



LEGEND

- Specific Plan Boundary
- Arrow Passenger Rail
- Areas of Immediate Change
- Areas of Incremental/Future Change

FIGURE 1-7. AREAS OF CHANGE IN RELATION TO ENTIRE CITY OF REDLANDS



The areas of immediate change shown in Figure 1-6 contain approximately 150 acres of developable area (0.64% of the City of Redlands entire land area). This Specific Plan anticipates, however, that only about half of these parcels will develop (75 acres) – representing a mere 0.32% of the City of Redlands entire land area (see Figure 1-7).

LEGEND

- City of Redlands Boundary
- Specific Plan Boundary
- Potential Parcels Developed during Plan Horizon (by 2040)

1. INTRODUCTION AND CONTEXT

1.7. CONSTRAINTS AND OPPORTUNITIES

A. Constraint and Challenges

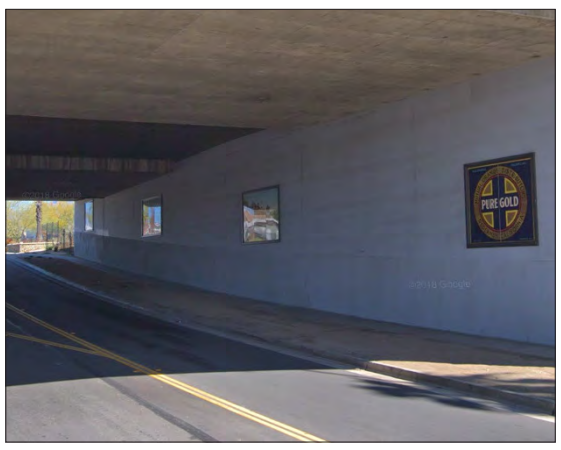
1. **Existing Growth Management Measures.** Existing City of Redlands growth management measures and regulations limit the amount of development that can occur in Redlands to 400 units per calendar year with a housing mix of 75 percent single-family and 25 percent multi-family.
2. **Megablocks.** Most of the blocks within a quarter mile of all three stations are "megablocks" (blocks measuring more than 500 feet by 500 feet) that contain vacant and underutilized land or conventional suburban developments with large, street-facing parking lots. These megablocks maximize vehicular throughput at the expense of pedestrian comfort and safety. Pedestrians must walk long distances with limited crossing opportunities. Megablocks also restrict connectivity for cars, buses, and emergency vehicles by offering less routes to a given destination, while reducing opportunities for turning movements.
3. **Car Oriented Streets.** Many streets within the Plan Area – especially Redlands Boulevard and University Street – are designed for cars, not for pedestrians and cyclists. They promote fast vehicular speeds and lack adequate pedestrian and bicycle facilities, such as bike lanes and comfortable ways for pedestrians to cross the street.
3. **Pedestrian Barriers.** The freeway forms a barrier between the neighborhoods and corridors located on the other side of the freeway. In addition, some of the I-10 underpasses currently are unpleasant for pedestrians and cyclists to pass through due to insufficient lighting and the location of the sidewalk immediately next to fast-moving traffic.
5. **Incomplete Bicycle Network.** The existing bicycle network outside the Plan Area is relatively well developed, but is deficient within the Plan area. Bicycle connectivity to the future stations – including the neighborhoods located on the other side of the freeway – is critical for generating multi-modal access to the train station. The Orange Blossom Trail, a Class 1 facility, has been built at the western and eastern ends of the Plan Area. However, the connection through Downtown has yet to be built.
6. **100-Year Floodplain.** The 100-year floodplain runs east-west through the Plan Area and covers most of the parcels identified as "Areas of Immediate Change" in Figure 1-7. Property owners within the floodplain must pay flood insurance. In addition, new residential uses must be located a minimum of two feet above the floodplain. The parcels located north of the New York Street/ Esri Station, however, have base elevations above the 100-year floodplain.

B. Assets and Opportunities

1. **Access and Proximity to Transportation.** The Plan Area is well-located in relation to transit and freeway access. Downtown Redlands is served by Omnitrans bus routes 8, 15, 19, and 208 which provide service to San Bernardino, Fontana, Yucaipa, and destinations between. The Orange Blossom Trail when completed through Downtown Station Area will provide an opportunity to connect the three station areas. Freeway access is provided at Alabama Street, Tennessee Street, 6th Street, Orange/Eureka Street, and University Street.
2. **Infill Opportunities.** There are many vacant and underutilized parcels located within a quarter mile of each station that provide excellent opportunities for mixed-use, transit-oriented infill development around each station. The arrival of the Arrow Passenger Rail will help catalyze development within the Plan Area, particularly on parcels identified as "Areas of Immediate Change" in Figure 1-7. In addition, the 2035 General Plan land use designations and associated Transit Village Overlay Zone (TVOZ) enable mixed-use, transit-oriented development around each station.
3. **Walkable Urbanism Precedents.** The Plan Area is graced with excellent precedents of walkable, tree-lined streets; buildings that face and are accessed from the street through appropriate frontages (porches, stoops, shopfronts, etc.); and well-designed parks and open spaces that can serve as models for development that occurs within the Specific Plan's "Areas of Immediate Change." In addition, there are many historic resources and contributing buildings within the Downtown Transit Village.
4. **Walkable, Interconnected Street Precedents.** Redlands' historic Downtown core and the residential neighborhoods north and south of the plan area have an interconnected street network and small blocks – the indispensable components of a walkable, multi-modal, mixed-use environment. State Street and its cross streets, in particular, are excellent examples of pedestrian-friendly roadway design that calms vehicular traffic and provides convenient access to adjacent retail and restaurant uses. Additionally, Orange Street has a number of pedestrian crossings, facilitating pedestrian connections between Downtown and the future station area. This network can and should be extended into the areas identified as "Areas of Immediate Change" in Figure 1-7.

   In addition, Downtown Redlands has alleys, some of which have been transformed into pedestrian-only passageways that accommodate street art and outdoor dining. Such pedestrian-only passageways could also be introduced in other parts of the Plan Area.
5. **Proximity of Existing Parks.** All three station areas have convenient access to existing parks: Jennie Davis Park within the New York/Esri Station Area; Terrace Park, Ed Hales Park, and Smiley Park within the Downtown Station Area; and Sylvan Park within the University Street Station Area.
6. **Flood Control Improvements.** For parcels located within the flood plain, redesigning the flood water conveyance system could provide an opportunity for relieving or eliminating the 100-year flood zone. Reducing the size of the floodplain will reduce the number of properties that are subject to flood insurance as well enable buildings – especially building with retail ground floors – to be built at sidewalk grade.

   In addition, future open spaces within the Plan Area and continuous planters between the roadway and the sidewalk provide opportunities for incorporating passive stormwater and flood management strategies – such as infiltration basins, bioswales, or bioretention systems – that can mitigate the impacts of floodwater.



Eureka Street freeway underpass.


State Street.


Orange Street Alley.

CHAPTER 2: VISION

2.0. INTRODUCTION

The principles, goals, and vision that will shape the transformation and revitalization of the three station areas governed by this Specific Plan were established through an extensive public outreach process that included interviews with dozens of stakeholders, nine community workshops (three for each station area), and meetings with the Historic & Scenic Preservation Commission, the Planning Commission, and the City Council.

This Chapter describes and illustrates the outcomes of this public process. It begins with an overview of the principles of town-making and transit oriented development. This is followed by a description of the vision for the whole Specific Plan area and then a more detailed description of each station area, including its existing conditions, the goals that were established through the community process, and illustrations of the vision. The Chapter wraps up with a discussion of the traditional building types that are found within Redlands' historic core and surrounding neighborhoods. The pedestrian scale of these buildings, and how they relate to the street and to each other, forms the basis of the Specific Plan's Development Code (Chapter 4).

This Vision Chapter is comprised of the following sections:

2.1. Principles of Transit Oriented Development. 2:2
2.2. The Plan 2:4
2.3. New York Street Station Area 2:6
2.4. Downtown Station Area 2:11
2.5. University Street Station Area 2:18
2.6. Building Types 2:26



View of the New York Street/Esri Station area and an Arrow Passenger Rail train.



View of Redlands Boulevard with planted median and multi-family development.



View of park in Midtown Neighborhood (between Downtown and New York Street/ Esri Station)



View of Market Hall in University Village.

2. VISION

2.1. PRINCIPLES OF TRANSIT ORIENTED DEVELOPMENT

Town-making is in sharp contrast to conventional suburban development, the form of growth which has produced large-scale sprawl throughout Southern California over the last fifty years. Sprawl development is characterized by homogeneous single-use zones, with the housing tract, the shopping center, and the business park as its basic elements. These segregated use areas are connected by a discontinuous system of wide thoroughfares designed for the rapid movement of cars. Within such a homogeneous urban structure, uninspiring and repetitive buildings are typically designed without any particular obligation to define a realm of public space. The vast majority of such places designed since the 1940s are architecturally undistinguished and urbanistically destructive, as they absorb and eliminate the local landscape while generating a placeless, undistinguished fabric of buildings.

Transit-Oriented Development (TOD) has emerged in recent decades as an alternative to conventional suburban development. It stems from the recognition that commuter lines and stations can and should be more than travel nodes. Proximity to transit reduces dependency on the automobile and enhances the value of surrounding buildings as a place to live, work and shop. The typical size of a TOD is a quarter-mile radius from physical center to edge. This distance – known as the walkability shed – encompasses the neighboring population within an average five minute walk of the mixed-use center. Thus, the optimal size of a TOD is determined not by density but by the walkability shed.

Living in pleasant dwellings, connecting to neighbors by choice, and being able to walk to fulfill civic obligations and enjoy commercial entertainment and recreational opportunities are the hallmark of living in a traditional community. It is a way of life that is appropriate and desirable, and possible to recreate for the future of Redlands.

Design principles for creating such mixed-use, transit-oriented places are shown on this and the following page.



Make Great Public Places. The center of a TOD is the locus of its public life. Its civic buildings enhance community identity and foster civic pride. Its shops and workplaces provide convenient access to goods and services without need for a car trip. Its streets and public spaces generate a unique and supportive public realm that provides places for social interaction. Easy access to transit (whether train or bus) as well and to roadways (whether local roads or freeways) makes such a place accessible to a wide array of people, from those living there, to those driving in by car or arriving by train.



Make Great Streets. TODs are structured on individual blocks and a network of thoroughfares that provide a comfortable environment for pedestrians, while accommodating automobiles, bicycles, and other emerging transportation technologies. This interconnected block and thoroughfare pattern provides multiple routes that diffuse vehicular traffic, while providing more options for emergency personnel to reach a distressed location. Street intersections have minimal curb radii to slow turning cars and reduce the crossing distance of pedestrians. Streets are two-way, improving pedestrian crossing safety, reducing automobile speeds, and facilitating navigation. On larger streets, landscaped center medians reduce apparent street width, while intersection bulb-outs reduce pedestrian crossing distance and time and also provide space for streetscape and street furniture. Finally, streets accommodate on-street parking to provide convenient parking in front of stores or guest parking in front of residences, while providing a buffer between moving traffic and pedestrians on the sidewalk.



Live Above and Next to Stores and Businesses. The quality and amount of housing in a TOD determine its particular character. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above or near stores, providing residents the ability to walk or bike to these businesses, while reducing their reliance on a car. Such dwellings allow for a variety of families to live near diverse services, while providing a constant 24/7 rhythm of use.



Build a Variety of Buildings. TODs include a variety of building types, including mixed-use commercial blocks, rowhouses, condominiums, and apartment buildings. Varying the size and massing of these buildings and carefully considering their placement enhances the pedestrian friendliness of the streets and open spaces they face and insures that new buildings are compatible with those in adjacent nearby neighborhoods.



Get the Retail Right. Retail should respond to the housing, restaurant, entertainment, and education needs of the community and the local climate. The retail industry has discovered that outdoor, Main Street-type retail better fits the lifestyle of busy consumers, often yielding more regular trips and higher sales volumes than standard shopping centers. Under this model, retail should be concentrated to encourage and facilitate pedestrian storefront shopping. Buildings should face streets that accommodate cars and on-street parking. Long-term parking should be located in shared “park once” lots or structures, convenient to and compatible with the Main Street retail.



Provide a Variety of Housing Choices. A mature village setting provides diverse housing choices that attract a varied and prosperous resident population. It is not unusual to encounter lofts, live/work units, courtyard housing, row housing, even duplexes, triplexes, and quadplexes in such a village environment. These dwelling types accommodate and attract a range of household types (singles, newlyweds, families with children, elderly), income levels (students, teachers, professionals, the retired), and employment arrangements (live/work and home occupation), producing a diverse and well-rounded resident population. All of these dwelling types may be provided in either rental or ownership configurations.



Get the Parking Right. The typical suburban, sequential pattern of "shop and park" requires two vehicular movements and one parking space to be dedicated for each visit to a shop, office, or civic institution. For three tasks, this requires six vehicular movements and three parking spaces, due to the long, car-dependent distances between single-use destinations. By contrast, the compactness and mixed-use nature and walkability of TODs lend themselves to only two vehicular movements, parking just once, and completing multiple tasks on foot. This reduces traffic and limits the amount of parking that needs to be built. The subsequent transformation of drivers into pedestrians walking from one task to the next, is the immediate generator of pedestrian life, animating public streets and sidewalks and generating patrons of street-friendly retail businesses. It is this pedestrian "scene" that creates the energy and attraction to sustain a thriving mixed-use environment.

2.2. THE PLAN

The Illustrative Plan, shown in Figure 2-1 (Illustrative Plan), shows one way of arranging future streets, buildings, and open spaces within the Plan area. The drawing serves as a guide for understanding the greater goals of this Specific Plan: to create a walkable, mixed-use district that features beautiful streets, diverse housing types, and unique shopping and office opportunities – a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Development Code (see Chapter 4). The element of time may modify this particular Illustrative Plan, but the fundamental character, qualities and intentions of the plan will remain intact.

FIGURE 4-1: REGULATING PLAN

It is important to note that all private development shown in the Illustrative Plan consist of voluntary projects pursued by property owners and/or developers who seek to improve their land in response to market demands for housing, office, retail, restaurant space, and entertainment space. Similarly, the acquisition of individual parcels to assemble parcels for larger projects occurs as a voluntary transaction between property owners for the mutual benefit of both parties. No development within the Transit Villages Specific Plan area will occur through eminent domain.

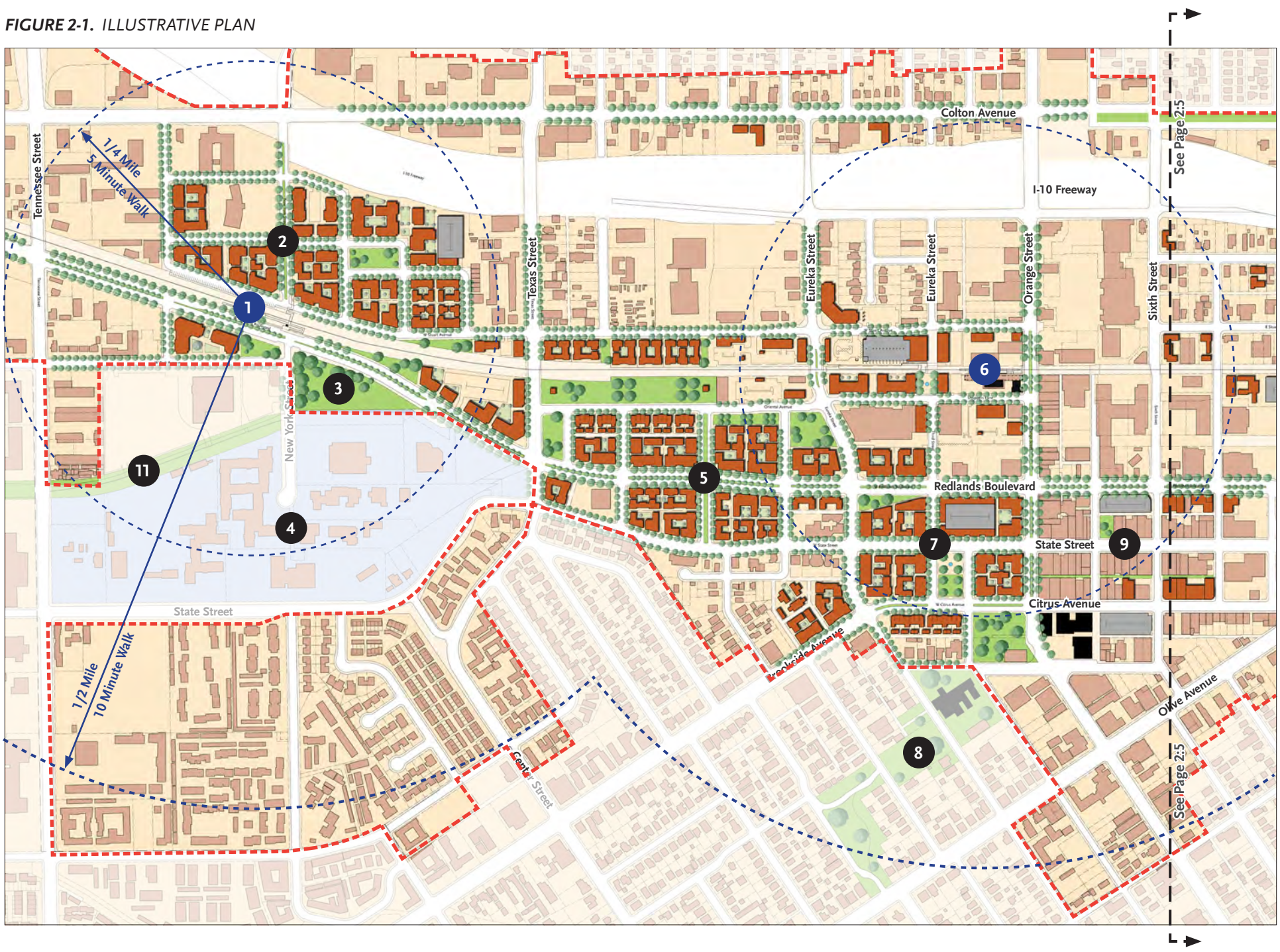


Active sidewalks.



Active sidewalks with outdoor dining.

FIGURE 2-1. *ILLUSTRATIVE PLAN*





Mixed-use Main Street buildings..



Inviting open spaces.



Parking lot with tree orchard.



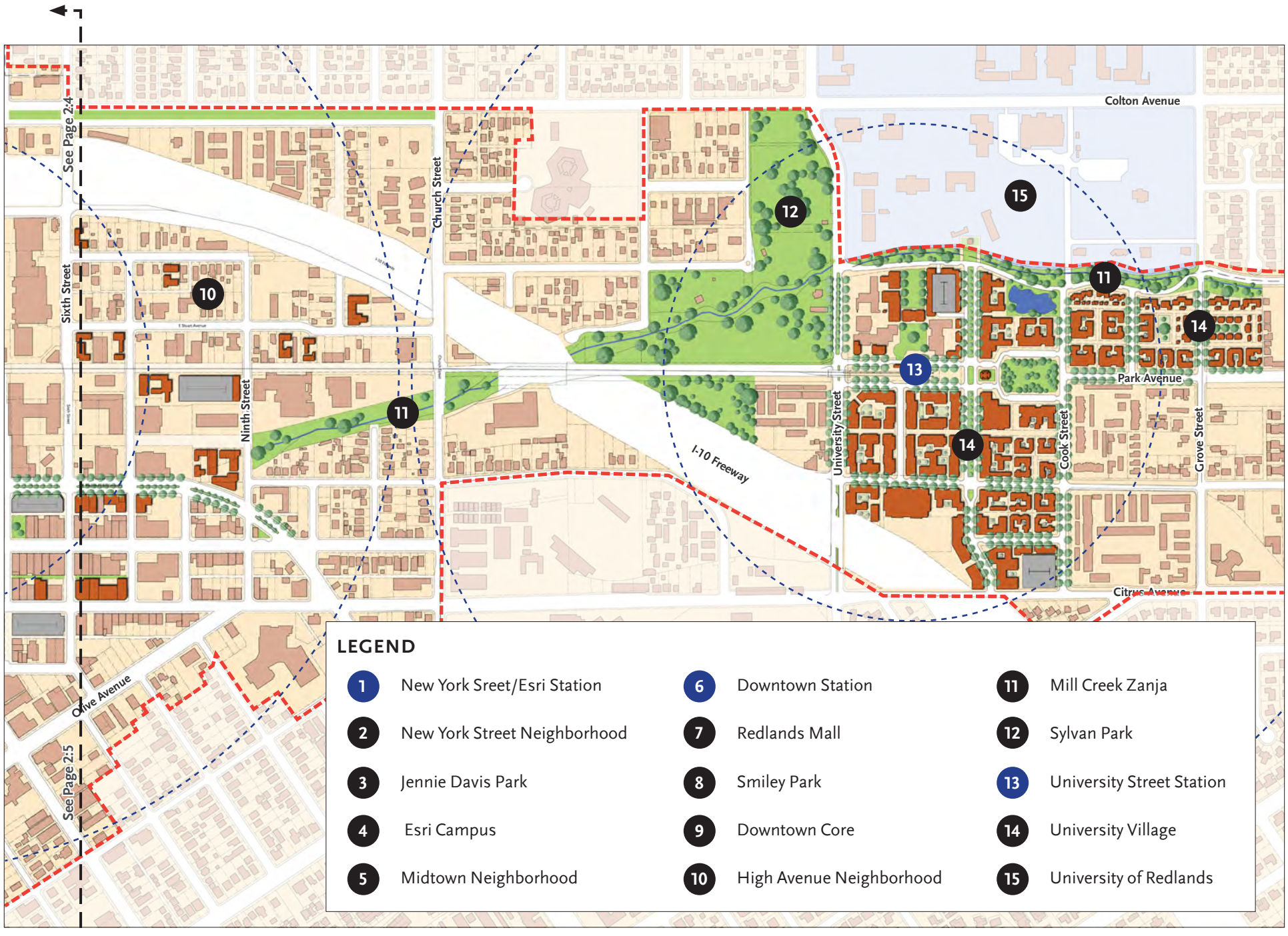
Multi-Family Housing.



Active open spaces.



A lined parking garage.



2.3. NEW YORK STREET STATION AREA

Currently the New York/Esri Street station area is car-oriented. Blocks are large and commercial and light industrial buildings tend to be set back away from the street behind parking lots or landscaped front yards. The railroad tracks traverse the Station Area from west to east, running along the north side of Redlands Boulevard, until New York Street, where they branch off as they proceed eastward. The Mill Creek Zanja traverses east-west through the New York Street Station Area as an open channel.

The New York Street/Esri Station will be located along the north side of Redlands Boulevard at New York Street. Immediately to the south of the proposed station site is Esri's world headquarters, a beautifully landscaped office campus within easy walking distance of the proposed station. Located southeast of the proposed station is Jennie Davis Park, a 5.2 acre neighborhood park with picnic and playground facilities. Existing development to the west of the Esri campus and south of the railroad tracks consists primarily of large footprint, light industrial and warehouse buildings. North of the railroad tracks, existing development consists of an assorted mix of car-oriented uses, including strip shopping centers, fast-food restaurants, Redlands Ford, the Redlands Elks Lodge, the Ayres Hotel, and a Motel 6. North of the freeway are Toyota of Redlands, Empire Bowl, Quality Inn, Hertz, the Salvation Army Store, and single-family houses. Other buildings and points of interest within the New York Street/Esri Station Area include Orangewood High School and the Redlands Police Department. The parcels surrounding the proposed New York Street/Esri station are largely vacant and underutilized.

A. Goals. Based on robust input from stakeholders, the community, City staff, and City's review bodies, the following goals for the New York Street/Esri Station Area were identified:

1. Infill vacant, under ulitilized parcels and parking lots with buildings that create a mixed-use, multi-modal village around the New York St. Station.
2. Generate active, walkable streets with wide sidewalks, shade trees, and safe pedestrian crossings.
3. Provide pedestrian and bicycle connections between the train station and the neighborhoods located north of the freeway.
4. Build housing for a variety of income levels and family types, including parents with children and seniors. Locate housing away from the freeway, near the station.
5. Introduce pocket parks, plazas, and greens that accommodate playgrounds, dog parks, and public art.
6. Complete the Orange Blossom Trail as a link between the three stations and between Jennie Davis Park, Sylvan Park, and new parks, greens, and plazas along the way.
7. Accommodate Esri's expansion to the north and to the south of its campus.

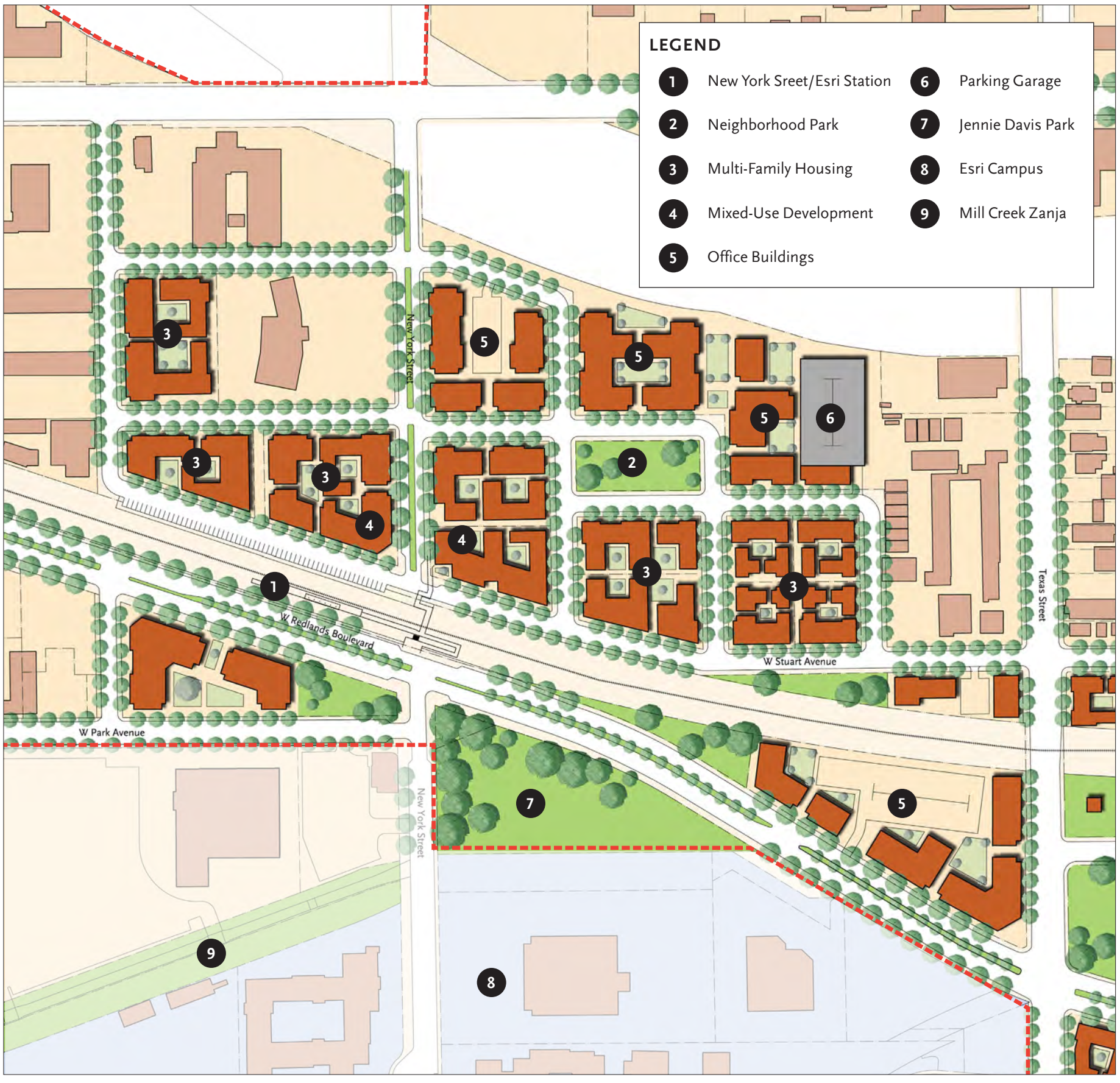
B. Vision. The vacant and underutilized parcels located within a quarter mile of the New York Street/Esri Station are transformed into a lively, transit-oriented neighborhood. Tree lined streets and sidewalks provide safe and convenient access to the Station, the Esri Campus, and Downtown. Greens and neighborhoods parks provide residents living in surrounding multi-family buildings access to open space, and offer a place for office workers to get some fresh air or take their lunch break. Buildings accommodate housing for a variety of income levels and enable employees of Esri and other local businesses and institutions to live in Redlands.

C. Plan. The adjoining drawing illustrates how, based on input from stakeholders, the community, City staff, and the City's review bodies, the New York Street Station Area could develop over time. Key components of this version of the New York Street Station University Village are described in further detail on the pages that follow.



Birdseye view of New York Street Station Area and Esri Campus

FIGURE 2-2. *ILLUSTRATIVE PLAN: NEW YORK STREET STATION AREA*





Proposed New York Street Streetscape.

2. VISION

2.3.1. THE STATION

Located to the north of and within walking distance of the Esri campus. Its platform is located just to the west of New York Street, enabling pedestrian access across the railroad tracks at New York Street. Unlike the two other stations, the New York Street/Esri Station does not provide commuter parking, although curb space for passenger pick-ups and drop-offs, taxi, and transportation network company drop-off is provided along Redlands Boulevard.

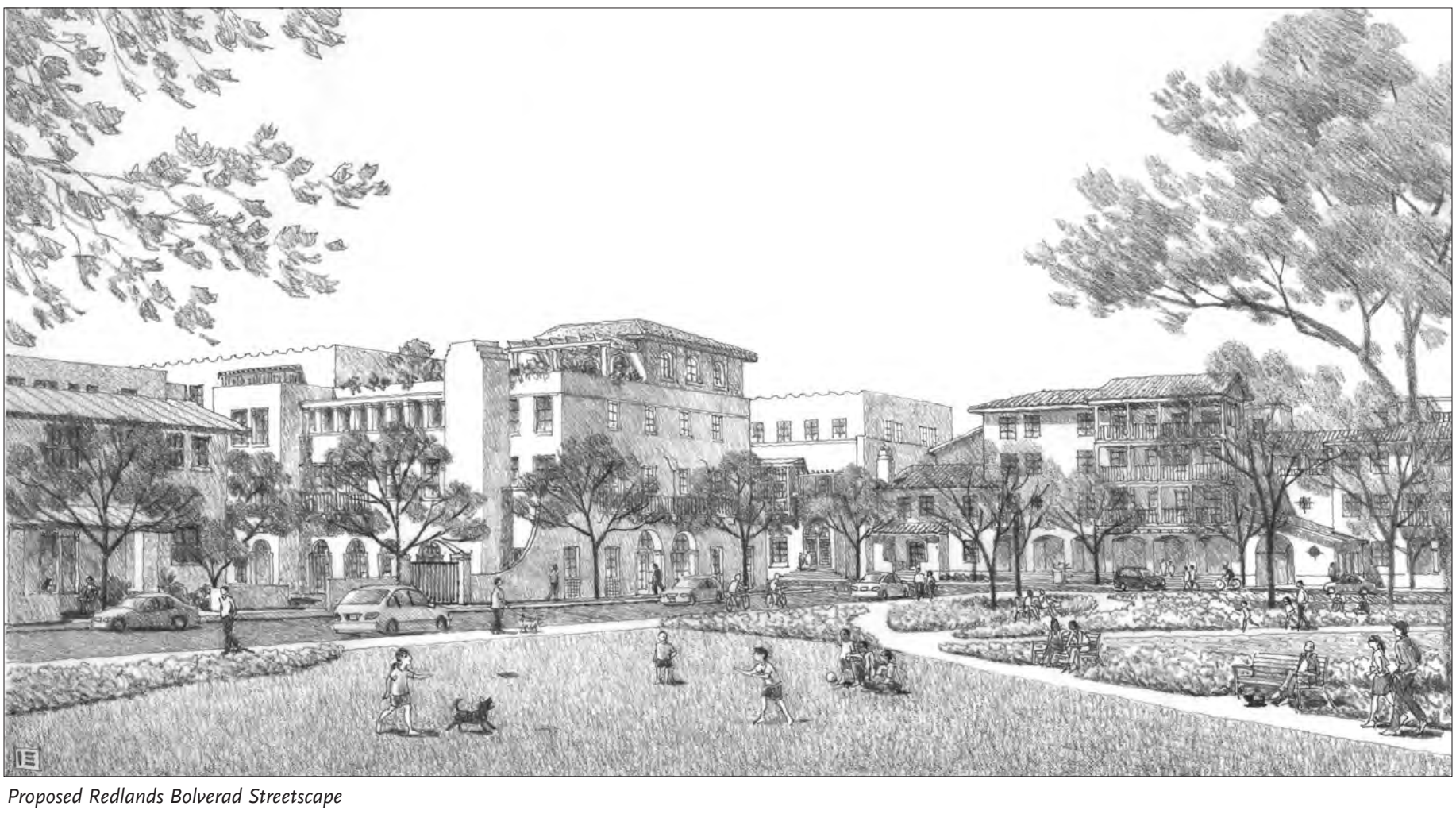
2.3.2. THE NEW YORK STREET NEIGHBORHOOD.

The New York Street Neighborhood is a pedestrian-friendly, transit-oriented, neighborhood located to the north of the New York Street/Esri Station. Key components of the neighborhood include:

1. New, tree-lined streets that transform the vacant and underutilized megablocks into blocks that are in scale Downtown's traditional core and the surrounding pre-World War II neighborhoods.
2. New buildings that face and are accessed from the street. Buildings with retail ground floors are located at the back of sidewalk, while buildings with residential ground floors are located behind small front yards. Buildings adjacent to the station face the station.
3. A new neighborhood park provides open space for residents living in surrounding multi-family buildings and/or employees working in nearby office buildings.
4. New York Street is enhanced with bike lanes and new street trees planted between on-street parallel parking spaces.



Proposed Redlands Bolverad Streetscape



Proposed Redlands Bolverad Streetscape

2.3.3. REDLANDS BOULEVARD INFILL

The character, appearance, and configuration of Redlands Boulevard between Texas Street and Tennessee Street is improved in order to provide better access to the Station and to create a more inviting and attractive entry into the New York Street/Esri Station area and the Esri campus from the east and west and at New York Street. Key components include:

1. Infill of vacant and underutilized parcels along Redlands Boulevard with urban buildings that face and are accessed from the sidewalk.
2. The introduction of open spaces and landscaping on the narrow and triangular parcels that are too small to accommodate buildings.
3. The improvements of Redlands Boulevard with the introduction of missing sidewalks, a planted center median, bicycle lanes, and a crosswalk at New York Street.



Multi-family housing.



Ground floor retail.



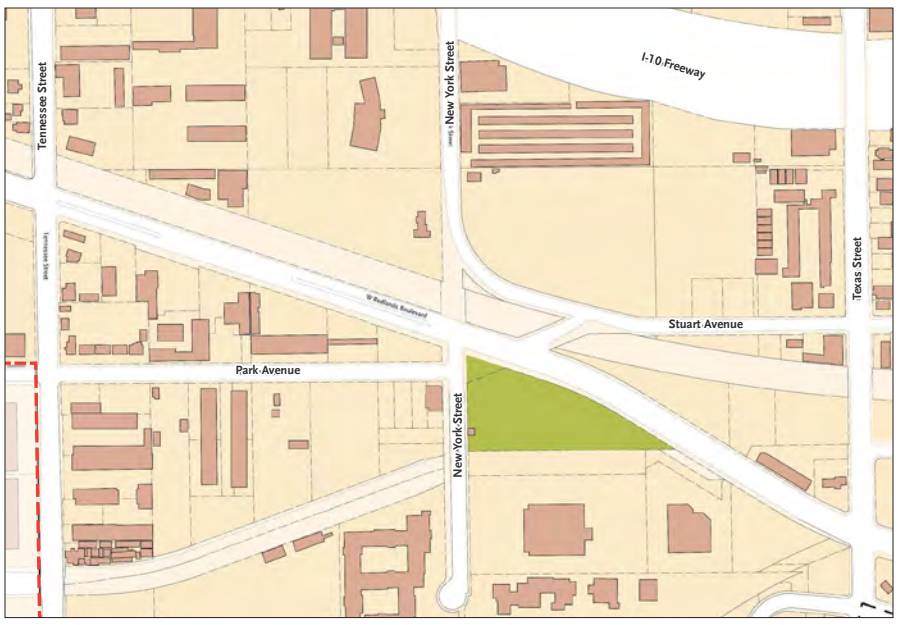
Street trees planted between parked cars.



Proposed Redlands Bolverad Streetscape

2.3.4. NEW YORK STREET/ESRI STATION AREA ILLUSTRATIVE BUILD-OUT SCENARIO

The below diagrams show how the New York Street/Esri Station Area as shown in the Illustrative Plan could develop over the next 30 years according to the transit oriented design principles described in Section 2.1 (Principles of Transit Oriented Development) and as governed by this Specific Plan's Development Code (Chapter 4). Though the phasing sequence shown in the below diagrams could occur in a different order, consist of different projects, or contain parcels not shown in the sequence, the diagrams nevertheless demonstrate how the Plan Area could be developed in a manner that generates a genuine, urban environment that encourages walkablity and access to transit.



Existing conditions in the year 2020.



Illustrative Phase 1. *The following are built: the New York Street/Esri Station; the New York Street and Redlands Boulevard streetcape improvements; the street network and mixed-use and residential buildings on the parcels north of the Station.*



Illustrative Phase 2. *The following are built: commercial, residential, or mixed-use buildings along Redlands Boulevard.*



Illustrative Phase 3. *The following are built: buildings north of the neighborhood park.*



Illustrative Phase 4. *The following are built: Buildings east of the neigborhood park.*



Illustrative Phase 5. *The following are built: the road connecting the Rambla to Citrus Avenue and the westbound I-10 Cypress Avenue off-ramp; the park-once garage; the mixed-use and residential building to the south of Central Avenue.*

2.4. DOWNTOWN STATION AREA

The Downtown Station area contains the Downtown core and the historic Santa Fe Depot. The Downtown area, east of Orange Street, is pedestrian-friendly with commercial and mixed-use buildings built on small blocks and located adjacent to and accessed directly from the sidewalk. West of Orange Street, buildings and site design are more car-oriented, with buildings built on large blocks and many buildings located behind street-facing parking lots and/or facing the street with blank facades. Parcels west of the proposed station are largely vacant, underutilized, and primed for transit-oriented infill development. A few vacant packinghouse buildings to the north and south of the Santa Fe Depot provide opportunities for adaptive reuse with uses that can activate the station area.

The Mill Creek Zanja enters the Downtown Station Area from the east as an open trench to 9th Street, where it enters a culvert that passes underground through the majority of the Downtown Village.

A. Goals. Based on robust input from stakeholders, the community, City staff, and City review bodies, the following goals for the Downtown Station Area were developed

1. Create a mixed-use, multi-modal village around the Downtown Station.
2. Generate active, walkable streets with wide sidewalks, shade trees, benches, outdoor dining, and safe pedestrian crossings.
3. Recalibrate Downtown streets to create a balanced and safe environment for all travel modes: walking, biking, and driving.
4. Provide pedestrian and bicycle connections between the train station and Downtown's unique destinations (Redlands Bowl, C.K. Smiley Library, etc.) and surrounding residential neighborhoods, especially those located north of the freeway.
5. Replace the Redlands Mall with an interconnected street and paseo network lined with street trees and urban buildings.
6. Infill vacant, underulitilized parcels and parking lots with buildings that are up to 3 or 4 stories in height, are designed according to a variety of architectural styles, and employ massing in character with Redlands' historic buildings.
6. Preserve Downtown's historic buildings and reference Redlands' cultural heritage and agricultural past.
7. Build housing for a variety of income levels and family types, including parents with children and seniors.
8. Introduce pocket parks, plazas, and greens that accommodate playgrounds, dog parks, and public art.
9. Complete the Orange Blossom Trail as a link between the three stations and between Sylvan Park, Jennie Davis Park, and new parks, greens, and plazas along the way.
10. Introduce additional parking in structures lined with commercial or residential uses.
11. Accommodate alternative transportation forms such as Uber and Lyft.

B. Vision. The Downtown Station Area is envisioned as a walkable mixed-use district consisting of pedestrian-scaled blocks; beautiful, tree-lined streets with comfortable seating and exterior dining opportunities; and inviting squares and plazas. The urban character of Redlands' Downtown core is expanded westward to Eureka Street and northward to the Downtown Station. Surface parking lots are infilled with urban buildings that are located at, and take access from the sidewalk. The primary entries into Downtown – Orange Street and Redlands Boulevard – are enhanced with new street trees and street lights, and other streetscape elements. Underutilized parcels and parking lots are infilled over time with urban buildings that face and are accessed from the sidewalk. Parking is accommodated on the street, and as downtown begins to infill, in parking garages.

C. Plan. The drawing below illustrates one way the Downtown Station Area could develop over the next twenty to thirty years. Key components of the Downtown Station area are described in further detail in the pages that follow.



Birdseye view of Downtown Station Area and Esri Campus

FIGURE 2-4. *ILLUSTRATIVE PLAN: DOWNTOWN STATION AREA*



2.4.1. STATION VICINITY

The Downtown Station is located adjacent to the historic Redlands Depot building. The station accommodates Arrow Passenger Rail trains and Metrolink Commuter Rail. The former provides all-day service and stops at a platform located in front of the historic depot; the latter provides limited morning and evening service and stops at a platform located on the north side of the tracks between Eureka Street and the Third Street right-of-way.

Key components of the area immediately surrounding the Downtown Station include:

- Rehabilitation of the Santa Fe Depot.
- A garage that provides parking for rail commuters and for patrons of nearby businesses. The garage also provides bicycle storage for commuters who ride their bikes to the train station.
- A pedestrian passage across the railroad tracks along the Third Street alignment that enables pedestrians to cross between the north and south side of the tracks and provides access to the train platforms buses parked on Stuart Avenue and/or Shoppers Lane. The pedestrian passage is lined with stores and restaurants.
- A plaza located south of the tracks that welcomes commuters and visiors arriving into Downtown Redlands.
- Bus parking along Stuart Avenue or Shoppers Lane within sight of, and walking distance of, the depot.



Downtown Redlands Santa Fe Railway depot

2.4.2. REDLANDS MALL

The Redlands Mall is reurbanized with the reintroduction of State Street and Third Street into the site, restoring the interconnected block pattern that existed prior to the construction of the Mall in the 1970s. Key components of the redeveloped Mall include:

- A new plaza or green, shown in the illustartive Plan at the corner of State Street and Third Street.
- A Market hall or other civic building facing the plaza or green.
- New mixed-use and multi-family buildings, ranging from three to five stories in height, are located next to and accessed from the sidewalk.
- Parking in a garage located at the center of the block and lined with retail, office, and/or residential uses.

See Chapter 3 for a more detailed description of the Redlands Mall.



Caption.

2.4.3. HIGH AVENUE NEIGHBORHOOD

The low scale of the High Avenue Neighborhood is generally preserved and the Orange Blossom Trail is extended into the Neighborhood to Ninth Street. Key components of the neighborhood include:

- The incremental infill of vacant and underutilized parcels with buildings with street frontages that are generally in scale with the pre-World War II house-form buildings that are currently in place.
- The introduction in the long term of a park-once garage as more infill continues and more parking is needed (shown on the Illustrative Plan between Seventh Street and Ninth Street).
- The continuation of the Orange Blossom Trail, flanked by a greenway, to Ninth Street.



Caption.

2.4.4. DOWNTOWN INFILL

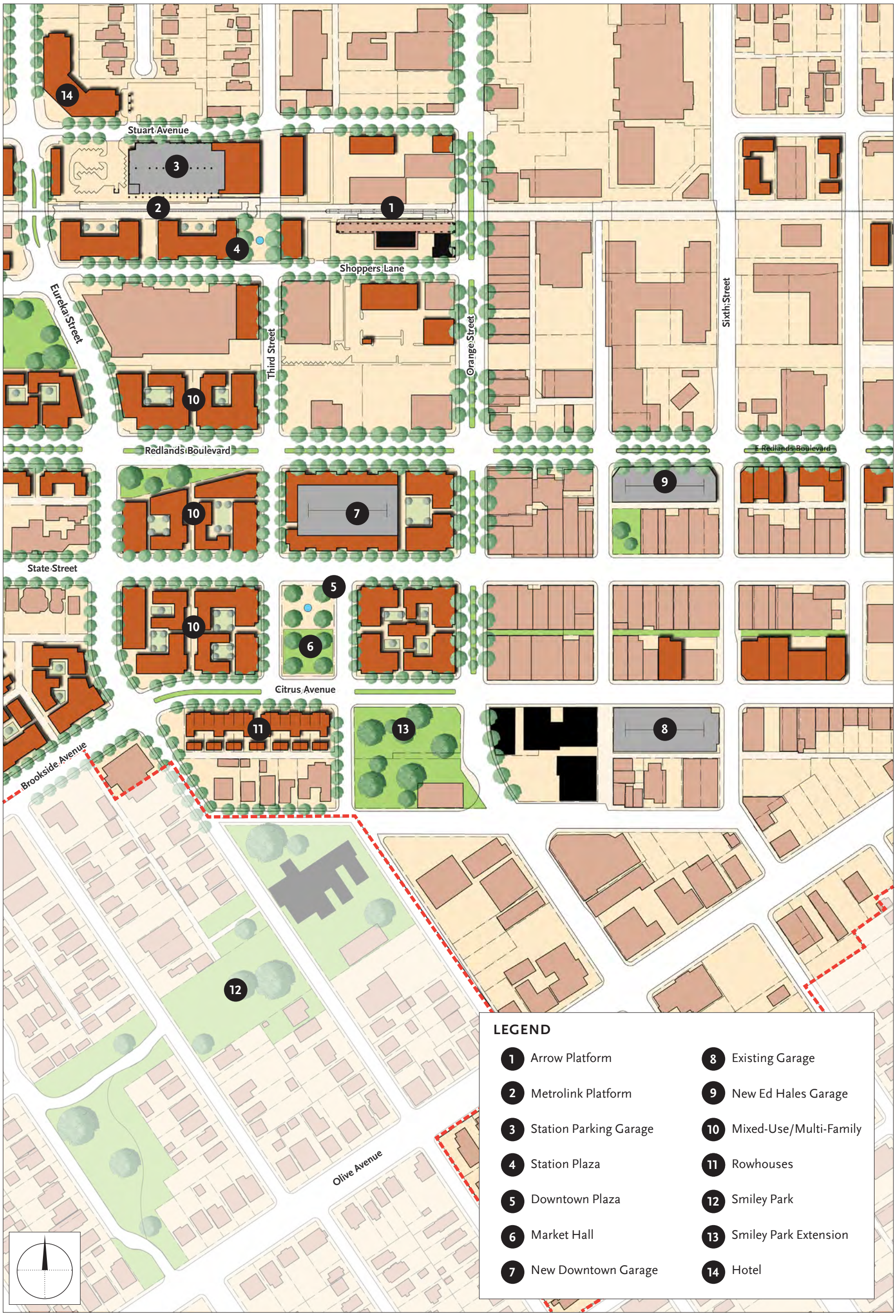
In order to enable continued infill within the Downtown Core, a parking garage is built on the existing Ed Hales parking lot, enabling surface parking lots to be infilled with buildings.



View of University Village Station Depot

2. VISION

FIGURE 2-5. *ILLUSTRATIVE PLAN: DOWNTOWN STATION AREA*



2.4.5. MIDTOWN NEIGHBORHOOD.

The Midtown Neighborhood is located between Eureka Street and Texas Street. It is a vibrant, pedestrian-friendly, neighborhood that provides multi-family housing within walking distance of the New York Street/Esri and Downtown Stations and in close proximity to the Downtown and the Esri Campus. New streets generate an interconnected street network scaled to the block sizes of Downtown and its surrounding pre-World War II neighborhoods. Key features include:

- New, tree-lined streets that generate walkable blocks that are consistent with Downtown Redlands' traditional street and block pattern.
- A neighborhood park between the railroad tracks and Oriental Avenue and east of Texas Street. The park is landscaped in the lush character of Esri's existing campus.
- A greenway and park network along Stuart Avenue between the Midtown Park and Eureka Street that extends the lush landscape character of the ESRI campus eastward towards Downtown.
- A variety of residential building types that face and are accessed from the street.



Alley behind multi-family building.



Courtyard housing envisioned for Cook Street.

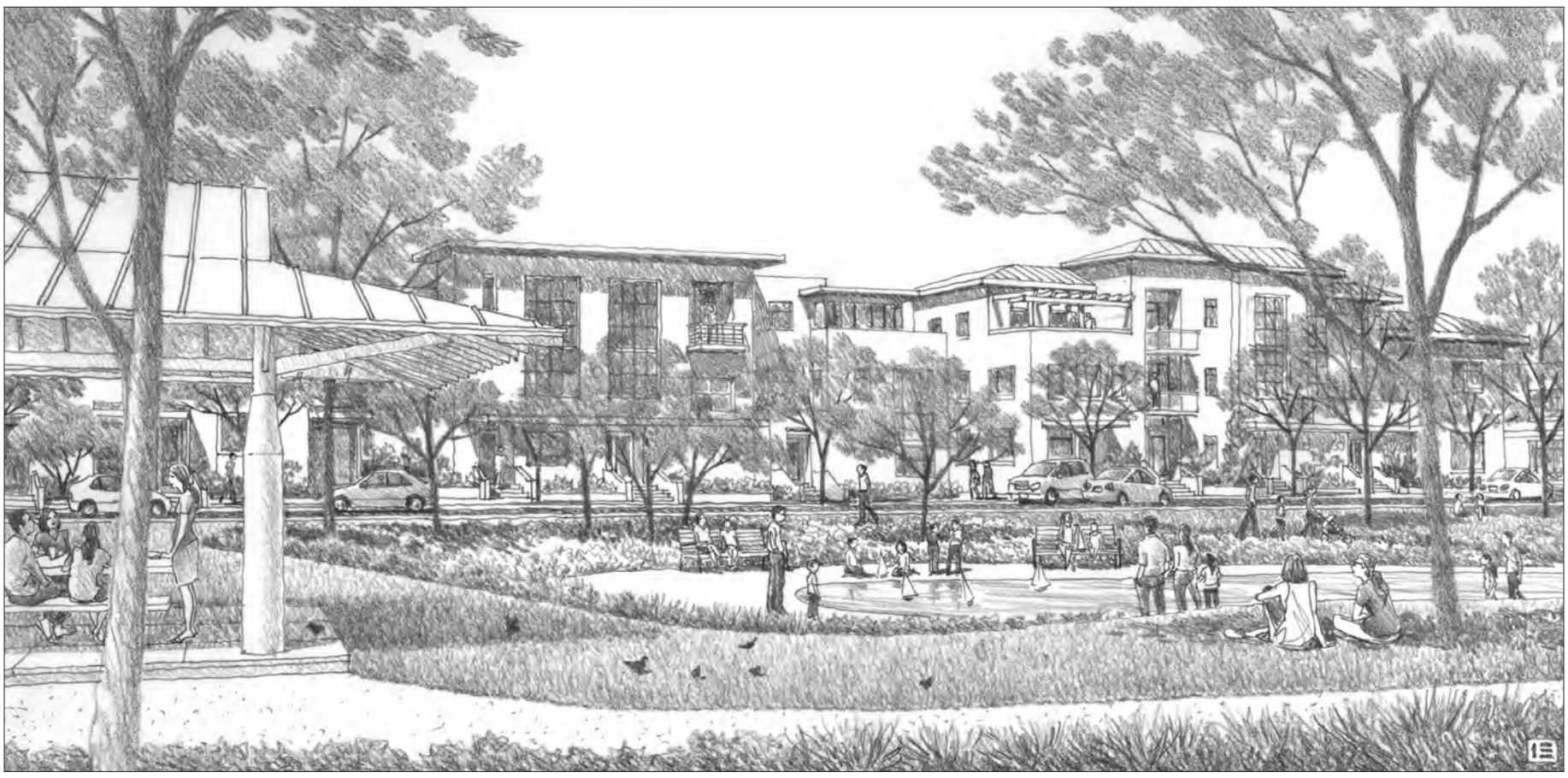
FIGURE 2-6. *ILLUSTRATIVE PLAN: MIDTOWN NEIGHBORHOOD*



2. VISION



View of a multi-modal Redlands Boulevard with planted median and multi-family development.



View of park in Midtown Neighborhood.



Courtyard housing with usable, shared common space.



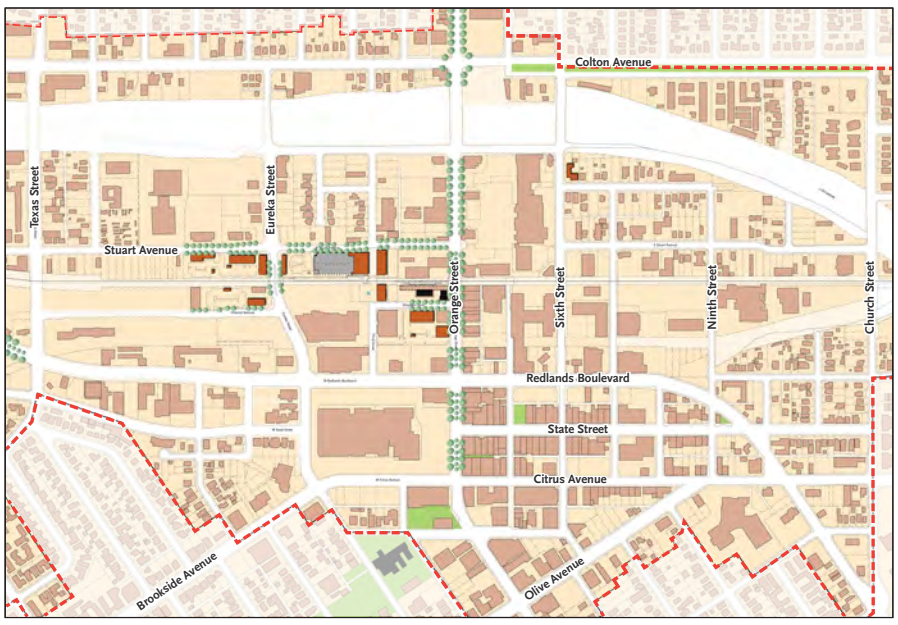
Rowhouses facing a pedestrian passage.

2.4.6. ILLUSTRATIVE BUILD-OUT SCENARIO

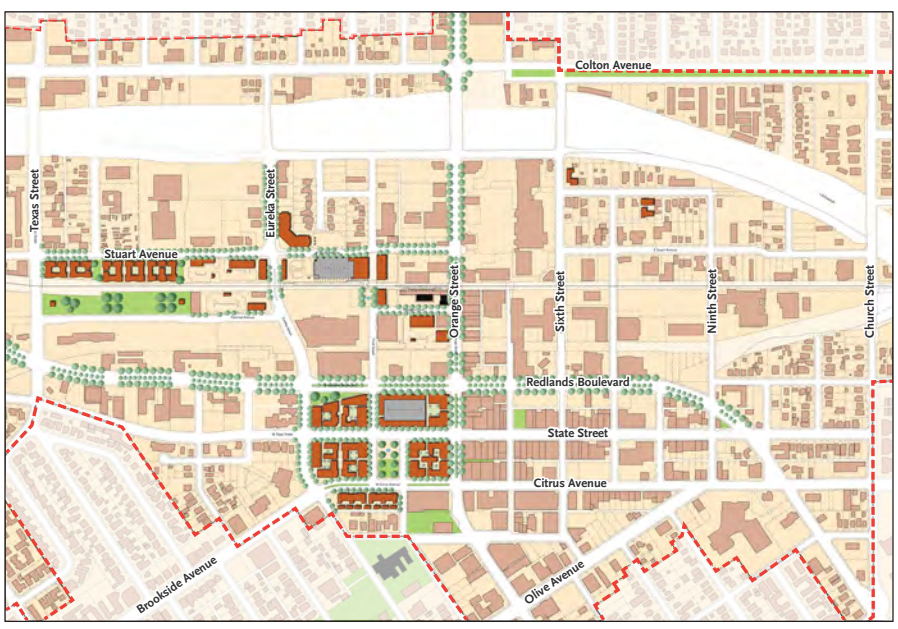
The below diagrams show how the Downtown Station Area as shown in the Illustrative Plan could develop over the next 30 years according to the transit oriented design principles described in Section 2.1 (Principles of Transit Oriented Development) and as governed by this Specific Plan's Development Code (Chapter 4). Though the phasing sequence shown in the below diagrams could occur in a different order, consist of different projects, or contain parcels not shown in the sequence, the diagrams nevertheless demonstrate how the Plan Area could be developed in a manner that generates a genuine, urban environment, encourages walkablity, and promotes retail and entertainment activity



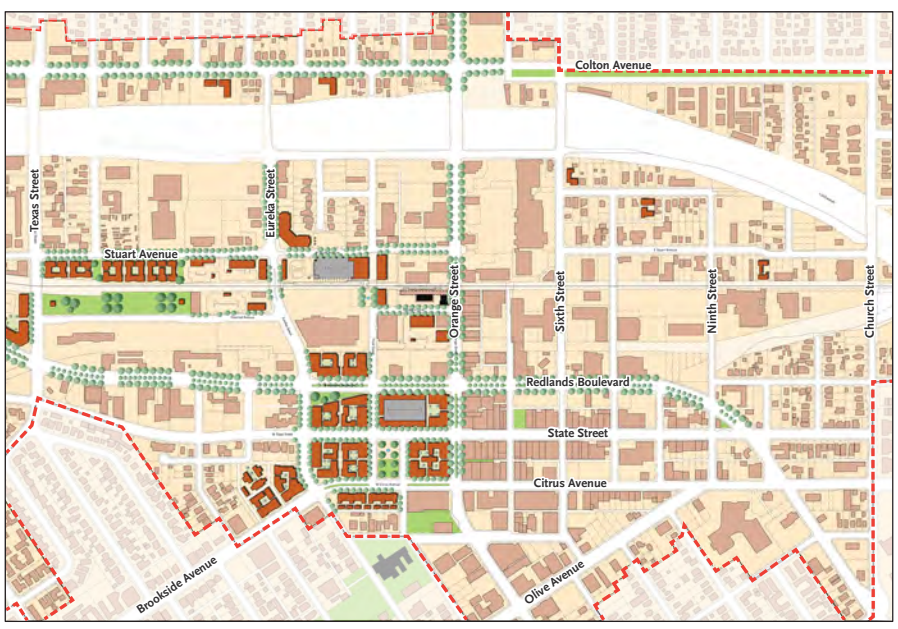
Existing conditions in the year 2020.



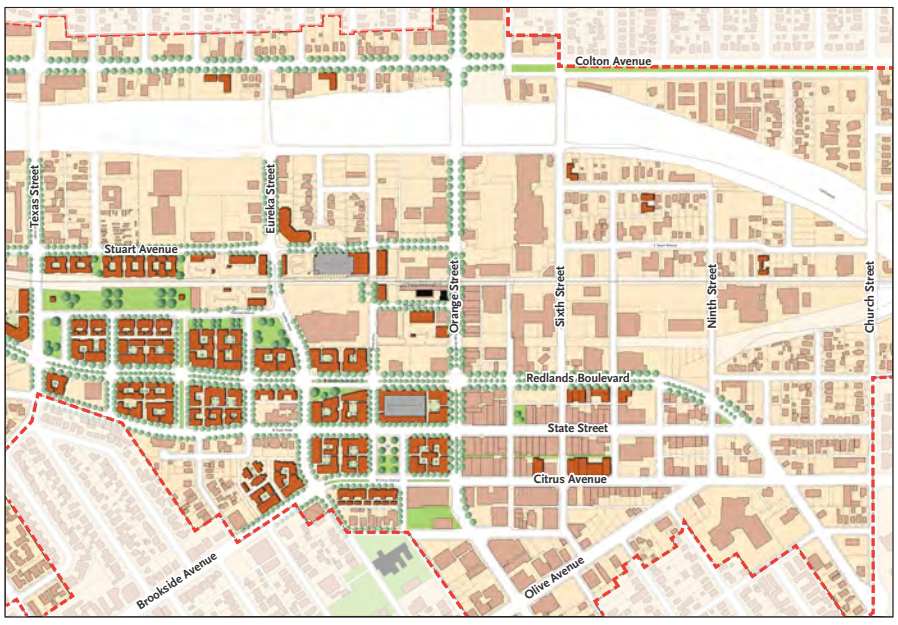
Illustrative Phase 1. *The following are built: the Station platforms; the Station Parking Garage; the Station Plaza; retail along the Third Street pedestrian passage across the tracks; retail buildings along Stuart Avenue at Eureka Street, Oriental Avenue at Eureka Street, and Shoppers Lane at Orange Street; the Orange Street streetscape improvements; and incremental development in the East of Orange Neighborhood.*



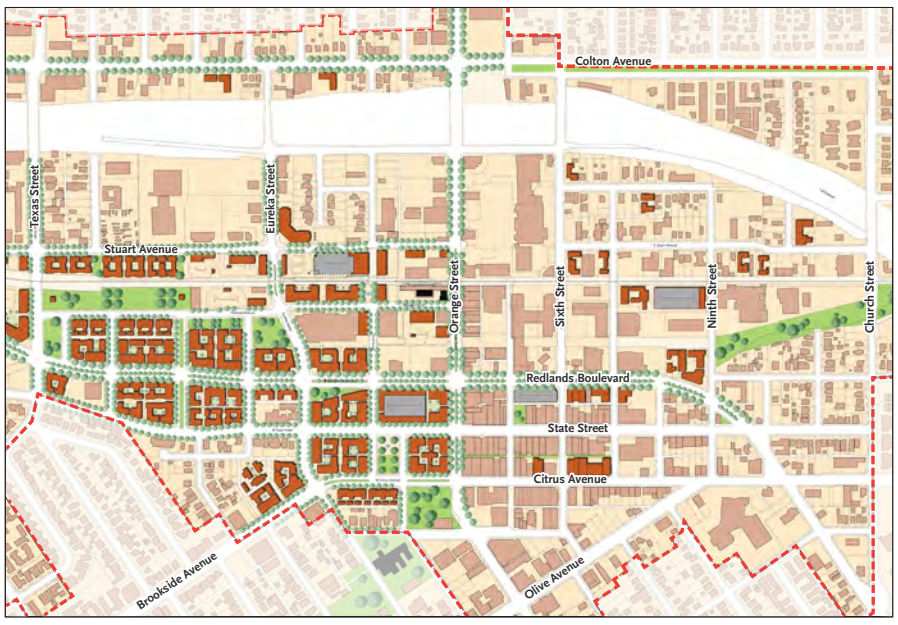
Illustrative Phase 2. *The following are built: the Redlands Mall, including the street extensions into the Mall megablock, the plaza, the parking garage, and mixed-use and residential buildings; the Redlands Boulevard streetscape improvements; the Midtown Neighborhood Park; housing along the south side of Stuart Avenue just to the west of Texas Street; and incremental development in the East of Orange Neighborhood.*



Illustrative Phase 3. *The following are built: buildings on the parcels immediately to the north, to the west, and to the south of the Mall block; incremental development in the East of Orange Neighborhood.*



Illustrative Phase 4. *The following are built: the Midtown Neighborhood, including the street network, open spaces, and multi-family buildings; infill development in the Downtown core along Redlands Boulevard and Citrus Avenue.*



Illustrative Phase 5. *The following are built: the East of Orange Garage to spur additional infill development within the East of Orange Neighborhood; transformation of the Police Annex Building block into northeast end of Smiley Park; a parking garage on the Ed Hales parking lot, if necessary.*

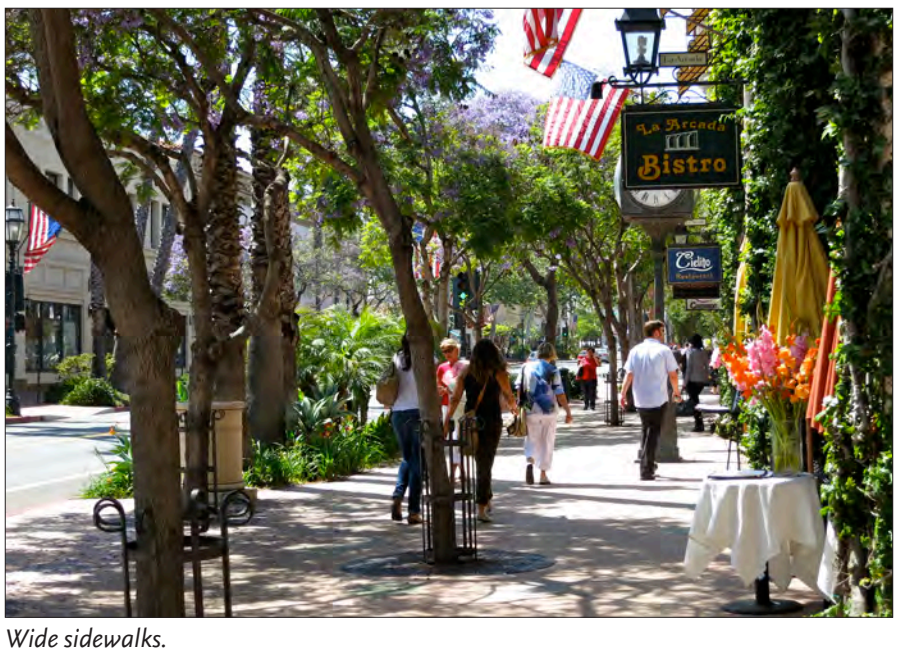
2.5. UNIVERSITY STREET STATION AREA

The majority of change within the University Street Station Area is anticipated to occur on the vacant and underutilized parcels located east of University Street, south of Sylvan Boulevard, west of Grove Street and Cook Street, and north of Citrus Avenue. Blocks within the University Transit Village, especially near the proposed station site, are large. Parcels located north of the I-10 freeway and west of University Street are occupied by Sylvan Park, single-family houses, and some multifamily buildings. The southeast portion of the Village is occupied primarily by multifamily buildings. Like the other station areas, most of the land surrounding the proposed station site is vacant, underutilized, and ready for development.

A. Vision. The University Village is envisioned to be a vibrant, inviting, urban, mixed-use place where people want to live, work, shop, dine, have a cup of coffee, study, watch a movie, or simply walk around. Conceived as the "town" counterpart to the University of Redlands "gown," it provides a host of amenities for students, faculty, staff, and alumni within walking distance of the campus. It also provides retail, service, and dining offerings for University Village residents and residents of surrounding neighborhoods, and is a retail, dining, and entertainment destination for people living in the surrounding region.

Built on a pedestrian-friendly, interconnected street and block network, it is a place that is easy to get to, whether on foot, bicycle, train, or car; is well connected to its surroundings, including the campus, Sylvan Park, and surrounding neighborhoods. It embraces and enhances the open space and recreation amenities of Sylvan Park and the extended Orange Blossom Trail and greenway.

B. Plan. The adjoining drawing illustrates one way the University Village could develop over the next couple of decades. Subject to a variety of development variables, the Village will more than likely be developed with a pattern of buildings and places different from the ones shown. Key areas of this version of the University Village are described in further detail on the following pages.



Wide sidewalks.

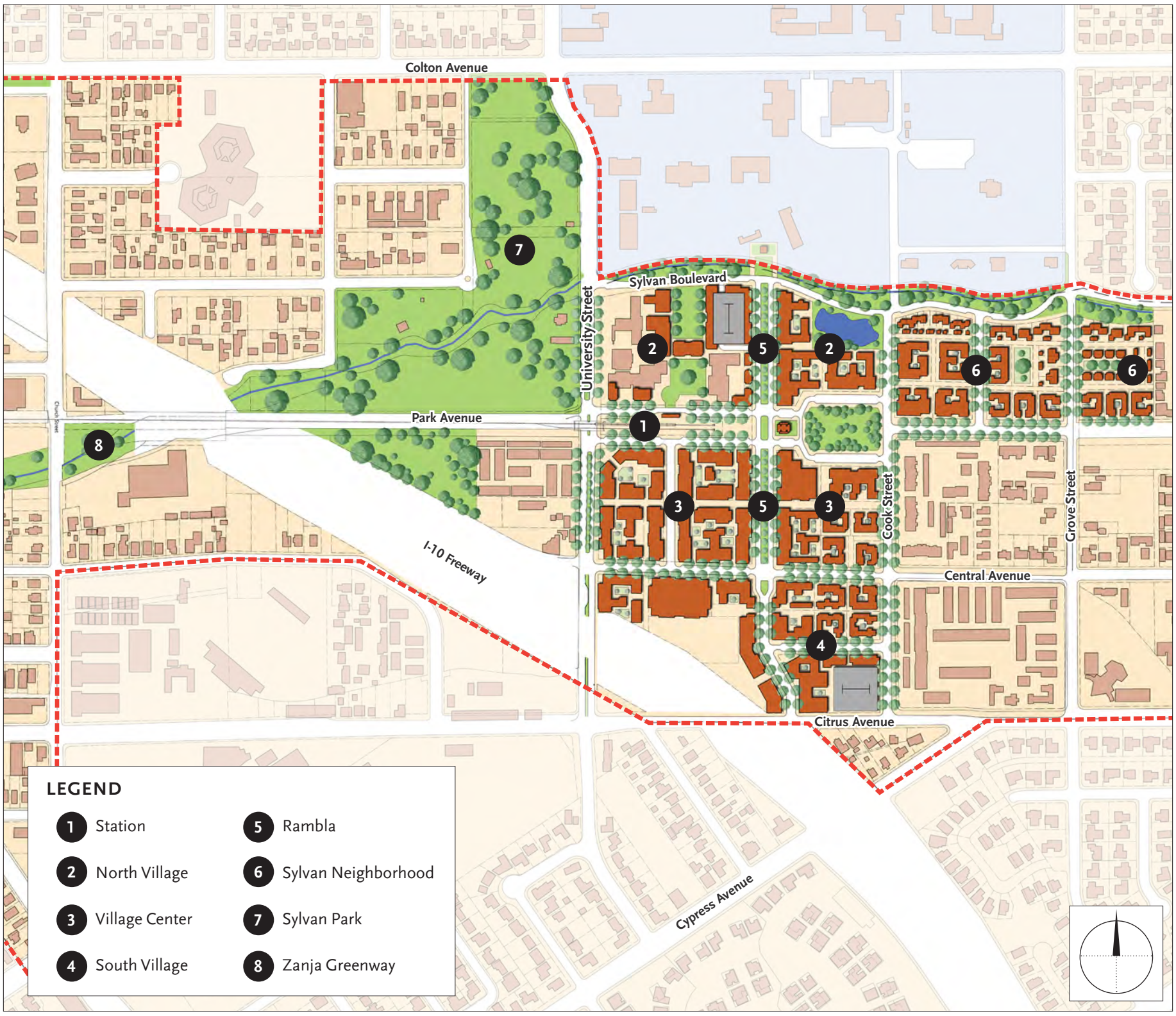


A mixed-use building.



Birds-eye view of University Village from the northwest. The University of Redlands is visible in the forground left and Sylvan Park in foreground right.

FIGURE 2-3. *ILLUSTRATIVE PLAN: UNIVERSITY VILLAGE*





University Street streetscape improvements between Park Avenue and Sylvan Bouevard.

2. VISION

2.5.1. THE STATION

The center of the Village will be the University Street Station, the terminus of the proposed nine-mile long Arrow passenger rail line connecting the University of Redlands to the San Bernardino Transit Center. Key elements include:

- A new, tree-lined street couplet, Park Avenue North and Park Avenue South, that flanks the station, providing access to University Village and to commuter parking.
- A new station depot building, incorporating classical revival elements of the historic Downtown Redlands Station and the cupola of the University of Redlands' own Memorial Chapel. Designed as a gateway, it greets students, visitors, residents, and office workers arriving to the Village and campus, while sheltering those waiting for departing trains.
- Strong pedestrian connections to the Village and across University Street to Sylvan Park.

2.5.2. THE NORTH VILLAGE

Located north of the University Village Train Station, the North Village links the Train Station and the Village Center to the University, providing academic and campus-oriented uses. Key features include:

- A direct pedestrian connection to the campus from the train station across Park Avenue and up a new staircase to the existing green located between Ann Peppers Hall and the Theater Arts Building.
- New academic buildings arranged around a quadrangle in what is now the existing parking lot north of the Theater Arts Building and Ann Peppers Hall. These new buildings bridge the existing gap between Ann Peppers Hall, the Theater Arts Building and the rest of the campus.
- The northern end of the Rambla, a distinctive and extraordinary thoroughfare between Central Avenue and Sylvan Boulevard with travel lanes on either side of a wide median. Paved with cobblestones or pavers, the Rambla median could also be configured to accommodate angled parking. The Rambla defines the image of University Village and is the principal destination for visitors. Mixed-use buildings front the Rambla with retail ground floors and residential, office, or academic upper floors. The portion located north of the University Village Train Station, will provide University-serving uses.
- A Central Park located to the east of the train station within the railroad right-of-way. Shown park uses are an amphitheater and a passive park, although other uses, could also be accommodated. The park can also detain rainwater during major flood events. A small open pavilion that could accommodate events such as weddings, concerts, arts and crafts fairs, or other similar temporary uses could be introduced between Central Park and the Station.
- A University-oriented hotel and conference center located on the block east of the Rambla. The hotel fronts Central Park to the south and a pond that stores non-potable irrigation water to the north.
- As the North Village infills over time, a new parking structure, located north of Ann Peppers Hall accommodates campus parking. The parking structure is lined with ground floor retail uses and upper floor office or residential uses.

LEGEND

1. Station and Pavilion
2. Sylvan Park
3. Academic Buildings
4. Rambla
5. Central Park
6. Hotel
7. Pond
8. Parking Garage
9. Mixed-use Buildings
10. University of Redlands

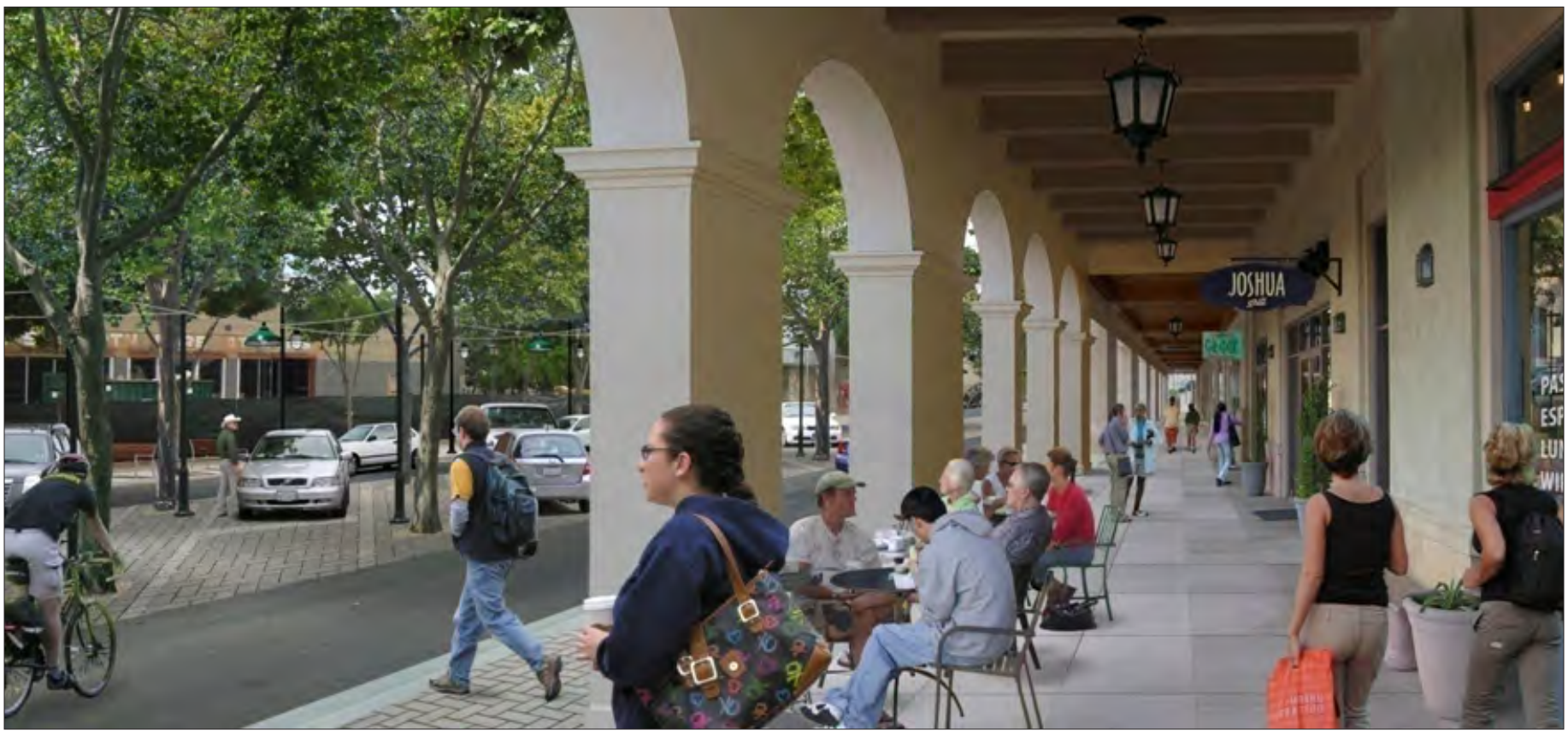




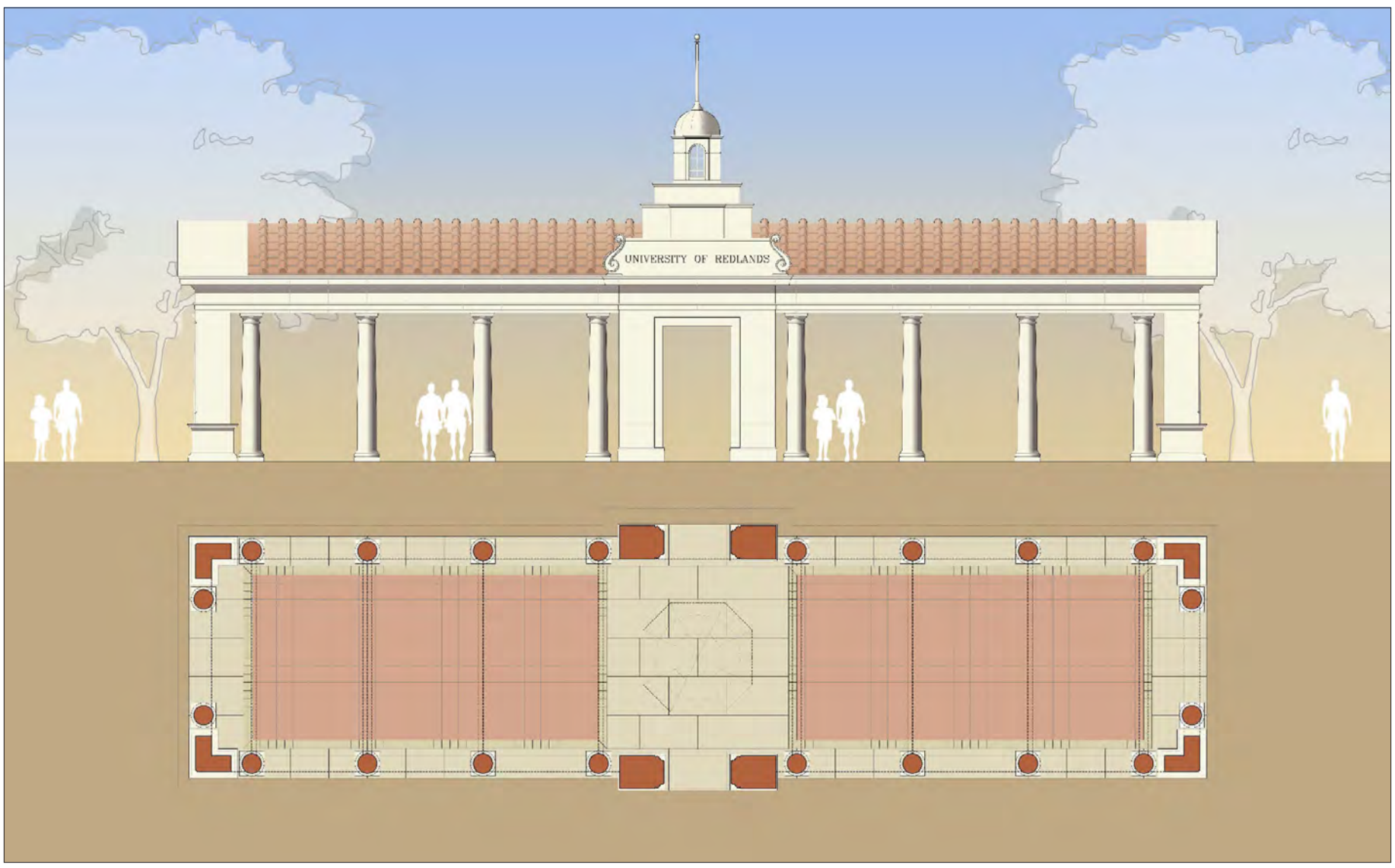
The original Rambla in Barcelona, Spain.



A non-potable water pond.



Arcade facing the University Village Rambla. This alternative shows angled parking in the Rambla median.



Plan and elevation of view of proposed University Village Station Pavilion.

2.5.3. THE VILLAGE CENTER

The Village Center is located between the proposed University Village train station and Citrus Avenue. Within walking distance of the campus, Sylvan Park, and the neighborhoods to the south and east, the Village Center will be a lively destination for visitors, shoppers, students, and surrounding residents, as well as an inviting place to live and/or work. Key components of the Village Center include:

- Mixed-use blocks with ground floors that accommodate neighborhood-serving retail uses such as banks, pharmacies, personal services, real estate and financial services, florists, a mail center, quick casual food, bakeries, coffee shops, and restaurants. Additional uses could include a cinema and bookstore, lined with ground floor retail uses that hide the “black box” functions of the theaters.
- A market hall or grocery store at the terminus of Station Street, on axis with the train station.
- Parking located in on-street parallel or angled spaces and in a parking lot or park-once garage located between the Market Hall and the freeway.
- Residential courtyard buildings along the eastern edge, facing Cook Street. The building facing Central Park could be either an all-residential building or a mixed-use building with ground floor retail uses.
- Station-serving parking located in on-street parallel or angled stalls and in parking lots and/or a park-once garage located in the Rambla–South area of the Village.

2.5.3. THE VILLAGE SOUTH

The Village South is located between Central Avenue and Citrus Avenue. Due to its proximity to the freeway, the Village Center could accommodate regional serving uses, particularly if a direct connection into the Village from the westbound Cypress Avenue freeway exit ramps is introduced. Key components of the Village South include:

- The new street that provides direct access to University Village from the westbound I-10 off-ramp, enhancing regional access to University Village’s retail, dining, and entertainment offerings.
- A roundabout at the end of the westbound Cypress Avenue off-ramp at Cypress Avenue. The Roundabout could contain unique landscape, public art, or signage announcing entry into the University Village.
- Commercial and mixed-use buildings that house regional retail uses such as fashion and shoe stores, home furnishings, art and gifts stores, and restaurants. Other uses could include a hotel with conference facilities and signature restaurant. Upper floor uses are residential, office, or a combination of the two.
- As the Village infills over time, a park-once garage lined with occupiable uses (stores, offices, or residential lofts) will be introduced – shown on the Illustrative Plan at the corner of Citrus Avenue and Cook Street.
- Residential courtyard buildings along Cook Street.





View down Station Street towards the Market Hall.

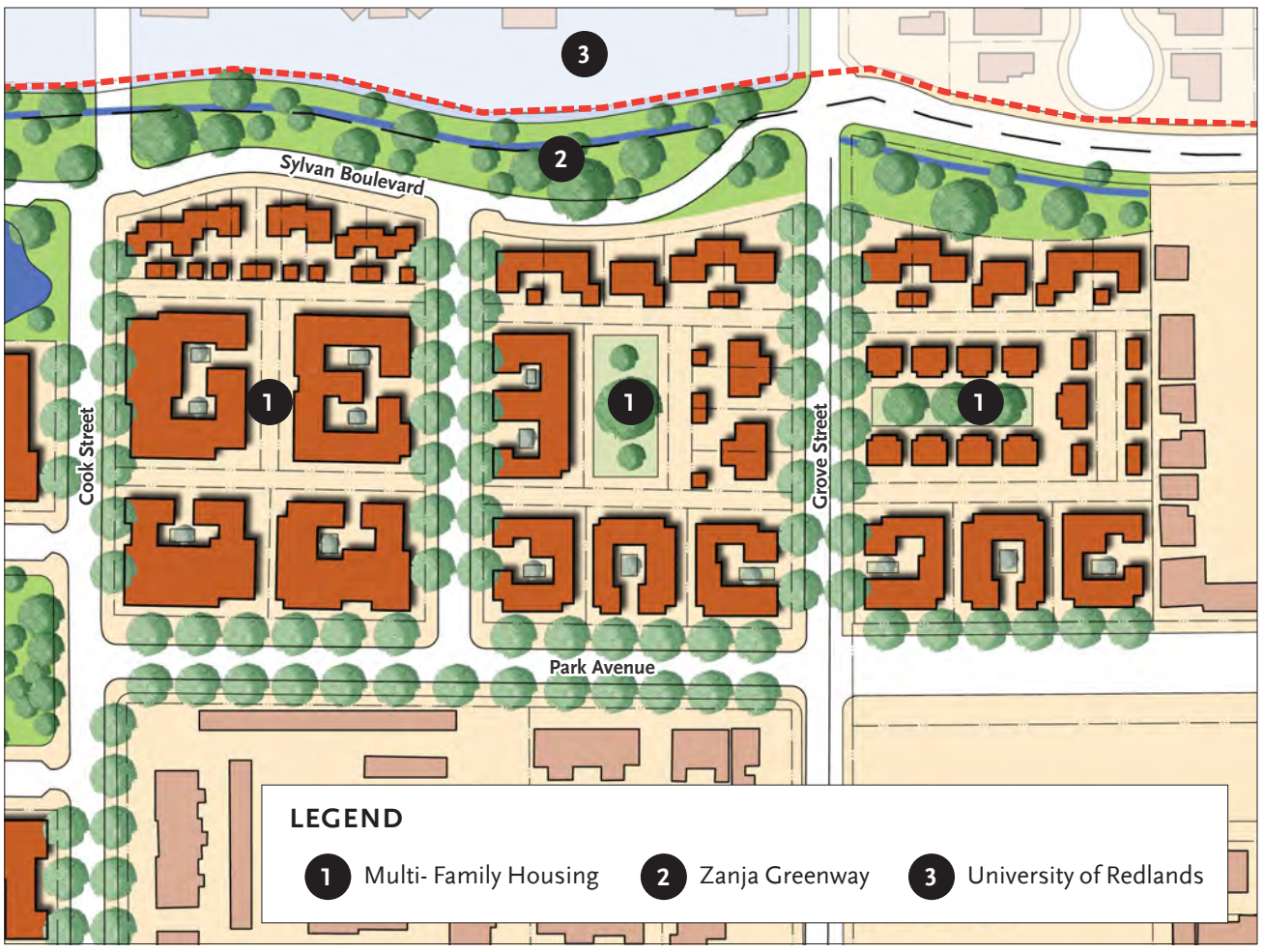


View of the New Zanja as it passes through the Village Center.

2.5.4. THE SYLVAN NEIGHBORHOOD

The Sylvan Neighborhood occupies the blocks to the east of the North Village area and south of the Zanja. It is devoted solely to residential uses in stacked-flats, courtyard buildings, rowhouses, or bungalow courts. Buildings are set back from the street behind small front yards and provide on-site shared open space in the form of courtyards or backyards. Streets are narrow, tree-lined, and flanked by sidewalks and continuous landscape planters.

The Zanja and the extension of the Orange Blossom/Zanja Trail run along the northern edge of the Sylvan Neighborhood, providing convenient access to recreation and the Zanja's natural setting.



Illustrative Plan of Sylvan Neighborhood



View of the Mill Creek Zanja and greenway as it passes by the Sylvan Neighborhood.



House-form multi-family buildings



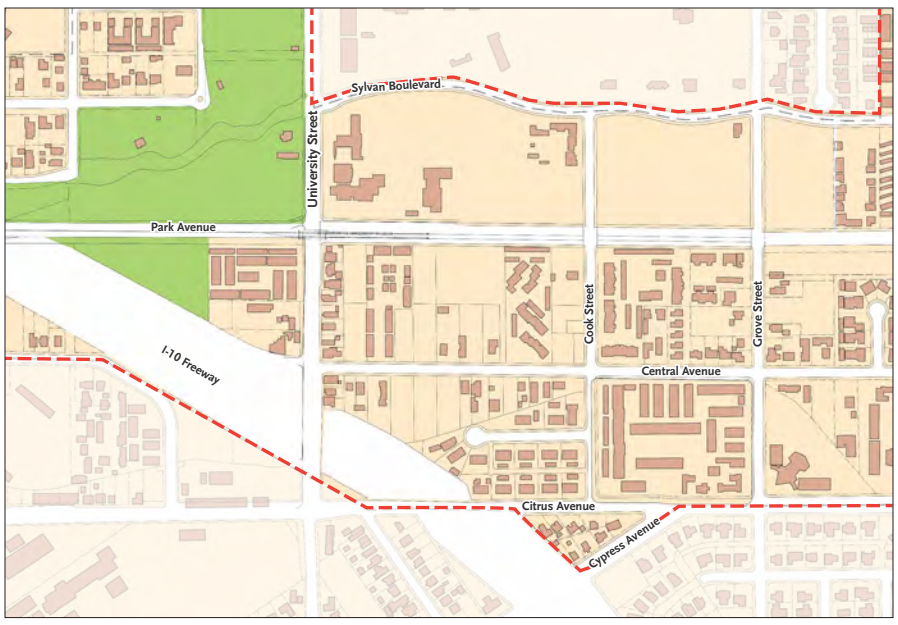
A shared courtyard.



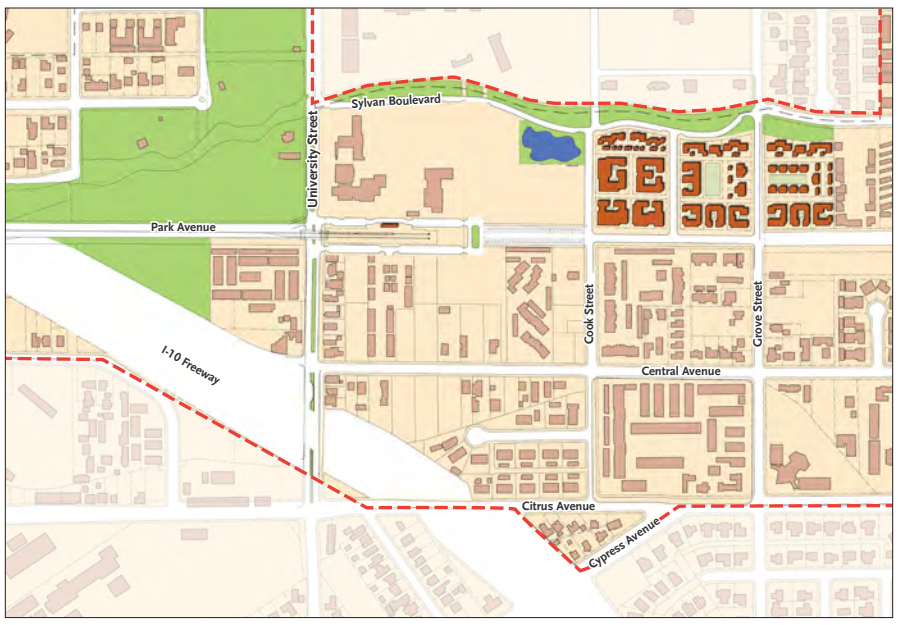
Multi-use bicycle trail.

2.5.5. ILLUSTRATIVE BUILD-OUT SCENARIO

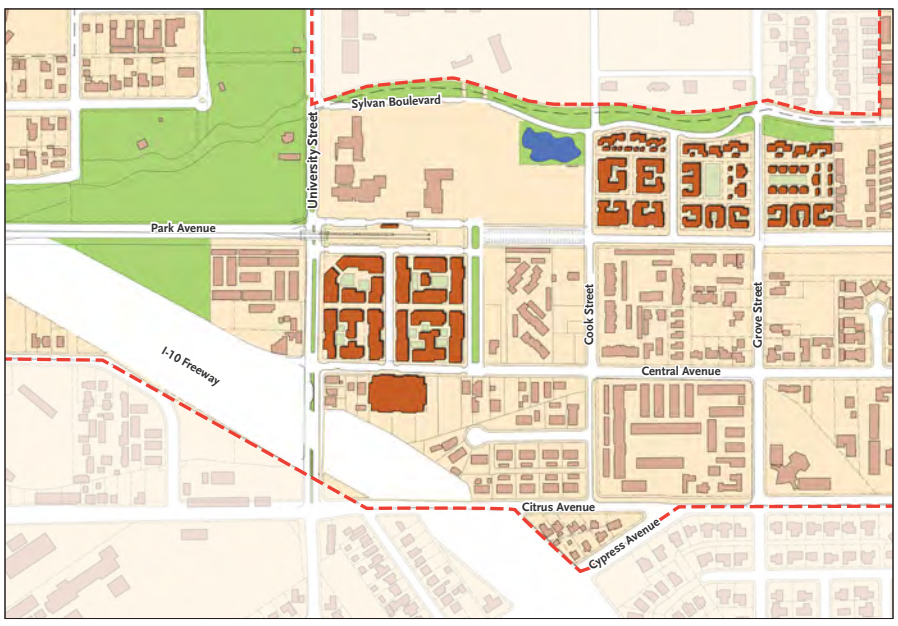
The below diagrams show how University Village as shown in the Illustrative Plan could develop over the next 30 years according to the transit oriented design principles described in Section 2.1 (Principles of Transit Oriented Development) and as governed by this Specific Plan's Development Code (Chapter 4). Though the phasing sequence shown in the below diagrams could occur in a different order, consist of different projects, or contain parcels not shown in the sequence, the diagrams nevertheless demonstrate how the Plan Area could be developed in a manner that generates a genuine, urban environment, encourages walkablity, and promotes retail and entertainment activity



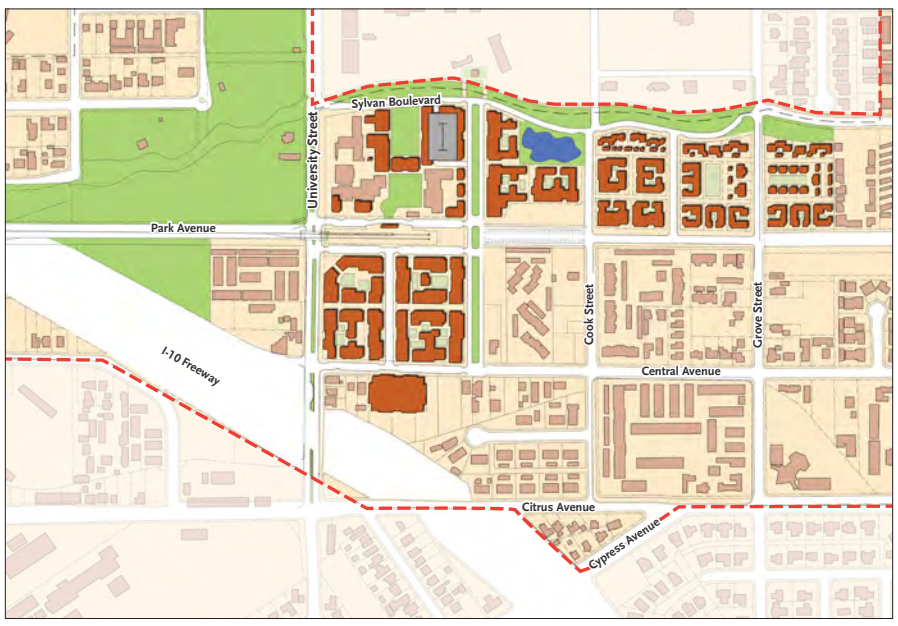
Existing conditions in the year 2020.



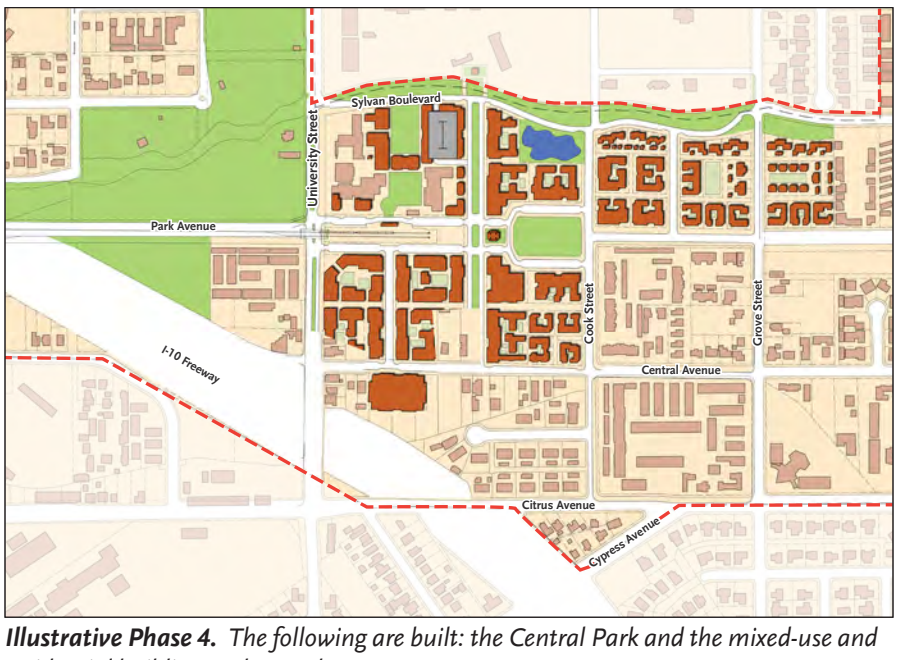
Illustrative Phase 1. *The following are built: the University Street Station and Pavilion; the Park Street couplet; the commuter parking lot east of the Station; the University Street streetscape improvements; the stormwater improvements, including the non-potable irrigation pond and riparian creek; the Orange Blossom Trail; and the Sylvan Neigborhood.*



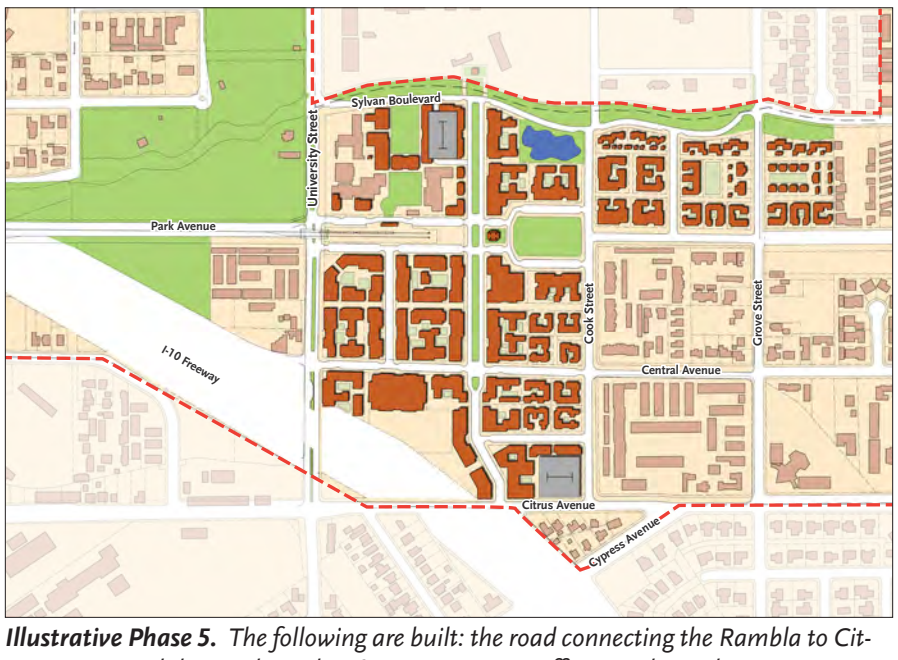
Illustrative Phase 2. *The following are built: the Rambla between Park Street and Central Avenue and the mixed-use and residential blocks south of the Station.*



Illustrative Phase 3. *The following are built: the Rambla between Park Street and Sylvan Boulevard; the buildings along both sides of the Rambla; the North Village parking garage; the hotel and conference center; the academic building to the west of the parking garage.*



Illustrative Phase 4. *The following are built: the Central Park and the mixed-use and residential building to the south.*



Illustrative Phase 5. *The following are built: the road connecting the Rambla to Citrus Avenue and the westbound I-10 Cypress Avenue off-ramp; the park-once garage; the mixed-use and residential building to the south of Central Avenue.*

2.6. BUILDING TYPES

Critical to realizing diverse, walkable neighborhoods is the introduction of buildings that enable and form such an environment. Characteristics of these buildings include:

- Buildings are generally located at the front of the lot.
- Parking is generally located behind buildings. Where surface parking abuts the street, it is screened with a low hedge, a low wall, or landscape.
- Buildings face the street and open spaces with ample windows.
- Buildings with residential ground floors are set back behind small front yards and entered directly from the sidewalk through porches, stoops, courtyards, or common lobbies.
- Buildings with commercial ground floors are located at the back of sidewalk and entered directly from the sidewalk through shopfronts.
- Upper floor uses in mixed-use buildings are accessed through lobbies that, in turn, are accessed directly from the sidewalk.
- Architectural style is secondary to how buildings are deployed and how they relate to the street and neighboring buildings. A building can contribute to a walkable, pedestrian-friendly environment regardless of its architectural style.

(A) Carriage House



Carriage Houses are independent buildings that share a project site with a street-facing single family house ("primary building"). Carriage Houses are smaller than the primary building and are located at the rear of the project site in one of the following configurations: a detached building; a detached building above or beside a garage. Carriage houses can double the number of dwelling units on a single-family house neighborhood street.

(B) House



Houses are one-unit residential buildings surrounded on all four sides by setbacks (front yard, side yards, rear yard). On-site open space is provided through a rear yard.

(C) Rosewalk



Six or more house buildings arranged linearly along either side of a common green. Having the same right-of-way width as a narrow neighborhood street, the Rosewalk (in contrast to the Bungalow Court) connects two parallel streets. Pedestrian access to the building entrances is from the common green and/or primary street. Rosewalks are prohibited on corner lots.

Building Types

(D) Bungalow Court



Five or more House buildings arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and parking is placed in the rear of the lot or behind each unit. Bungalow courts are prohibited on corner lots that do not have alley access.

(E) Duplex/Triplex-Quadplex



Large houses that contain two, three, or four dwellings, respectively, and are surrounded on all four sides by setbacks (front yard, side yard, rear yard). On-site open space is provided by a rear yard that serves all the dwellings.

(F) Rowhouse (Live-Work Variant).



Rowhouses in a Live-Work configuration consist of an integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

(G) Court.



A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian access to each unit directly from the courtyard or the street through porch or stoop frontage types. The courtyard is intended to be a shared outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate residential or commercial uses.

(H) Live-Work Building



Two or more attached dwelling units arrayed side by side, with the ground floor typically raised above grade to promote privacy. The building is located at the front of the lot, with parking behind in tuck-under garages or standalone garages separated from the primary building by a rear yard. Rowhouses are typically set back behind a small front yard and are accessed directly from the sidewalk through a stoop or porch frontage.

(I) Mixed-Use Block



A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for residential or office uses. Ground floor uses are accessed directly from the sidewalk through a shopfront. Upper floors are accessed from the street through a street-level lobby, an elevator, and corridors.

2. VISION

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CHAPTER 3: REDLANDS MALL

3.0. INTRODUCTION

The Redlands Mall site provides an opportunity to revitalize an underperforming site that occupies an important junction between the Downtown Passenger Rail Station, the Downtown commercial core, Sylvan Park, and the neighborhoods to the south. The Mall site originally consisted of six Downtown blocks that accommodated a variety of commercial and mixed-use buildings that were demolished in 1977 to make room for the Mall. With the exception of the CVS Pharmacy and some stores in the standalone retail building at the corner of Redlands Boulevard and Orange Street, the Mall is currently vacant, and has been since 2010.

This chapter provides a brief background and description of the existing conditions of the Mall site, a vision for the future redevelopment of the site, and a summary of important design considerations needed to generate development that is consistent with a pedestrian-friendly, mixed-use, transit-oriented, downtown setting.

This Redlands Mall Chapter is comprised of the following sections:

3.1. Background 3:2
3.2. Existing Conditions 3:4
3.3. Vision 3:5



Bird's-eye view of the existing Redlands Mal site.



View of the Redlands Mall looking west from State Street towards Orange Street.



Bird's-eye view of a revitalized Redlands Mall site.



View of the redeveloped Redlands Mall site from State Street at Orange Street.

3. REDLANDS MALL

3.1. BACKGROUND

The Redlands Mall is located on an approximately 11 acre site bounded by Orange Street, Redlands Boulevard, Eureka Street, and Citrus Avenue. The site is located at the intersection of State Street and Orange Street – an intersection that from its earliest beginnings was Downtown's most important corner. A 1888 Sanborn Insurance Map shows the intersection to be the only one that has buildings on all four corners (see page 3:3). Similarly, a birds-eye map from the same period shows Downtown's principal commercial and mixed-use buildings lining State Street, focusing on the intersection with Orange Street.

The construction of important buildings at the intersection over the ensuing thirty to forty years – the First National Bank Building in 1914 and the La Posada Hotel in 1931 in particular – demonstrates the continued status of State Street and Orange Street as Redlands' "100 percent corner." These buildings not only welcomed visitor, but also marked Downtown's presence for passing motorists, who may not be stopping in Downtown, but definitely knew they were passing through it. Even with the introduction of Highway 99 along Redlands Boulevard, which undoubtedly diverted through-traffic away from State Street, the important status of State Street and its intersection with Orange Street continued.

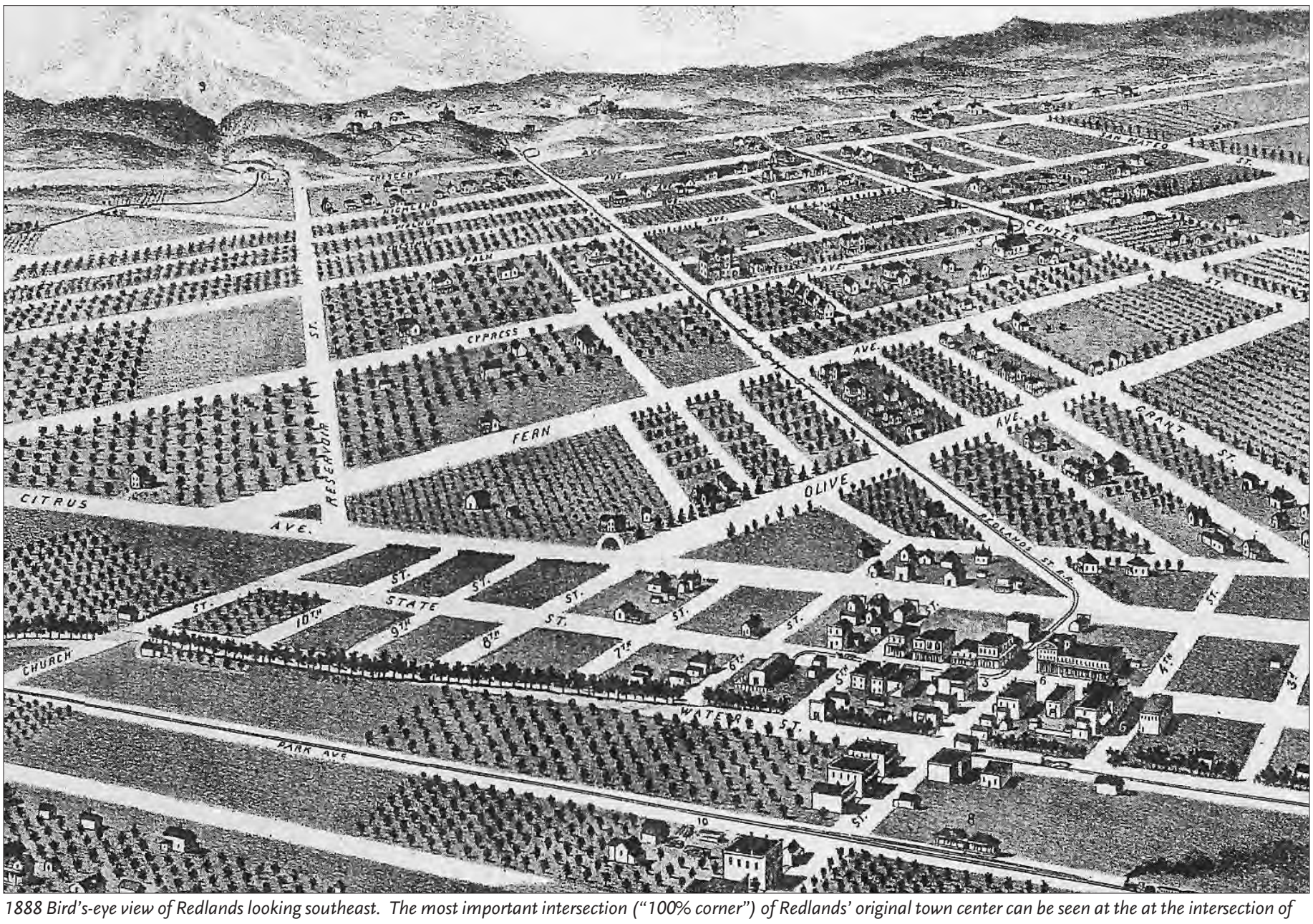
Downtown's pre-World War II buildings, originally designed and built to accommodate people disembarking from trolley or train lines, were pedestrian-oriented. Typically set flush with the back of sidewalk with wall or projecting signage oriented toward pedestrians, their scale and ornamentation aimed to attract passing pedestrians. As automobiles replaced the trolleys and trains as the predominant form of transportation, Downtown continued to accommodate cars with on-street parking and signage oriented towards pedestrians and passing cars.

Following World War II, Redlands' commercial built environment underwent profound changes. New construction expanded well beyond the original downtown commercial district, first following the new Highway 99 route along Redlands Boulevard, then shifting north to cater to traffic on Interstate 10 (completed in 1962). Meanwhile, many existing buildings within the original commercial core were demolished, making way for construction on various scales: single buildings on single lots, multi-parcel parking lots, and shopping centers occupying one or more entire blocks. Chief among these was the Redlands Mall.

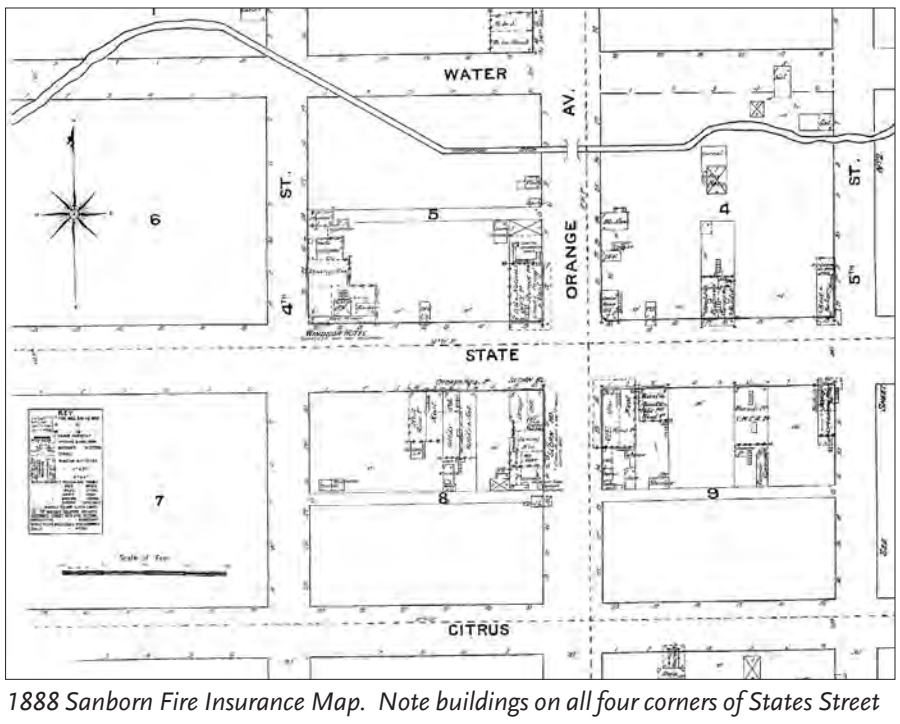
Completed in 1977, the Mall was built according to the urban renewal principles of the 1960s and 1970s of "clearing away" under-performing, "obsolete" buildings to make room for expanded civic centers, apartments, and new retail, typically in the form of shopping malls. The development of the Mall resulted in the leveling of six Downtown blocks, including the First National Bank building, the La Posada Hotel, and the Redlands Elks Club, as well as numerous stores and businesses. The "100 percent corner" status of the intersection – eroded away by the presence of surface parking lots between the sidewalk and the windowless Mall building – was immediately lost.

Planned with the intention of revitalizing Downtown Redlands, the two-story Mall contained more than 173,000 square feet of enclosed leasable space, including space for a department store anchor (first Harris' and then Gottschalks), and a 12,586-square-foot freestanding retail building at the corner of Orange Street and Redlands Boulevard.

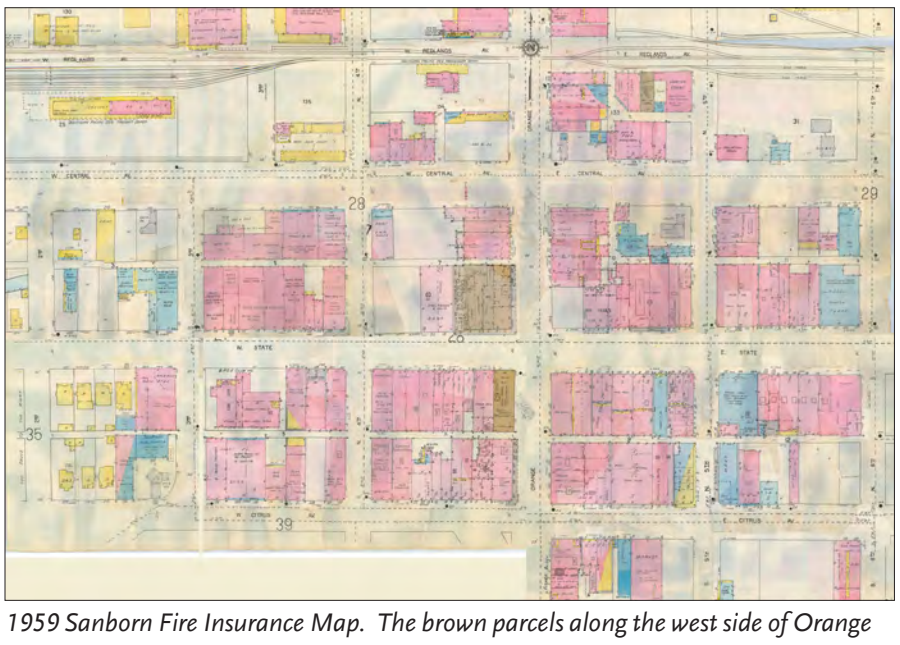
During the mid 1990s the mall began showing signs of decline as popular, nationwide stores began to gradually be replaced by independent tenants. In 1998, Gottschalks acquired Harris' and the Mall's Harris' store was replaced by Gottschalks. The Mall's decline continued into the early 2000s as sales dropped to precipitously low levels. In 2009, Gottschalks filed for bankruptcy and closed all stores, including the Redlands Mall location. After struggling financially following the closure of Gottschalks, the Mall was closed for good on September 30, 2010 and all leases were immediately terminated. Except for the CVS Pharmacy and the stores in the freestanding retail building at the corner of Redlands Boulevard and Orange Street (Denny's, Union Bank, and a Mattress Showroom), the Mall remains closed to this day.



1888 Bird's-eye view of Redlands looking southeast. The most important intersection ("100% corner") of Redlands' original town center can be seen at the at the intersection of State Street and Orange Street (A.K. Smiley Public Library Archives).



1888 Sanborn Fire Insurance Map. Note buildings on all four corners of States Street and Orange Street.



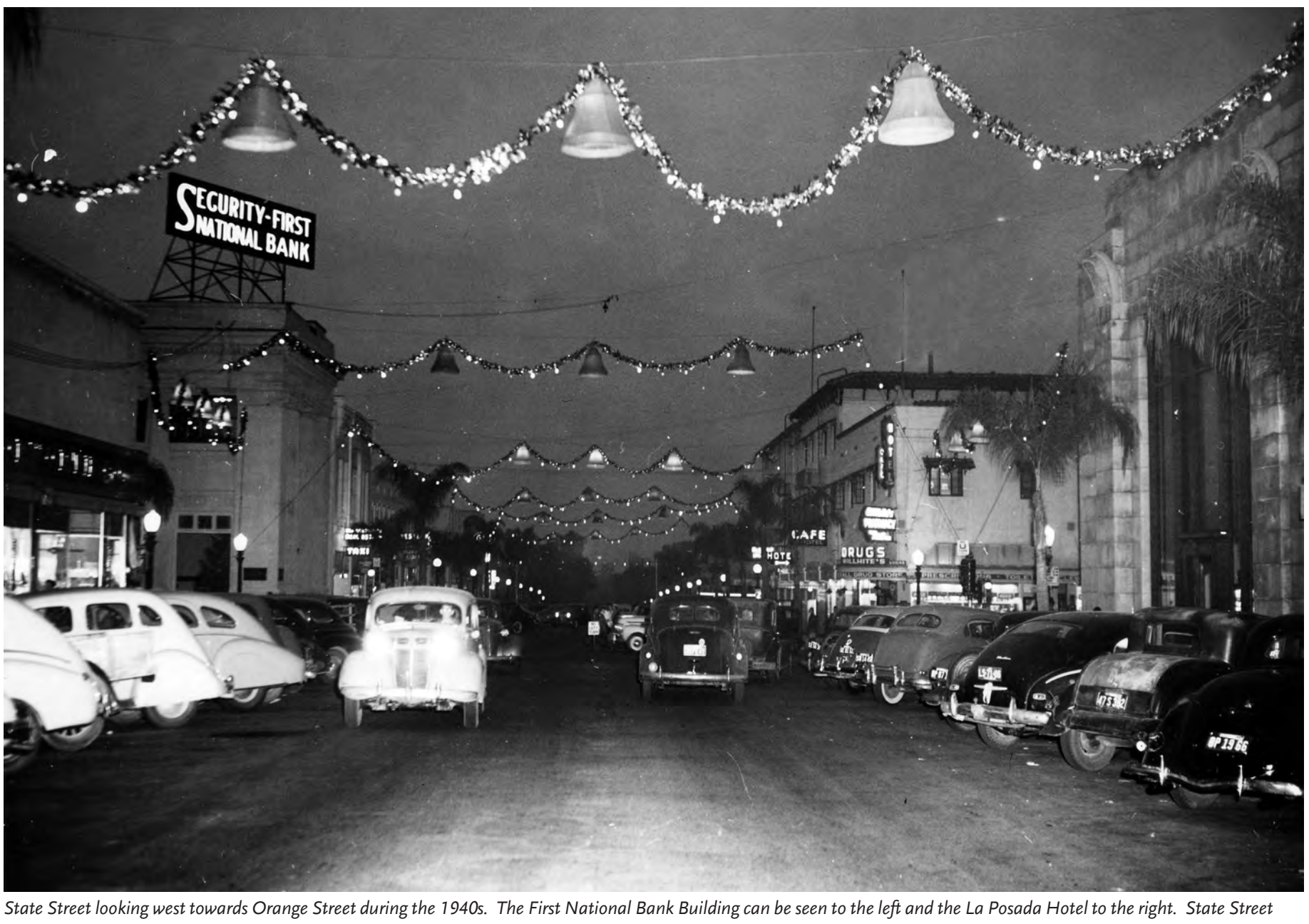
1959 Sanborn Fire Insurance Map. The brown parcels along the west side of Orange Street at State Street are the First National Bank (south) and La Posada Hotel (north).



The La Posada Hotel, originally located on the northwest corner of State Street and Orange Street, was demolished in 1975.



The First National Bank Building, originally located on the southwest corner of State Street and Orange Street, was demolished in 1975.



State Street looking west towards Orange Street during the 1940s. The First National Bank Building can be seen to the left and the La Posada Hotel to the right. State Street beyond Orange Street was vacated in 1977 to make room for the Redlands Mall (A.K. Smiley Public Library Archives).

3. REDLANDS MALL

3.2. EXISTING CONDITIONS

Surrounded on all sides by surface parking lots, the Mall building is located at the center of the site, is completely internally oriented, and lacks street-facing windows. When it was still open for business, the Mall was accessed from one entrance on the east side and two along the north and south sides (one into the Mall and the other directly into the anchor store). A vine-covered trellis connects the Mall's Orange Street entrance to Orange Street along the State Street alignment.

In stark contrast to Downtown's traditional, pedestrian-oriented blocks and buildings located to the east of Orange Street, this configuration inhibits north-south circulation (between the Downtown Station, Smiley Park, and the neighborhoods to the south) and east-west circulation (between Downtown, the Esri campus, and neighborhoods to the west), and has compromised the "100% corner" status that Orange Street and State Street once held.

Currently the surface parking lots along Orange Street provide visitors with convenient parking across the street from Downtown stores, restaurants, and businesses located east of Orange Street, as well as for special events such as Market Night.

In addition, there is a stormwater easement on the southeast corner of Eureka Street and Redlands Boulevard. Construction on the corner can only occur if the subterranean stormwater pipe that crosses through the easement is relocated.

The Redlands Mall along Redlands Boulevard currently serves as Redlands' transfer center, providing timed transfers between four bus lines – see Section 5.5 (Transit Network) for more information. Because of the urban unfriendly design of the Mall, the bus stop is an uninviting and unappealing place to wait for and transfer between buses.



The demolition of the First National Bank Building.



The vacant Redlands Mall (photo courtesy San Bernardino Sun).



The entrance to the Gottschalks entrance, boarded up since 2009.



Vine-covered arcades provide pedestrian access between the Mall and Orange Street.



The Redlands Mall fronts Redlands Boulevard with a blank, windowless wall, and a surface parking lot.



The Redlands Transfer Center is an uninviting and unappealing place to wait for and transfer between buses.

3.3. VISION

Located within easy walking distance of the Downtown Station and various bus and bicycle routes, Smiley Park, and restaurants and stores along State Street and Orange Street, the Mall site is transformed into a vibrant pedestrian-oriented extension of Downtown, reminiscent of what existed prior to the construction of the Mall in 1977. Key features include:

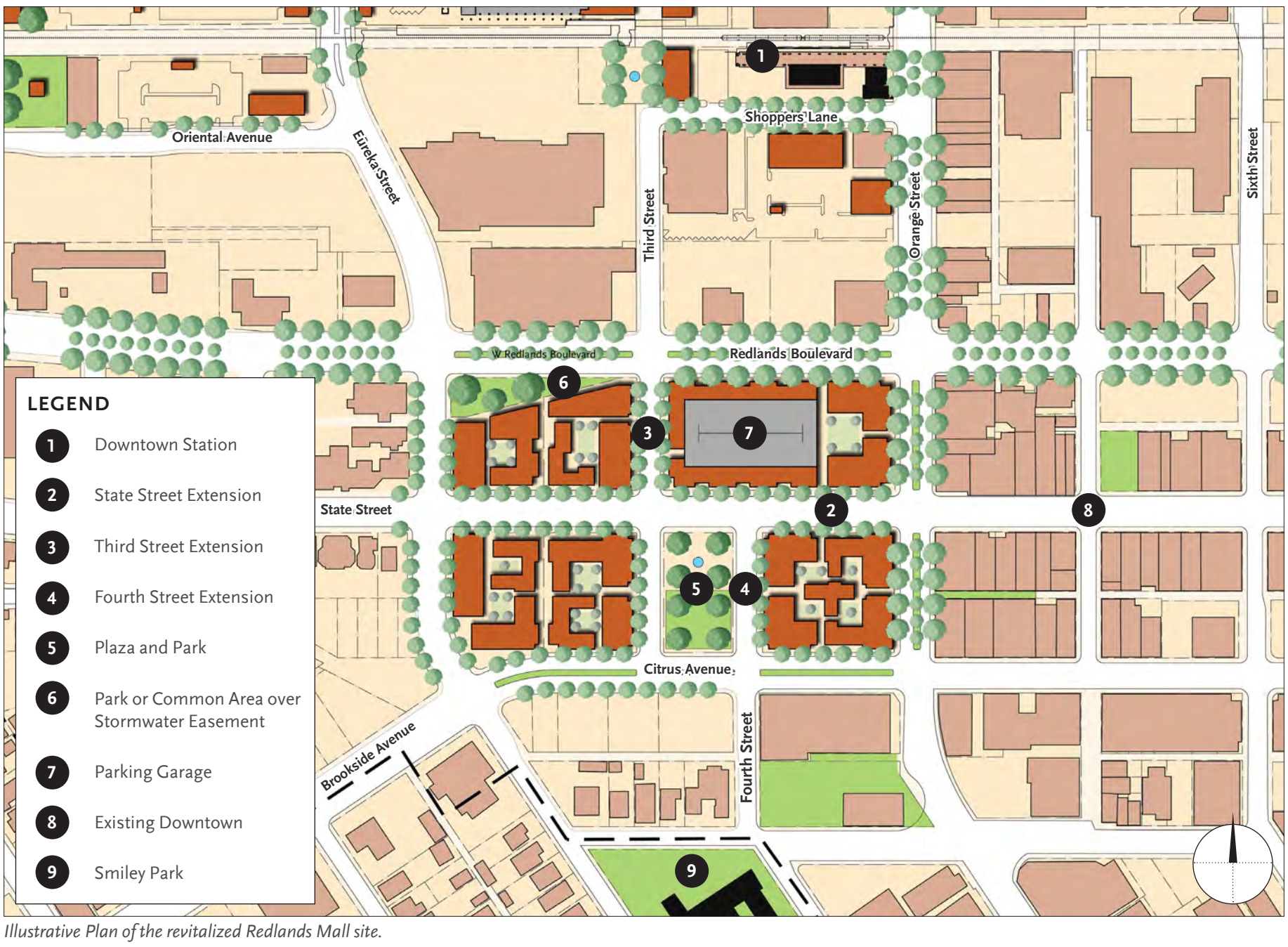
- The extension of State Street, Third Street, and/or Fourth Street into the site, resurrecting the interconnected block network that existing prior to the Mall, encouraging pedestrians and others to move through and into the site, rather than being forced to traverse around the site.
- The extension into the Mall site of the landscape character of State Street east of Orange Street (large canopy trees located in the street between angled parking spaces).
- New streets (whether public or private) detailed with sidewalks, curbs, street trees, street lights, and, as applicable, street furniture.
- A plaza or park that provides outdoor space for Downtown residents, employees, shoppers, and visitors and that can accommodate events and activities such as Redlands' annual New Year's Eve festivities. A market hall or civic building could be introduced adjacent to the plaza or park. A park or common area for the adjacent housing can also be introduced over the stormwater easement.
- New mixed-use and multi-family buildings that are located next to and accessed directly from the sidewalk and face the street and proposed plaza/park with ample windows and ground floor frontage elements that provide a pedestrian-friendly transition from the sidewalk to the building – shopfronts for retail and restaurant uses, and stoops or lobbies with articulated entries for residences. Ranging from three to five stories in height, these buildings employ massing strategies in character with Redlands' historic buildings.
- Parking in a subterranean garage(s) and/or a garage(s) located at the center of the block and lined with retail, office, and/or residential uses in order to provide sufficient parking and to enable the creation of a vibrant, pedestrian-oriented public realm.



The landscape of State Street is extended westward into the Mall site.



Example of an urban plaza (Healdsburg, California).



Illustrative Plan of the revitalized Redlands Mall site.

3. REDLANDS MALL

3.3. VISION (CONTINUED)



Bird's-eye view of a revitalized Redlands Mall site.



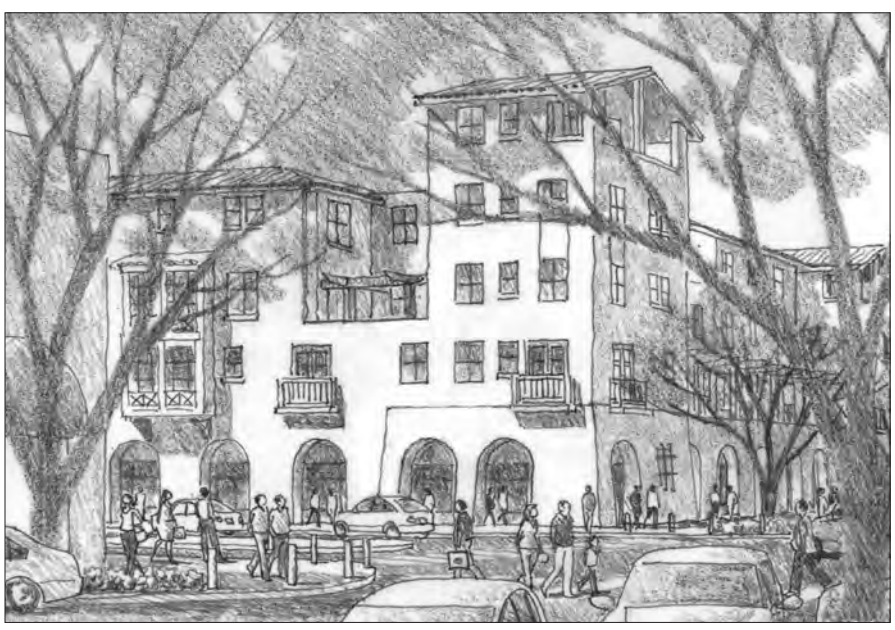
Active sidewalks.



A market hall building.



An urban park.



New building on Mall site reminiscent in deisgn to the demolished La Posada Hotel.

A. Alternatives. The Illustrative Plan on the previous page and the three alternatives on this page show three of many different ways the Redlands Mall could be redeveloped into a walkable, pedestrian-friendly, mixed-use, transit-oriented destination. Key attributes of each alternative are:

1. **Alternative 1.** State Street and Third Street are extended through the site with the section between Third and Euareka streets being pedestrian-only. A new plaza or park is introduced on the west side of Orange Street, centered on State Street and terminating the vista from either direction. Cars navigate around the north and south sides of the plaza or park. A park is also introduced on the stormwater easement that crosses the southeast corner of Eureka street and Redlands Boulevard. A new lined parking garage is built on the block bounded by Orange Street, Redlands Boulevard, State Street, and Third Street.
2. **Alternative 2.** State Street, Third Street, and Fourth Street are extended into the site. Like Alternative 1, a plaza or park is introduced centered on State Street, but at the center of the site. A new lined parking garage is located on the block bounded by Eureka Street, Redlands Boulevard, Third Street, and State Street, assuming the stormwater pipe is relocated.
3. **Alternative 3.** State Street, Third Street, and Fourth Street are extended into the site. A north-south linear park flanks the Third Street and Fourth Street extensions, connecting Redlands Boulevard to Citrus Avenue. Like Alternative 2, a new lined parking garage is located on the block bounded by Eureka Street, Redlands Boulevard, Third Street, and State Street, assuming the stormwater pipe is relocated.

All of the alternatives extend the existing landscape character of State Street into the site, provide new buildings with pedestrian-oriented ground floors and massing that is consistent with Redlands' historic buildings (both existing and demolished), and provide a comfortable and attractive place for transit riders to wait for buses and other transit options along Redlands Boulevard. Regardless of how the site develops, proposed designs must adhere to the principles of transit oriented development described in Section 2.1 and to the standards of the Development Code (Chapter 4).



Redlands Mall Illustrative Alternative 1 (with pedestrian paseo concept).



Redlands Mall Illustrative Alternative 2 (with central park/plaza concept).

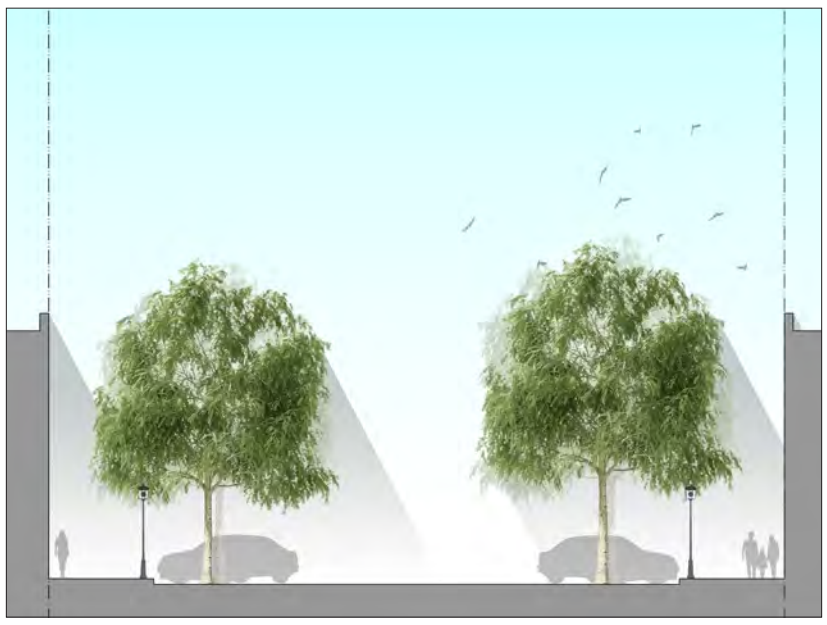

A parking garage located at the center of the block and lined with commercial uses.



Redlands Mall Illustrative Alternative 3 (with connected parks concept).



A new building with varied massing.


State Street extension through the Redlands Mall site.

3.3. VISION (CONTINUED)

B. Design Considerations. The pedestrian-scaled, downtown character envisioned for the Mall site requires that new buildings, open spaces, and streets be designed together to generate a walkable, pedestrian-scaled environment. Key design considerations, further elaborated in the Development Code (Chapter 4), needed to achieve this end, include:

1. **Building Design.** New buildings on the Mall site must be designed not as over-sized, monolithic structures, but as a series of smaller scale buildings, similar to those currently found in Downtown and to historic buildings that have been demolished over the years. This is achieved by introducing multiple buildings on each bock, or designing single buildings to appear like multiple buildings. Strategies for achieving this include:
   - Employing interesting building articulation strategies.
   - Assigning unique architectural styles or design treatments to individual buildings or portions of buildings.
   - Accentuating corner buildings and/or providing corner plazas.
   - Providing a variety of frontage elements, and varying their type, design, and/or detailing.
   - Varying how residential buildings are accessed, including direct access from the sidewalk through a stoop or porch, or through a common lobbies.
   - Designing buildings along Orange Street to be compatible with the massing and scale of the historic buildings along the west side of Orange Street (across the street from the Mall site).

   See Section 4.5 (Building Articulation and Massing Standards), Section 4.6 (Frontage Standards), Section 4.7 (Building Design Standards), and Section 4.15 (Special Lot Conditions)
2. **Open Space Design.** The Mall's plaza or park must be designed as an attractive, inviting, comfortable outdoor room. Key design components include:
   - The park or plaza must be at least one third of an acre in size (0.33 acre) and must front at least one street.
   - Visibility from one side of the park or plaza to the other is essential. Hedges, walls, and other visual impediments must be kept low and to a minimum.
   - Adjacent buildings must face the park or plaza with windows, doors, and appropriate frontage types. Park-facing ground floor uses should be retail and/or restaurant uses.
   - Access to the park or plaza must be provided from adjacent sidewalks by accessible paths that are consistent with the design theme of the park or plaza and with its urban, downtown setting.

   See Section 4.16 (Park, Plaza, and Open Space Design Standards) of the Development Code for more detailed requirements.
3. **Block Design.** A street and block network must be introduced in order to generate a walkable, interconnected, Downtown environment. New streets must accommodate automobile traffic and on-street parking, although State Street between the Third Street alignment and Eureka Street may be pedestrian-only. See Section 4.14 (Block Design Standards) of the Development Code and Section 5.6 (Street Types) for more detailed requirements.
4. **Street Design.** The design of new streets within the Mall site and new streetscapes along existing surrounding streets must be designed to promote an inviting, active, walkable, downtown environment. Key design components include:
   - Street trees that provide shade, do not uplift sidewalks, and can thrive in an urban environment.
   - Pedestrian-scaled street lighting.
   - Street furnishings such as benches, waste receptacles, bicycle racks, and similar items that help to define pedestrian use areas. Additional and optional amenities include tables, chairs, umbrellas, kiosks, and planters.

   See Section 4.16 (Street and Streetscape Design Standards) of the Development Code for more detailed requirements.



A mixed-use building with a corner tower element.



A multi-family building with varied floor heights.



A downtown plaza hosts an evening concert.



A new street detailed with curbs, street trees, and street lights.

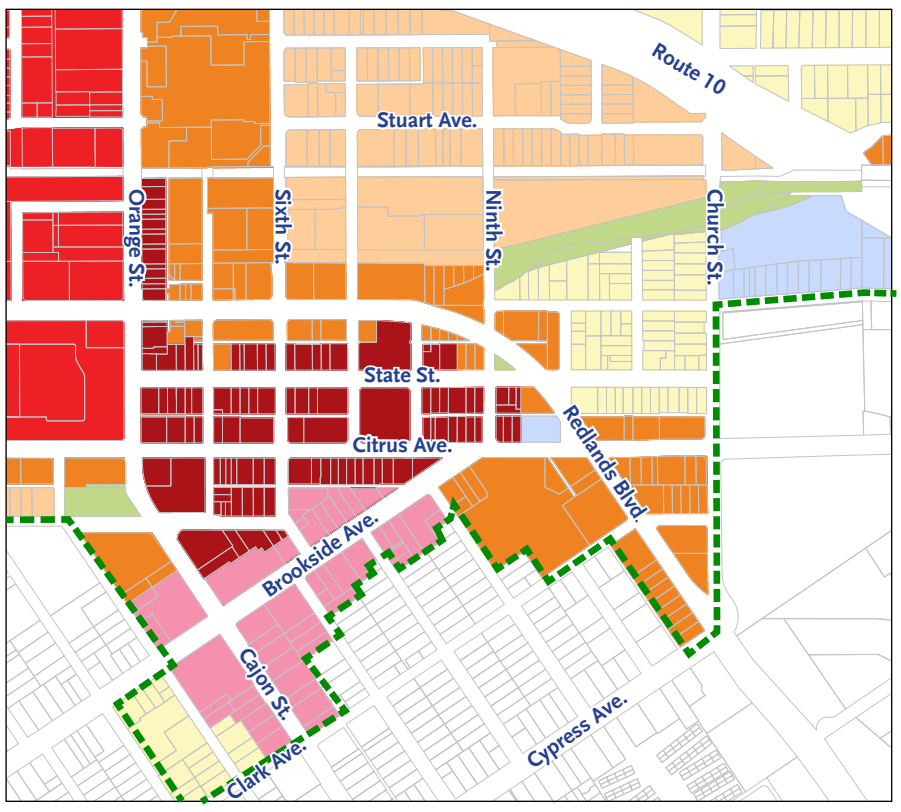
CHAPTER 4: DEVELOPMENT CODE

4.0. INTRODUCTION

The Development Code provides standards for implementing the City's goals of meeting State of California mandates to increase housing supply, especially near transit stations, and of creating walkable, mixed-use districts and neighborhoods comprised of beautiful streets and open spaces that are fronted by buildings that accommodate a variety of housing, office, and retail opportunities within walking and biking distance of the three proposed Redlands Passenger Rail stations, the Downtown commercial district, Smiley and Sylvan Parks, and the Esri and University of Redlands campuses.

To this end, the Development Code provides land use and design standards for the development of buildings on private property that face and are accessed from the street through appropriate frontage types; locate parking either subterranean or at the center of the block; have massing and articulation that resembles a series of smaller scale buildings in keeing with Redlands' small town character; and that provide on-site open spaces conceived as outdoor rooms, not just leftover space to be landscaped. The Development Code also provides street and block standards designed to break up the automobile-oriented megablocks surrounding each station through the introduction of pedestrian-scaled streets and blocks that are consistent in scale with the those of Downtown and the surrounding pre-World War II residential neighborhoods. Development Code Sections are:

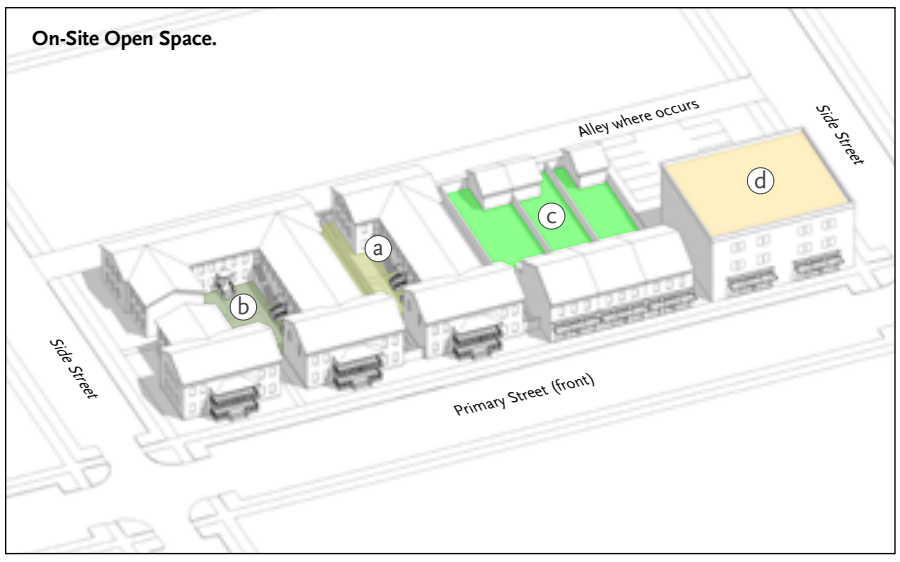
4.1. Purpose and Applicability 4:2
4.2. Regulating Plan, Zones, and Land Use Standards 4:4
4.3. Development Standards 4:15
4.4. On-Site Open Space and Fence/Wall Standards 4:28
4.5. Building Articulation and Massing Standards 4:34
4.6. Frontage Standards 4:37
4.7. Building Design Standards 4:44
4.8. Emergency Shelter Standards 4:52
4.9. Signage Standards 4:53
4.10. Service and Utility Placement Standards 4:62
4.11. On-Site Landscape, Outdoor Lighting, and Public Art Standards 4:63
4.12. Parking Design Standards 4:64
4.13. Sustainable Stormwater Management Guidelines 4:67
4.14. Block and Special Lot Design Standards 4:68
4.15. Street and Streetscape Design Standards 4:72
4.16. Park, Plaza, and Open Space Design Standards 4:74
4.17. Definitions 4:75

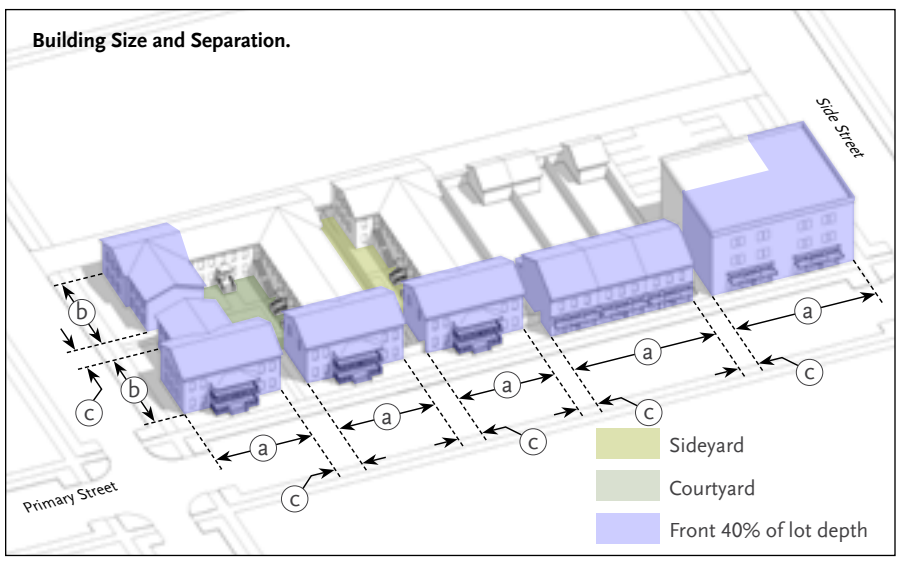


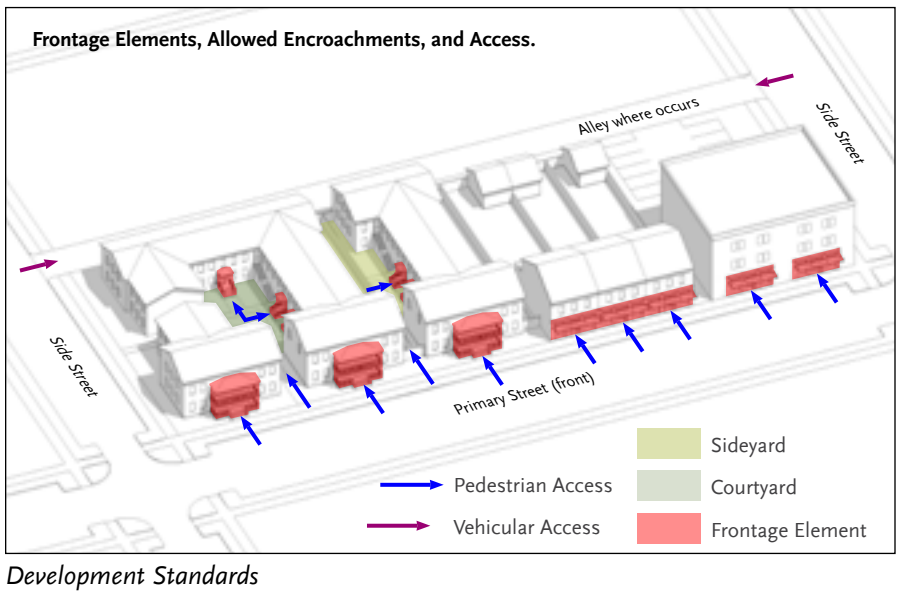
Regulating Plan.



Building Massing and Articulation Standards







Development Standards

4. DEVELOPMENT CODE

4.1. PURPOSE AND APPLICABILITY

4.1.1. PURPOSE AND APPLICABILITY

A. Purpose. This Chapter of the Transit Villages Specific Plan (TVSP) provides detailed regulations for development and new land uses within the specific plan area, and describes how these regulations will be used as part of the City's development review process. These provisions supersede and replace regulations in the Redlands Zoning Code (Title 18 of the *Redlands Municipal Code*) as noted in Section 4.1.2.G (Relationship to Zoning Code). This Development Code is intended to provide for the continuing evolution of the Plan Area into a place where:

- A mixture of land uses including shops, restaurants, entertainment venues, workplaces, and residences are within walking distance of the New York Street, Downtown, and University Street Passenger Rail stations;
- Streets are attractive to pedestrians and also conveniently and efficiently accommodate the needs of cyclists and motorists;
- New and remodeled buildings define the pedestrian-oriented space of the public streets and are harmonious with each other and the desired character of each Station Area.
- Active building frontages enhance the pedestrian activity of the streets.
- Parking is seamlessly integrated through on-street and on-site subterranean parking and lined parking garages.

B. Applicability.

1. The provisions of this Development Code chapter are applicable to all properties within the Transit Villages Specific Plan area.
2. The regulations, development standards, and guidelines as contained in this Development Code Chapter shall apply in their entirety to the review of development proposals. Where the development standards and guidelines of this Development Code chapter do not provide adequate direction, the City of Redlands Municipal Code shall prevail.

4.1.2. ADMINISTRATION

A. Administration and Enforcement. It shall be the duty of the City of Redlands to enforce the provisions set forth in the Transit Villages Specific Plan. All officers, employees, and officials of the City of Redlands who are vested with the duty or authority to issue permits or licenses shall comply with the provisions of the Transit Villages Specific Plan, and shall not issue any permit or license or approve any use or building that would be in conflict with the Transit Villages Specific Plan. Any permit, license, or approval issued that is in conflict with the requirements of the Transit Villages Specific Plan shall be considered null and void.

B. Relationship to Zoning Code. This Specific Plan is adopted by ordinance and is therefore a specific zoning regulatory document that replaces the requirements of the Redlands Zoning Code, Title 18 of the *Redlands Municipal Code*. Otherwise applicable requirements of the Zoning Code that are not covered by this Development Code apply to development within the specific plan area, as noted in this Development Code chapter. If a conflict occurs between a requirement of this Development Code and the *Redlands Municipal Code*, the provisions of this Development Code shall control.

C. Relationship to Building Code, Fire Code, Health Code and other Requirements and Regulations. The implementation of all development standards and provisions of this Development Code are subject to the requirements and regulations of the California Building Code, Fire Code, Health and Safety Code, and other applicable State and Federal regulations.

D. Effect of Specific Plan Changes on Projects in Progress. An application for a Building Permit, Commission review and approval, Subdivision Permit, Conditional Use Permit, or Variance that has been accepted by the Development Services Department as complete prior to the effective date of this Specific Plan or any amendment shall be processed in compliance with the requirements in effect when the application was accepted as complete.

A project that is under construction on the effective date of this specific Plan or any amendment, need not be changed to satisfy any new or different requirements of this Specific Plan, provided that the approved use of the site shall be established, including the completion of all structures and other features of the project as shown on the approved permit, before the expiration of the permit, or applicable time extension.

E. Nonconforming Buildings and Nonconforming Uses. Nonconforming buildings and nonconforming uses of land within the Specific Plan area are subject to Section 18.184 (Nonconforming Buildings and Uses) of the *Redlands Municipal Code*, as incorporated herein by this reference.

F. Historic and Potentially Historic Buildings.

1. **Rehabilitations and Additions.** All rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation* and *Illustrated Guidelines for Rehabilitation of Historic Structures* and/or the *Redlands Historic Architectural Design Guidelines*.
2. **Project sites adjacent to historic structures.** Buildings on project sites located immediately adjacent to lots (i.e., that share side or rear property lines) that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the *Secretary of the Interior's Standards for Rehabilitation* and *Illustrated Guidelines for Rehabilitation of Historic Structures* and/or the *Redlands Historic Architectural Design Guidelines*.

G. Effect on properties designated for civic buildings, parks, or parking structures. A property designated by the Regulating Plan as a potential site for a civic building, park, or parking structure may continue to be used as follows:

1. Existing land uses and development may continue on the site in compliance with Subsection 4.1.2.D, above;
2. The property owner may choose to propose new development and land uses in compliance with this code; and
3. The property owner may choose to work with the city to develop the proposed public facility.

H. Minor Deviations. Minor deviations from the standards and guidelines of the Transit Villages Specific Plan are permitted per the requirements of Section 18.196.130 (Modifications to Property Development Standards) of the *Redlands Municipal Code*, as incorporated herein by this reference.

I. Submittal Requirements. Development applications and processing fees shall be submitted according to the development types shown in Table 4-1 (Submittal Requirements) and *Redlands Municipal Code* Section 18.12.080 (Site Plan Approval and Procedures) and Section 18.12.170 (Architectural Review; Criteria).

TABLE 4-1. *SUBMITTAL REQUIREMENTS*

Development Code Standard	Development Code Section	Applicable Development Code Sections				
		Renovation of Existing Buildings	Additions to Existing Buildings Less than 20% of Existing Floor Area	Additions to Existing Buildings More than 20% of Existing Floor Area	New Buildings	Parcels Larger than 3.5 acres in Area
Land Use Standards	**4.2**					
Allowable Land Uses and Planning Permit Requirements	4.2.2 and Table 4-2	Required	Required	Required	Required	Required
Development Standards	**4.3**					
Building Setback Standards	4.3.1.A, 4.3.2.A, 4.3.3.A, 4.3.4.A, 4.3.5.A, or 4.3.6.A		Required	Required	Required	Required
Building Height Standards	4.3.1.B, 4.3.2.B, 4.3.3.B, 4.3.4.B, 4.3.5.B, or 4.3.6.B			Required	Required	Required
Parking Placement Standards	4.3.1.C, 4.3.2.C, 4.3.3.C, 4.3.4.C, 4.3.5.C, or 4.3.6.C			Required	Required	Required
Parking Requirement Standards	4.3.1.D, 4.3.2.D, 4.3.3.D, 4.3.4.D, 4.3.5.D, or 4.3.6.D	Required	Required	Required	Required	Required
On-Site Open Space Standards	4.3.1.E, 4.3.2.E, 4.3.3.E, 4.3.4.E, 4.3.5.E, or 4.3.6.E			Required	Required	Required
Building Size and Separation Standards	4.3.1.F, 4.3.2.F, 4.3.3.F, 4.3.4.F, 4.3.5.F, or 4.3.6.F			Required	Required	Required
Frontage Elements, Allowed Encroachments, and Access	4.3.1.G, 4.3.2.G, 4.3.3.G, 4.3.4.G, 4.3.5.G, or 4.3.6.G		Required	Required	Required	Required
Design Standards and Guidelines	**4.4 - 4.14**					
On-Site Open Space Standards	4.4				Required	Required
Building Articulation and Massing Standards	4.5			Required	Required	Required
Frontage Standards	4.6		Required	Required	Required	Required
Building Design Standards	4.7	Required	Required	Required	Required	Required
Emergency Shelter Standards	4.8	Required	Required	Required	Required	Required
Signage Standards	4.9	Required	Required	Required	Required	Required
Service and Utilities Placement and Screening Standards	4.10	Required	Required	Required	Required	Required
On-Site Landscape, Outdoor Lighting, and Public Art Standards	4.11	Required	Required	Required	Required	Required
Parking Design Standards	4.12	Required	Required	Required	Required	Required
Sustainable Storm Water Management Guidelines	4.13			Required	Required	Required
Block and Special Lot Design Standards	4.14					Required
Public Realm Design Standards	**4.15 - 4.16**					
Street and Streetscape Design Standards	4.15					Required
Park, Plaza, and Open Space Design Standards	4.16					Required

4. DEVELOPMENT CODE

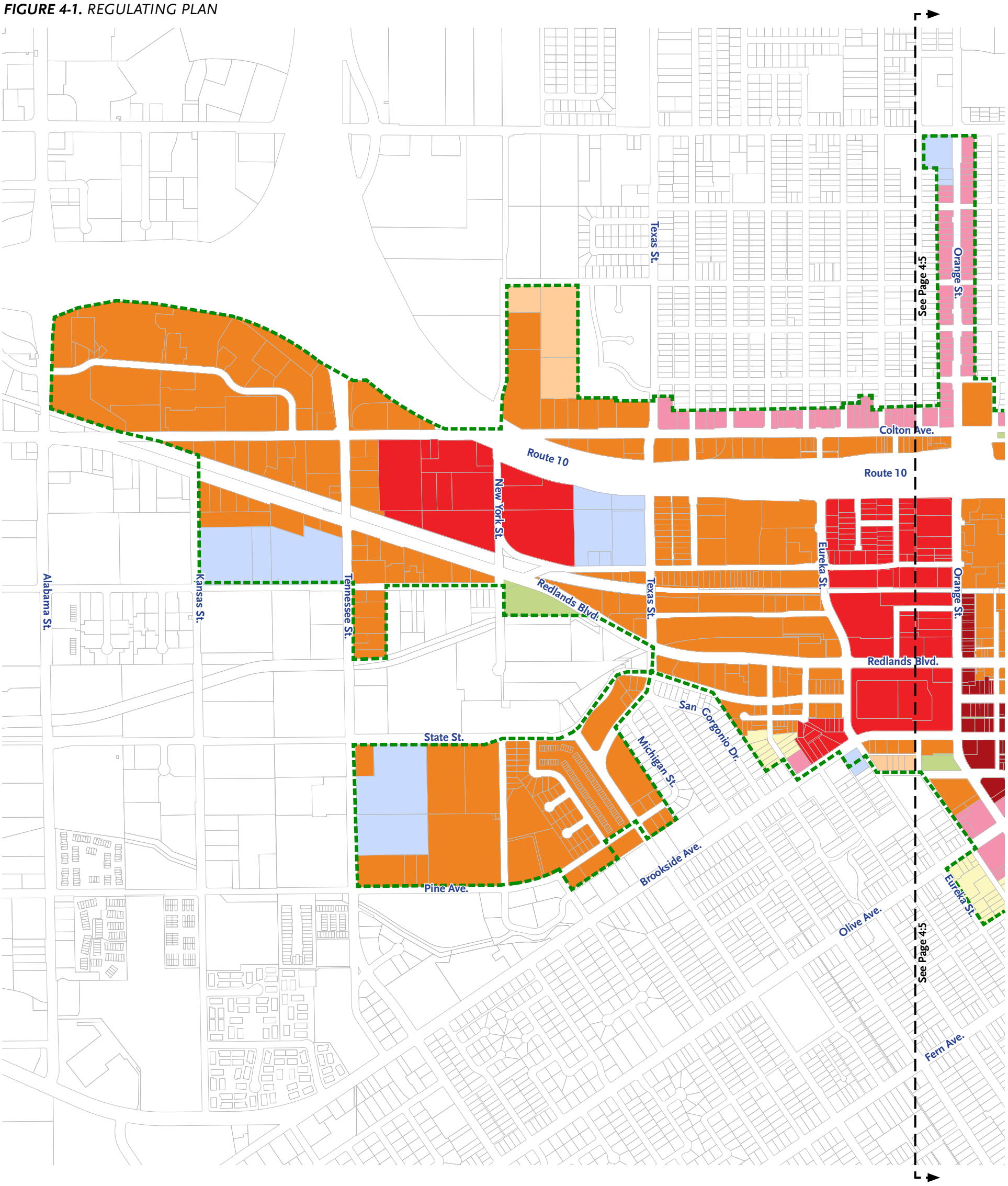
4.2. REGULATING PLAN, ZONES, AND LAND USE STANDARDS

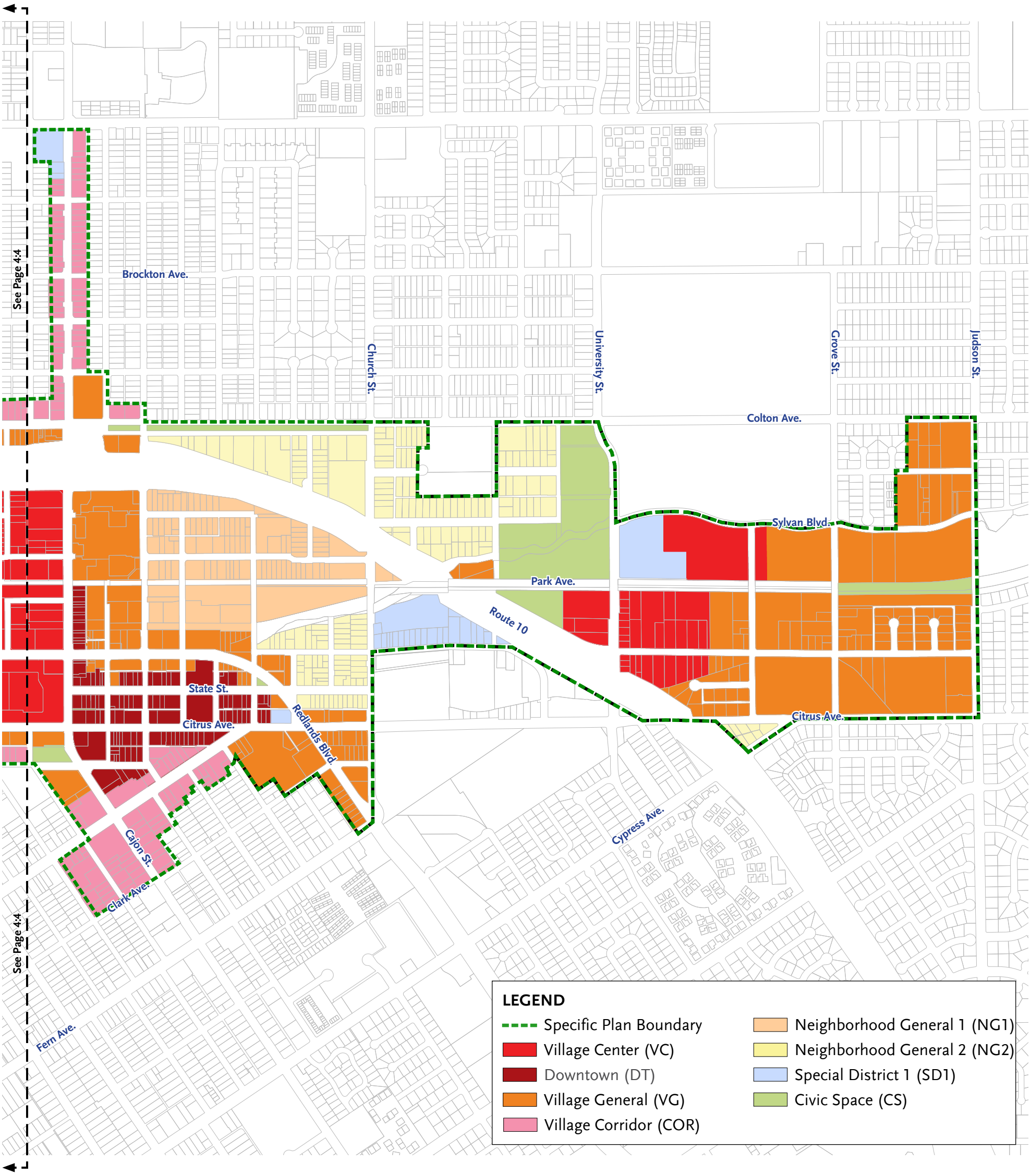
4.2.1. REGULATING PLAN AND ZONES

A. Purpose. This Section establishes the zones applied to property within the specific plan area. The Regulating Plan (Figure 4-1 on pages 4:3-4:4) divides the specific plan area into separate zones that are based on intensities that range from the most intense types of development and land use within the specific plan area to the least intense types, with all zones allowing a broad and varied mixture of land uses.

Each zone allocates land uses and provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking.

FIGURE 4-1. *REGULATING PLAN*




See Page 4:4
Brockton Ave.
Church St.
University St.
Grove St.
Judson St.
Colton Ave.
Sylvan Blvd.
Park Ave.
Route 10
State St.
Citrus Ave.
Redlands Blvd.
Cypress Ave.
Cajon St.
Clark Ave.
Fern Ave.
See Page 4:4
LEGEND
Specific Plan Boundary
Village Center (VC)
Downtown (DT)
Village General (VG)
Village Corridor (COR)
Neighborhood General 1 (NG1)
Neighborhood General 2 (NG2)
Special District 1 (SD1)
Civic Space (CS)

B. Zones established. The following zones are hereby established by this Specific Plan, and are applied to property within the Specific Plan Area as shown on the Regulating Plan (Figure 4-1).

1. Village Center (VC)

The Village Center zone applies to the parcels immediately surrounding the three stations. Harkening back to the three- and four-story buildings that lined State and Orange Streets prior to World War II, new buildings reach an average height of four stories[1] and are mixed-use, all residential, or all office. Retail ground floors are located at the back of sidewalk, while residential ground floors are set back behind small front yards. Buildings are accessed directly from the sidewalk via shopfront, stoop, terrace, or lobby frontage types. Parking is located behind buildings or subterranean



2. Downtown (DT)

The Downtown zone applies to parcels facing State Street east of Orange Street and along the east side of Orange Street between the railroad right of way and State Street. New buildings up to three-stories in height accommodate a mix of uses with commercial ground floors and residential or commercial upper floors. New buildings are located at the back of sidewalk, and accessed via shopfronts or lobbies. Parking is located behind buildings, subterranean, or in park-once lots or structures.



3. Village General (VG)

Applying to parcels located around the periphery of the three stations, the Village General zone enables multi-family and mixed-use buildings with an average height of three stories.2 Retail ground floors, accessed via shopfronts, are located at the back of sidewalk, while residential ground floors, accessed via stoops, terraces, or lobbies, are located behind small front yards. Parking is located behind buildings or subterranean



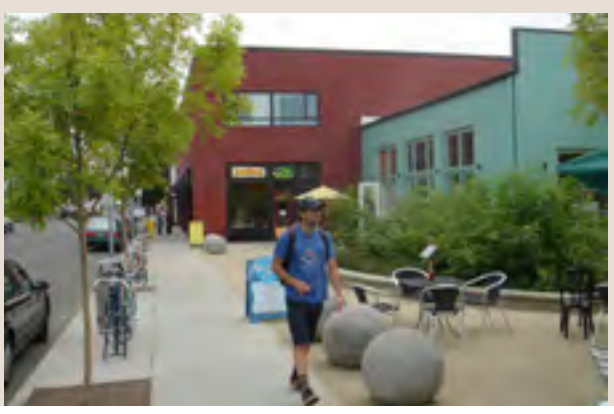
4. Village Corridor (COR)

The Village Corridor zone applies to parcels located along the north side of Colton Avenue, both sides of Orange Street north of the I-10 freeway, and both sides of Olive Avenue. The Village Corridor zone enables small-scale mixed-use buildings up to two stories in height with commercial ground floors and residential or commercial upper floors. Building access is directly from the sidewalk via shopfront, stoop, terrace, or lobby frontage types. Parking is located behind and to the sides of buildings, subject to minimum street-facing building frontage requirements



5. Neighborhood General 1 (NG1)

The Neighborhood General 1 zone applies to parcels located between Sixth Street and Church Street. The Neighborhood General 1 zone enables small-scale commercial and house-form buildings that accommodate commercial, light industrial, and live-work uses. New buildings are up to two stories in height and located at or near the back of sidewalk. Parking is allowed behind and to the side of buildings, subject to minimum street-facing building frontage requirements



6. Neighborhood General 2 (NG2)

The Neighborhood General 2 zone enables house-form buildings that accommodate residential and office uses. New buildings are up to two stories in height and are set back from the sidewalk behind front yards. Parking is located behind buildings. New buildings match or complement prevalent building setbacks along the length of the block and complement building heights and massing of adjacent buildings or buildings across the street.



7. Special District 2 (SD1)

The Special District 2 zone applies to school and other institutional sites. New buildings accommodate educational, religious, and other civic uses. Parking is located in surface parking lots or garages. Development standards are negotiated between the institutional entity and the City.



8. Civic Space (CS)

The Civic Space zone applies to parks, plazas, greens, and other open spaces within the Specific Plan area. These open spaces may accommodate small structures such as gazebos, restrooms, and community centers.



4.2.2. ALLOWABLE LAND USES AND PLANNING PERMIT REQUIREMENTS

A. Allowable land uses. A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 4-2 within the zone assigned to the site as shown on the Regulating Plan.

1. **Multiple uses.** Any one or more land uses identified by Table 4-2 as being allowable within a specific zone may be established on any parcel within that zone, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Development Code.
2. **Use not listed.** When a use is not specifically listed in Table 4-2:
   a. The Planning Commission shall have the authority to decide as an administrative act (with review of an application for entitlement) whether the proposed use is permitted based on the determination that the use is similar to, and no more detrimental than, those permitted in the district. Uses not listed, or otherwise determined by the Planning Commission to not be permitted, shall be prohibited.
   b. For ministerial actions (such as review of a building permit application, zone clearance form for a business license, etc.), the Development Services Director shall have the authority to determine whether the proposed use is permitted based on the determination that the use is similar to, and no more detrimental than, those permitted in the district. Uses not listed, or otherwise determined by the Director to not be permitted, shall be prohibited.

B. Permit requirements. Table 4-2 provides for land uses that are:

1. Permitted subject to compliance with all applicable provisions of this Specific Plan. These are shown as "P" uses in the table;
2. Allowed subject to the approval of a Conditional Use Permit in compliance with *Redlands Municipal Code* 18.192, and shown as "CUP" uses in the table;
3. Allowed subject to the approval of a Administrative Use Permit in compliance with *Redlands Municipal Code* 18.193, and shown as "AUP" uses in the table
4. Not allowed in particular zones, and shown as a "-" in the table.

C. Standards for specific land uses.

1. **Additional Regulations.** Where the last column in Table 4-2 ("Additional Regulations per *Redlands Municipal Code*") includes a section number, the regulations in the referenced section of *Redlands Municipal Code* apply to the use. Provisions in other sections of the *Redlands Municipal Code* may also apply.

2. **Outdoor display and of retail goods.** Outdoor display and vending of retail goods and products in front of stores is permitted in the Village Center (VC), Downtown (DT), Village General (VG), and Village Corridor (COR) zones, subject to he following requirements:
   a. Goods and products may be displayed on private property or on public sidewalk, but may only be displayed in front of the building/business vending the goods and products.
   b. Good and products may be displayed for no more than four (4) consecutive days in any calendar month, and with at least four (4) days without display between any outdoor display periods.
   c. Outdoor displays shall maintain any necessary ADA-accessibility (four feet minimum clearance) on any required Path of Travel or public sidewalk area.

TABLE 4-2. *ALLOWED LAND USES AND PERMIT REQUIREMENTS*

Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
ADMINISTRATIVE / PROFESSIONAL								
Architectural, design, and engineering design services	P	P	P	P	P	—	—	
Art studios with less than 15% sales area	P	P	P	P	P	—	—	
Attorney/legal services	P (1)	P	P	P	P	—	—	
Banks, credit unions, financial institutions, emote ATMs (stand-alone - without drive-through)	P	P	P	P	P	—	—	
Banks, credit unions, financial institutions, remote ATMs (with drive-through)	CUP	—	CUP	CUP	CUP	—	—	
Brokerage firms and financial institutions	P (1)	P	P	P	P	—	—	
Business management services	P (1)	P	P	P	P	—	—	
Exhibit halls and galleries with 15% or less retail sales area (for galleries with more than 15% retail sales area – see Art Gallery use under General Merchandise/Retail Trade)	P	P	P	P	P	—	—	
General administrative offices	P (1)	P	P	P	P	—	—	
Insurance and accounting offices	P (1)	P	P	P	P	—		
Massage, acupressure, reflexology as primary use	CUP (1)	CUP (1)	CUP	CUP	CUP	—	—	RMC §5.28
Massage, acupressure, reflexology as ancillary use to a primary permitted use – less than 40% of gross floor area of business	AUP (1)	AUP (1)	AUP	AUP	AUP	—	—	RMC §5.28
Offices for medical, dental, chiropractic, acupuncture, and similar uses – see use in Medical/Health Services	P (1)	P (1)	P	P	P	—	—	
Real estate, escrow, property management offices	P (1)	P (1)	P	P	P	P	—	
Recording or film studios	CUP	CUP	CUP	—	—	—	—	
ANIMAL SERVICES								
Feed/tackle supplies	—	—	—	—	—	—	—	
Pet day care (no overnight boarding)	CUP	CUP	CUP	CUP	CUP	—	—	
Pet grooming/training (no outdoor activities)	P	P	P	P	P	—	—	
Pet hospitals and boarding/kennels	—	—	CUP	CUP	CUP	—	—	
Pet sales and supplies retail sales (no outdoor storage)	P	P	P	P	P	—	—	
Veterinarian office (no boarding of pets)	P	P	P	P	P	—	—	
Veterinarian office or clinic (with overnight boarding of pets)	—	—	CUP	CUP	CUP	—	—	

Key to Zone Symbols:

VC	Village Center	NG1	Neighborhood General 1
DT	Downtown	NG2	Neighborhood General 2
VG	Village General	SD1	Special District 1
COR	Village Corridor		

Key to Permit Types

P	Permitted Use
CUP	Conditional Use Permit Required
SEP	Special Event Permit Required
—	Use not allowed

Notes

(1) Use permitted or conditionally permitted only on parcels directly fronting Redlands Boulevard.
(2) Use allowed only on upper floors.
(3) Occupational uses allowed within Live-Work spaces include "Business and Professional Offices," "Artist Studio/Gallery," and other occupational activity compatible with a residential use.

TABLE 4-2. *ALLOWED LAND USES AND PERMIT REQUIREMENTS (CONTINUED)*

Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
GENERAL MERCHANDISE / RETAIL TRADE								
Antique retail sales (antique furniture, housewares, or clothing)	P	P	P	P	P	—	—	
Art gallery with retail sales	P	P	P	P	P	—	—	
Art supplies, framing, arts and crafts	P	P	P	P	P	—	—	
Beauty supplies	P	P	P	P	P	—	—	
Bicycles and parts sales, with repair services	P	P	P	P	P	—	—	
Books and magazines	P	P	P	P	P	—	—	
Camera and photographic supplies	P	P	P	P	P	—	—	
Cannabis sales or commercial activities	—	—	—	—	—	—	—	Ord. 2851
Clothing/shoes stores (new merchandise)	P	P	P	P	P	—	—	
Cigar/cigarette/smoke shops/electronic cigarettes as primary use	CUP	CUP	CUP	CUP	CUP	—	—	
Consignment clothing and merchandise sales (used merchandise) and thrift stores	P	P	P	P	P	—	—	
Consumer personal electronics, computer or software, phone or telecommunication equipment retail sales or store	P	P	P	P	P	—	—	
Convenience stores	CUP	CUP	CUP	CUP	CUP	—	—	
Discount variety/volume liquidation/cut-rate merchandise stores, or military/army surplus	—	—	CUP	CUP	CUP	—	—	
Equipment sales/rentals, with or without outdoor storage	—	—	—	—	—	—	—	
Fabric stores	P	P	P	P	P	—	—	
Farmers market	SEP	SEP	SEP	—	SEP	—	—	RMC §18.195
Florists, gift shops	P	P	P	P	P	—	—	
Food/drug and kindred products	P	P	P	P	P	AUP	—	
Food and beverage retail sales	P	P	P	P	P	AUP	—	
Food truck	SEP	SEP	SEP	—	SEP	—	—	
Furniture, appliances, office, home furnishings store (no outdoor display or storage)	P	P	P	P	P	—	—	
General merchandise, specialty retail, gift, craft items, housewares, and variety (non-discount) stores	P	P	P	P	P	—	—	
Hardware stores (under 10,000 square-feet GFA)	P	P	P	P	P	—	—	
Hardware, home improvement stores (10,000 square-feet or more GFA)	—	—	—	—	—	—	—	
Herbal, health, botanical stores	P	P	P	P	P	—	—	
Hobbies, toys, and game stores	P	P	P	P	P	—	—	
Hookah lounge, cigar lounge, smoking room (as primary or ancillary use)	CUP	CUP	CUP	CUP	CUP	—	—	
Indoor swap meet, concession malls	—	—	—	—	—	—	—	
Interior decorating, linen, bath stores	P	P	P	P	P	—	—	
Music, records, tape, or video sales	P	P	P	P	P	—	—	
Musical instruments, with or without repair services	P	P	P	P	P	—	—	
Office supplies, stationary/cards	P	P	P	P	P	—	—	
Nurseries, garden supplies retail sales (under 10,000 square-feet GFA)	—	CUP	CUP	—	CUP	—	—	
Pet stores, pet supplies retail sales	P	P	P	P	P	—	—	
Pharmacies, drug stores (without drive-through)	P	P	P	P	P	—	—	
Pharmacies, drug stores (with drive-through)	—	—	CUP	CUP	—	—	—	
Shoe stores	P	P	P	P	P	—	—	
Sporting goods and equipment retail sales	P	P	P	P	P	—	—	
Vision aids, opticians/optometry, hearing aids, prosthetic sales	P	P	P	P	P	—	—	

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4.2. REGULATING PLAN, ZONES AND LAND USE STANDARDS (CONTINUED)

TABLE 4-2. *ALLOWED LAND USES AND PERMIT REQUIREMENTS (CONTINUED)*

Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
ALCOHOLIC BEVERAGE SALES								
Alcohol sales for off-site consumption, with or without tasting room	CUP	CUP	CUP	CUP	CUP	—	—	RMC §18.190
Bar or lounge as primary use, without a restaurant	—	CUP	—	—	—	—	—	RMC §18.190
On-site sales and consumption in connection with a restaurant, alcoholic beverage sales do not exceed 50% of all sales (with or without ancillary bar or lounge)	P	P	P	P	P	—	—	RMC §18.190
On-site sales and consumption in connection with a restaurant, alcoholic beverage sales are 50% or more of all sales	CUP	CUP	CUP	CUP	CUP	—	—	RMC §18.190
On-site sale and consumption without restaurant, ancillary to primary use	CUP	CUP	CUP	CUP	CUP	—	—	RMC §18.190
Manufacturing, wholesale and distribution, including winery or micro-brewery, with or without tasting room and no restaurant	CUP	CUP	CUP	—	CUP	—	—	RMC §18.190
Micro-brewery in connection with restaurant	CUP	CUP	CUP	—	CUP	—	—	RMC §18.190
Tasting room as primary use, with or without food service	CUP	CUP	CUP	CUP	CUP	—	—	RMC §18.190
Wine sales as primary use (off-sale license)	P	P	P	P	P	—	—	RMC §18.190
PERSONAL SERVICES								
Arts and crafts studio – retail, indoors only	P	P	P	P	P	—	—	
Barbers, hair/nail/skincare/tanning salons and day spas	P	P	P	P	P	—	—	
Body art (tattooing, body piercing, or permanent cosmetics)	—	—	CUP	—	CUP	—	—	
Check cashing, payday advance uses with or without ancillary services	—	—	CUP	CUP	CUP	—	—	
Consumer personal electronics, computer and phone/telecommunication equipment repair	P	P	P	P	P	—	—	
Drapery and carpet service	—	—	P	P	P	—	—	
Dry cleaners (under 5,000 square-feet GFA)	P	P	P	P	P	—	—	
Fortune telling, tarot, psychic reading, or similar services	—	—	—	—	—	—	—	
Funeral services, without morgue or crematory	—	—	CUP	CUP	CUP	—	—	
Laundromat, self-serve or coin operated	AUP	—	P	P	—	—	—	
Locksmith and key shop	P	P	P	P	P	—	—	
Pawn shop, cash for gold and diamonds (as primary use)	—	—	—	—	—	—	—	
Photocopying and photo developing - retail	P	P	P	P	P	—	—	
Photography studios	P	P	P	P	P	—	—	
Postal services, mailbox rental	P	P	P	P	P	—	—	
Shoe repair	P	P	P	P	P	—	—	
Tailor and alterations	P	P	P	P	P	—	—	
RESIDENTIAL / LODGING								
Assisted living facilities	—	—	—	—	—	—	—	
Bed and breakfast facilities	—	—	CUP	CUP	CUP	CUP	—	RMC §18.156, Article III
Community care facilities (licensed or unlicensed, 7 or more residents)	—	—	CUP	CUP	CUP	CUP	—	
Convalescent home or care	—	—	—	—	—	—	—	
Emergency shelter	—	—	—	—	P	—	—	See section 4.8
Group care 7 or more people	—	—	CUP	CUP	CUP	CUP	—	
Home Occupations	P	P	P	P	P	P	—	RMC §18.160
Hotels and motels	CUP	CUP	CUP	CUP	CUP	—	—	
Live/Work dwelling units (commercial use on ground floor only)	P (2)	P (2)	P (2)	P (2)	P (2)	—	—	
Multi-family attached, apartments	P	—	P	—	—	P	—	

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TABLE 4-2. *ALLOWED LAND USES AND PERMIT REQUIREMENTS (CONTINUED)*

Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
RESIDENTIAL / LODGING (CONTINUED)								
Residential units within mixed use development having a commercial component (may include senior and other types of apartments)	P	P (1, 2)	P (2)	P (2)	P (2)	—	—	
Residential accessory use or structure	—	—	—	P	P	P	—	
Senior housing	P	P (1)	P	P	P	P	—	
Single-family attached, condominiums	P	P (1)	P	P	P	P	—	
Single-family detached	—	—	—	—	—	P	—	
Student housing/dormitory	—	—	—	—	—	CUP	—	
Supportive housing and Transitional housing	P	P (1)	P	P	P	P	—	
Residential use of existing residential development	P	P	P	P	P	P	P	
MOTOR VEHICLE SERVICES								
Auto body repair and/or painting as primary use	—	—	—	—	—	—	—	
Automobile broker office	—	—	AUP	AUP	AUP	—	—	
Automobile car washes	—	—	CUP	CUP	CUP	—	—	
Automobile rental agencies with parking for vehicle rentals	—	—	CUP	—	CUP	—	—	
Automobile or motorcycle sales – new vehicles	—	—	CUP	CUP	—	—	—	
Automobile or motorcycle sales – used vehicles in connection with (and ancillary to) new vehicle sales	—	—	CUP	CUP	—	—	—	
Automobile/motorcycle parts or accessories sales, with installations (within an enclosed building only)	—	—	P	—	P	—	—	
Automobile/motorcycle repair – general, including quick lube, smog check or repair, transmission repair, engine repair, tune-up	—	—	CUP	—	—	—	—	
Boat or RV sales – new or used	—	—	CUP	—	—	—	—	
Commercial parking lots and garages, private, as primary use	CUP	CUP	CUP	CUP	CUP	—	CUP	
Electric vehicle (EV) charging stations, as ancillary use only	P	P	P	P	P	P	P	
Gas/fuel station	—	—	CUP	CUP	CUP	—	—	
Gas/fuel station, with mini-mart, automatic car wash, or restaurant	—	—	CUP	CUP	CUP	—	—	
Limousine service with parking lot for limousine vehicles	—	—	CUP	—	CUP	—	—	
Truck, trailer, and small or large equipment rental	—	—	—	—	—	—	—	
EDUCATIONAL / INSTRUCTIONAL / DAY CARE USES								
Adult day care	—	—	CUP	—	—	—	—	
Adult vocational classes, trade schools, computer classes or training, traffic/driving schools, and similar uses – greater than 500 Sq. Ft.	CUP (1)	CUP (1)	CUP	CUP	CUP	—	P	
Adult vocational classes, trade schools, computer classes or training, traffic/driving schools, and similar uses – less than 500 Sq. Ft.	AUP (1)	AUP (1)	AUP	AUP	AUP	—	P	
Children's daycare, as primary use	AUP	AUP	AUP	AUP	AUP	—	AUP	
Children's daycare, ancillary to major employment center	P	P	P	P	P	—	P	
Children's tutorial services	AUP (1)	AUP (1)	AUP	AUP	AUP	—	P	
Colleges or online educational institutions – new	CUP (1)	CUP (1)	CUP	—	—	—	CUP	
Colleges or online educational institutions – existing	—	—	—	—	—	—	P	
Elementary, junior, and high schools – private	—	—	—	CUP	—	CUP	CUP	

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TABLE 4-2. *ALLOWED LAND USES AND PERMIT REQUIREMENTS (CONTINUED)*

Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
EDUCATIONAL / INSTRUCTIONAL / DAY CARE USES (CONTINUED)								
Personal physical arts studio (e.g., music, art, dance, gymnastics, yoga, martial arts instruction, talent/acting studio) – greater than 1,500 Sq. Ft.	CUP	CUP	CUP	CUP	CUP	—	—	
Personal physical arts studio (e.g., music, art, dance, gymnastics, yoga, martial arts instruction, talent/acting studio) – less than 1,500 Sq. Ft.	AUP	AUP	AUP	AUP	AUP	—	—	
Ancillary uses to primary permitted uses	P	P	P	P	P	—	P	
MEDICAL / HEALTH SERVICES								
Acute care/walk-in medical services	—	—	CUP	—	CUP	—	—	
Ambulance facility/services	—	—	—	—	—	—	—	
Hospitals	—	—	—	—	—	—	—	
In-patient treatment facilities	—	—	—	—	—	—	—	
Offices for medical, dental, chiropractic, acupuncture, podiatry, audiology, psychology/ psychiatry, or other medical office uses	P (1)	P (1)	P	P	P	—	—	
Offices, clinics, or facilities for occupational therapy or physical therapy	P (1)	P (1)	P	P	P	—	—	
Optometry related services and sales	P	P	P	P	P	—	—	
Outpatient treatment facility	—	—	—	—	—	—	—	
Overnight treatment facility	—	—	—	—	—	—	—	
Surgical centers or facilities	—	—	—	—	—	—	—	
PUBLIC FACILITIES / UTILITIES								
Wireless telecommunications antennas, facilities, or towers	CUP	CUP	CUP	CUP	CUP	—	CUP	
Government office uses	P (2)	P	P	P	P	—	P	
Government maintenance yard and other non-office uses	—	—	—	—	—	—	P	
Public parks and other recreational or community facilities	P	P	P	P	P	P	P	
Public utility structures	CUP	CUP	CUP	CUP	CUP	CUP	CUP	
Public or semi-public utility outdoor storage yard or fleet vehicle parking	—	—	—	—	—	—	—	
Radio and transmitter towers	—	—	—	—	—	—	—	
FOOD / RESTAURANTS / EATING ESTABLISHMENTS								
Alcohol for on-site consumption – see Alcoholic Beverage Sales								
Bakery – primarily retail sales	P	P	P	P	P	—	—	
Banquet hall or event rental facility	CUP	CUP	CUP	CUP	CUP	—	—	
Convenience stores – see General Merchandise/Retail Trade	CUP	CUP	CUP	CUP	CUP	—	—	
Food markets – see General Merchandise/ Retail Trade	P	P	P	P	P	AUP	—	
Ice cream, yogurt, juice, tea, and candy shops	P	P	P	P	P	—	—	
Restaurants – dine-in or quick-serve (no drive-through)	P	P	P	P	P	—	—	
Restaurants – dine-in or quick-serve (with drive-through)	—	—	CUP	—	—	—	—	
Restaurants – take-out or delivery as primary use	—	—	P	P	P	—	—	
Restaurants – walk-up window	AUP	AUP	AUP	AUP	AUP	—	—	
Retail food including specialty food markets - see Food/drug and kindred products under General Merchandise/Retail Trade	P	P	P	P	P	AUP	—	

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Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
RECREATION / ENTERTAINMENT								
Adult-oriented businesses	—	—	—	—	—	—	—	RMC §8.76
Billiards and pool halls, game and video arcades	CUP	CUP	CUP	—	—	—	—	
Golf course and driving ranges	—	—	—	—	—	—	—	
Health club/fitness club/gym or similar commercial exercise facilities (within an enclosed building – no outdoor activities)	CUP	—	CUP	—	CUP	—	—	
Indoor uses – amusement/recreation/skating/soccer/batting cages/roller hockey facilities/shooting range (not within a public park)	CUP	—	CUP	—	CUP	—	—	
Outdoor uses – amusement/recreation/skating/soccer/batting cages/ roller hockey facilities/shooting range (not within a public park)	—	—	CUP	—	CUP	—	—	
Nightclub, with or without live entertainment	CUP (1)	CUP (1)	CUP	—	CUP	—	—	RMC §18.190
Public assembly/meeting halls/private clubs/ auditoriums – new	CUP	CUP	CUP	CUP	CUP	—	—	
Theatres (live stage, movies) and concert halls	CUP	CUP	CUP	CUP	CUP	—	—	
SERVICE / NON-PROFIT ORGANIZATIONS								
Churches/places of worship, and related accessory uses	CUP (1)	CUP (1)	CUP	CUP	CUP	CUP	CUP	
Office for philanthropic, charitable, and service organizations	P (1)	P (1)	P	P	P	—	—	
Second-hand clothing/household goods sales or distribution – see Discount variety/volume liquidation/cut-rate merchandise, or surplus under General Merchandise/Retail Trade	—	—	CUP	CUP	CUP	—	—	
Social clubs/service clubs	P (1)	P (1)	P	P	P	—	—	
Social services agencies or facilities	CUP (1)	CUP (1)	CUP	CUP	CUP	—	—	
Temporary political campaign offices and headquarters	P	P	P	P	P	—	—	
TEMPORARY / SPECIAL USES								
Commercial or office use of residential structures (ground floor only) – see Live/Work under Residential / Lodging	P (2)	P (2)	P (2)	P (2)	P (2)	—	—	
Fruit stands	—	—	—	—	—	—	—	
Holiday tree and pumpkin sales	SEP	SEP	SEP	SEP	SEP	—	—	RMC §18.195
Small collection recycling centers and reverse vending units	AUP	AUP	AUP	AUP	AUP	—	—	RMC §18.156, Article XI
Parking lot sale	SEP	SEP	SEP	SEP	SEP	—	—	RMC §18.195
Temporary outdoor displays, sales, storage, or provision of services	SEP	SEP	SEP	SEP	SEP	—	—	RMC §18.195
Temporary parking lots	AUP	AUP	AUP	AUP	AUP	—	—	
Temporary use of structures for carnivals, famer's markets, circuses, and religious gatherings	SEP	SEP	SEP	SEP	SEP	—	—	RMC §18.195
MANUFACTURING / INDUSTRIAL USES								
Apparel/textile products	—	—	—	—	—	—	—	
Assembly of products	—	—	—	—	—	—	—	
Bakery – commercial with ancillary sales	—	—	—	—	—	—	—	
Blueprint services	—	—	—	—	—	—	—	
Cannabis cultivation	—	—	—	—	—	—	—	Ord. 2851
Cannabis products manufacture, packaging, or testing	—	—	—	—	—	—	—	Ord. 2851
Catalog/online distribution with no retail sales on the premises	—	—	—	—	—	—	—	

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4.2. REGULATING PLAN, ZONES AND LAND USE STANDARDS (CONTINUED)

TABLE 4-2. *ALLOWED LAND USES AND PERMIT REQUIREMENTS (CONTINUED)*

Land Use Type	Permit Required by Zone							Additional Regulations per RMC
	VC	DT	VG	COR	NG1	NG2	SD1	
MANUFACTURING / INDUSTRIAL USES (CONTINUED)								
Electronic, optical, and scientific products	—	—	—	—	—	—	—	
Equipment repair, machine repair, appliance repair	—	—	—	—	—	—	—	
Food and kindred products	—	—	—	—	—	—	—	
Furniture and household products	—	—	—	—	—	—	—	
Funeral parlors and mortuaries	—	—	—	—	—	—	—	
Furniture refinishing/upholstery, antique restoration	—	—	—	—	—	—	—	
Limited retail in conjunction with permitted manufacturing/industrial use	—	—	—	—	—	—	—	
Laundry/dry cleaners – commercial (5,000 square-feet or more GFA)	—	—	—	—	—	—	—	
Lumber/wood products assembly, processing, or distribution	—	—	—	—	—	—	—	
Manufacturing as a minor ancillary use to a permitted use	CUP	—	CUP	—	CUP	—	—	
Metalwork fabrication, welding, assembly, or distribution	—	—	—	—	—	—	—	
Micro-brewery, winery, distillery – manufacture, wholesale, tasting – see use under Alcoholic Beverage Sales	CUP	CUP	CUP	—	CUP	—	—	RMC §18.190
Micro-brewery in connection with restaurant – see use under Alcoholic Beverage Sales	CUP	CUP	CUP	—	CUP	—	—	RMC §18.190
Morgue or crematory – see funeral services, without morgue or crematory, under Personal Services	—	—	—	—	—	—	—	
Outside operations with permitted manufacturing/industrial use	—	—	—	—	—	—	—	
Paper products	—	—	—	—	—	—	—	
Photocopying, computer publishing and related personal services	—	—	—	—	—	—	—	
Plumbing, heating, HVAC supply and services	—	—	—	—	—	—	—	
Printing/publishing – commercial, large volume/heavy equipment	—	—	—	—	—	—	—	
Research, development, and testing of products	—	—	—	—	—	—	—	
Sand and gravel extraction, aggregate processing	—	—	—	—	—	—	—	
Stone, clay, and glass products	—	—	—	—	—	—	—	
Water resource development	—	—	—	—	—	—	—	
Wholesale or distribution as primary use	—	—	—	—	—	—	—	
WAREHOUSING / STORAGE USES								
Cannabis products storage, warehousing, distribution or wholesale	—	—	—	—	—	—	—	Ord. 2851
Mini-storage/warehouse facilities	—	—	—	—	—	—	—	
Indoor storage as primary use	—	—	—	—	—	—	—	
Outdoor storage as primary use	—	—	—	—	—	—	—	
Outdoor storage as ancillary use to a permitted use in a building	CUP	CUP	CUP	CUP	CUP	—	—	
Outdoor storage for gardening/landscape companies	—	—	—	—	—	—	—	
Parcel delivery service, with or without customer pick-up	—	—	—	—	—	—	—	
Warehouse as primary use	—	—	—	—	—	—	—	
Warehouse distribution/operations	—	—	—	—	—	—	—	
Warehouse fulfillment center, with or without customer pick-up	—	—	—	—	—	—	—	
Wholesale building materials, with or without outdoor storage	—	—	—	—	—	—	—	

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4.3. DEVELOPMENT STANDARDS

A. Purpose and Intent. This Section establishes standards to ensure that proposed development within the Specific Plan area promotes a pedestrian-friendly environment along the street by placing buildings at the front of the site and locating parking at the center or the back of the site; provides adequate open space either on-site or in a park, plaza, or other open space within walking distance of the project; consists of buildings with heights and lengths in scale with the intended character of the zone and that are accessed from the sidewalk via appropriate frontage types. Unless stated otherwise, all requirements are expressed as "minimums" and may be exceeded (e.g., 1 parking space required and 2 provided) in compliance with all applicable provisions of this code and the *City of Redlands Municipal Code*.

B. Applicability. Each proposed improvement and building shall be designed in compliance with the development standards of this Section for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedures.

C. Requirements for All Zones.

1. Building Setback Standards.

a. Street-facing facades shall be built parallel to the right-of-way.

b. For corner lots:

i. Primary Street side of the lot shall be the short side of the lot, and

ii. Side Street side of the lot shall be the long side of the project site.

iii. Applicability of standards for reverse corner lots, through lots, or irregularly shaped lots shall be interpreted by the Development Services Director.

2. Building Heights Standards.

a. Buildings, roofs and roof equipment shall comply with the height requirements described in Sections 4.3.1.B, 4.3.2.B, 4.3.3.B, 4.3.4.B, 4.3.5.B, and 4.3.6.B.

b. Measurement of Building Height.

i. Building height shall be measured at the front of the building between the finished sidewalk, finished grade, and/or 1% (100-year) base flood plain elevation and the top of plate of the top floor of the building. Buildings within the flood plain are subject to review by the Development Services Director to ensure building frontage and access is consistent with the intent of Section 4.6 (Frontage Standards).

ii. For buildings located at the back of sidewalk, building height shall be measured from the adjacent sidewalk and/or 1% (100-year) base flood plain elevation (see Figure 4-2).

iii. For building located behind front yard setbacks, building height shall be measured from the average elevation of the finished grade and/or 1% (100-year) base flood plain elevation (see Figure 4-3).

iv. Building height shall be measured every 60 feet along the building frontage.

v. Chimneys, elevator shafts, and vents may project beyond the maximum building height as allowed by the California Building Code.

c. Average building heights.

i. Buildings within the Village General (VG) zones may exceed the maximum allowed base building height by one story for up to 30% of the building footprint area provided an equal amount of building footprint area is one story shorter than the maximum allowed base building height (see Figure 4-4).

ii. Additional height may be located anywhere on the site.

3. Corner Cutoffs. Buildings on corner lots shall be designed in conformance with the corner cutoff and traffic sight safety requirements of Chapter 18.168 of the *Redlands Municipal Code*.

FIGURE 4-2. *BUILDING HEIGHT AT SIDEWALK*

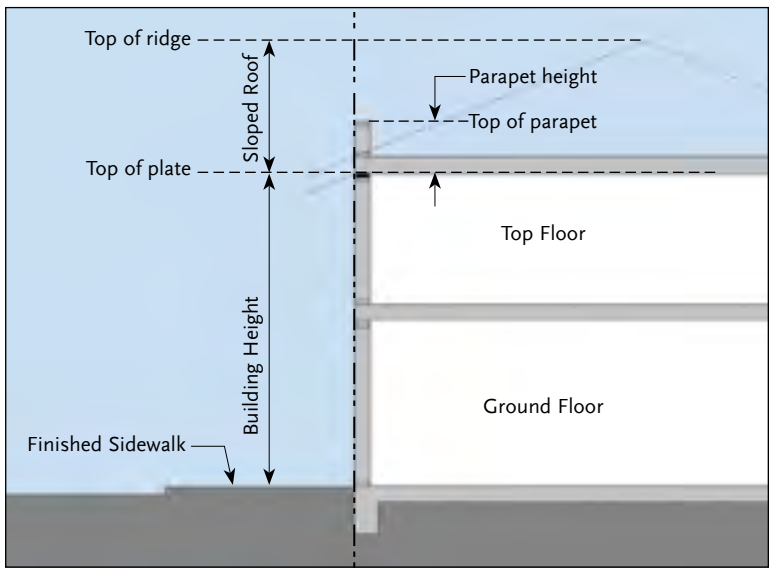


FIGURE 4-3. *BUILDING HEIGHT AT SETBACK*

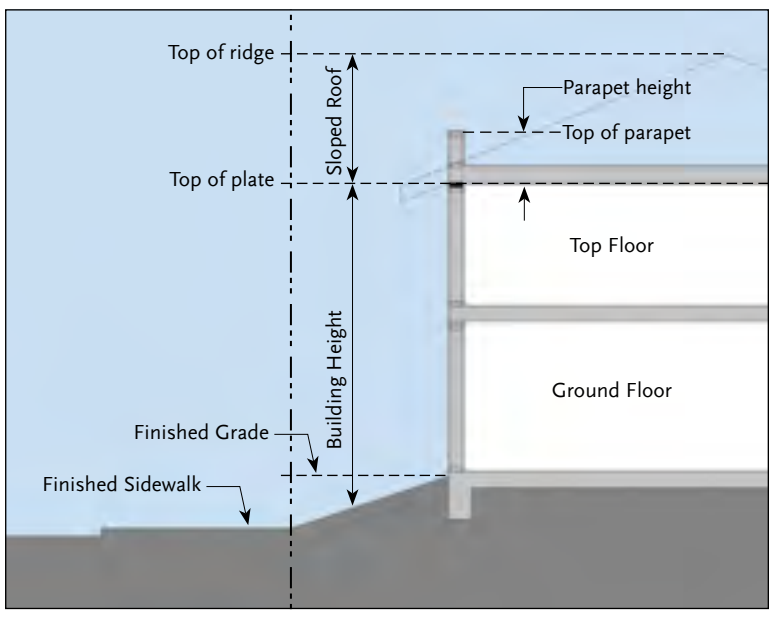
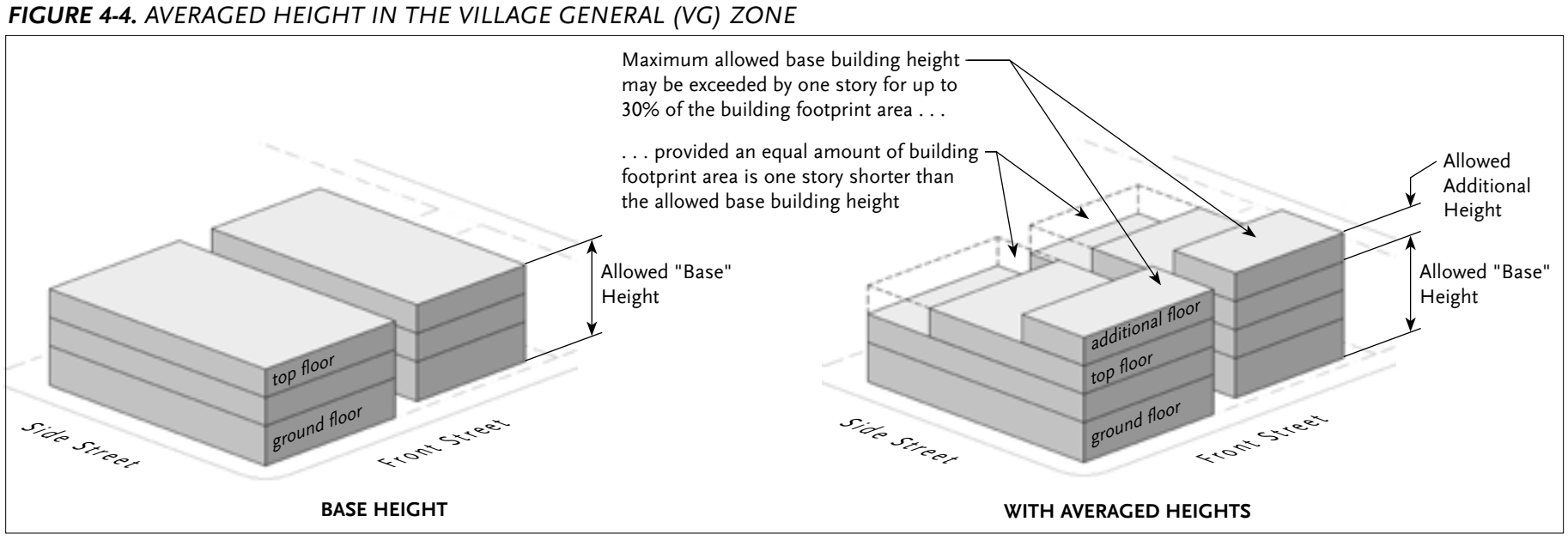


FIGURE 4-4. *AVERAGED HEIGHT IN THE VILLAGE GENERAL (VG) ZONE*

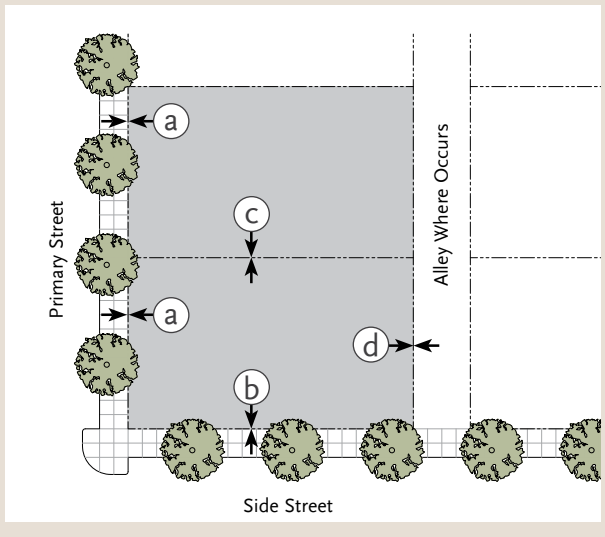


4.3.1. VILLAGE CENTER

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right and shall be located no closer than 12 feet from the face of curb. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the Primary Property Line, upper floors shall be set back a minimum of 5 ft. from the Primary Property Line).

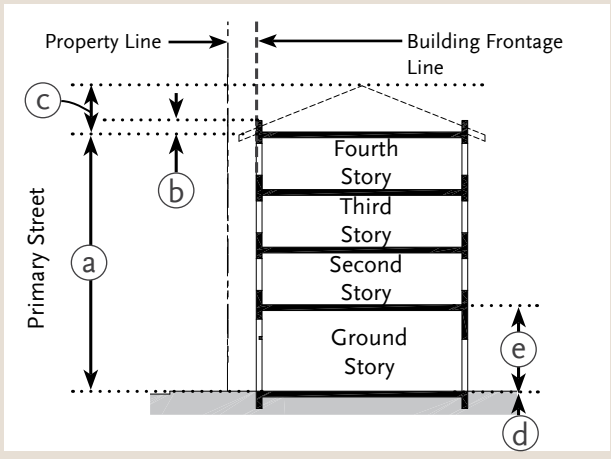
(a) Primary Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential	5 ft. min. / 10 ft. max.
(b) Side Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential and Upper Floors	5 ft. min. / 10 ft. max.
(c) Side Yard Setback	
i. Non-Residential	0 ft.
ii. Residential	8 ft. min.
(d) Rear Setback	
i. With Alley	5 ft. min.
ii. Without Alley	15 ft. min.



B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

(a) Top of plate height above adjacent sidewalk (max.)	4 stories / 55 ft.
(b) Top of parapet height above top of plate (max.)	4 ft.
(c) Pitched roof height above top of plate (max.)	allowed
(d) Ground floor above grade at building setback line (max.)	
i. Non-residential	0 ft. [1]
ii. Residential	3.5 ft. max.
(e) Ground story floor to floor height (min.)	
i. Non-residential	15 ft. min.
ii. Residential	12 ft. min.

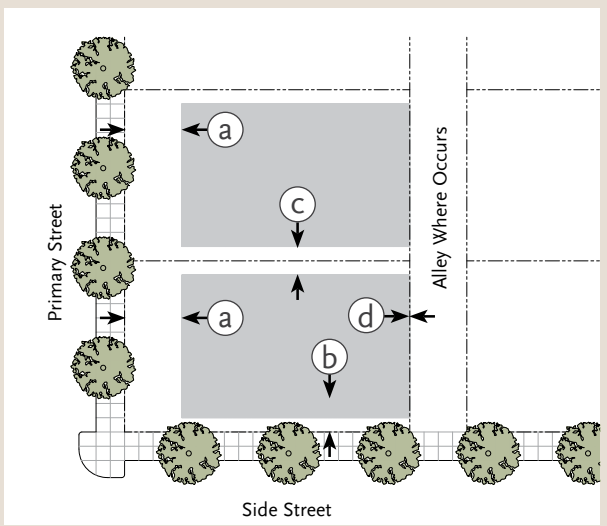


[1] *The intent of non-residential ground floor height above grade is to enable direct access from the adjacent sidewalk into ground floor commercial spaces. Ground floor height may be higher than zero (0) ft. in response to existing sloping grades, subject to Director of Development Services approval.*

C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right. See Section 4.12 (Parking Design Standards) for additional standards.

(a) Primary Street Setback	
i. Surface	25 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	0 ft.
(b) Side Street Setback	
i. Surface	20 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	0 ft.
(c) Side Yard Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	0 ft.
(d) Rear Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	0 ft.



D. Parking Requirements

1. Minimum off-street parking spaces shall be provided for each land per the below standards. See Section 4.12 for additional parking requirements.

a. Residential
   - i. Units up to 999 sf: 1.0 space/unit
   - ii. Units between 1,000 – 1,499 sf: 1.5 spaces/unit
   - iii. Units 1,500 sf and greater: 2.0 spaces/unit
   - iv. Guest: 0.25/unit

b. Lodging: 0.75 space/room

c. Live/Work
   - i. Units up to 1,499 sf: 1.0 space/unit
   - ii. Units 1,500 sf and greater: See Commercial

d. Commercial (Retail/Office/Restaurant)
   - i. Ground floor commercial: 1/300 sf gross ground floor building area
   - ii. Upper Floor commercial: 1/350 sf gross upper floor building area

e. Standalone Restaurant*: 1/150 sf gross restaurant area

f. Civic: 1/350 sf gross building area

g. Mixed-Use: See Section 4.12.C.4 (Spaces for Multiple Uses and Mixed-use Developments).

* A single restaurant, café, or similar business in a single building on a single parcel with on-site parking dedicated to the single restaurant use.

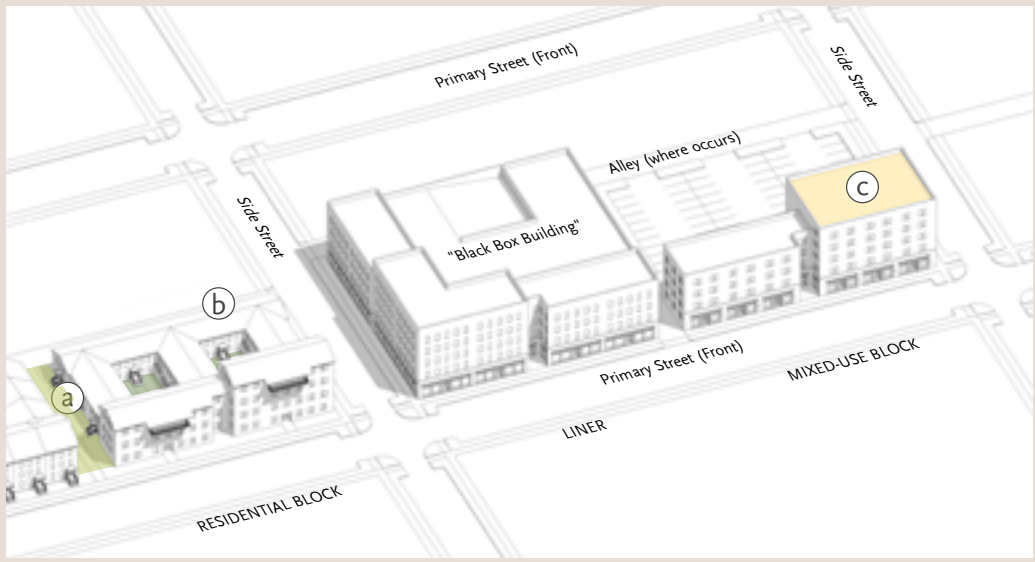
E. On-Site Open Space. See Section 4.4 (On-Site Open Space Types) for additional standards.

1. **Common On-Site Open Space.** One (1) or more of the On-Site Open Space Types listed below shall be provided on each lot that accommodates residential uses. The required On-Site Open Space shall be generally rectangular in form, per the below-listed minimum size requirements, and must be accommodated behind the Primary Street setback line.

Open Space Type	Minimum Area	Minimum Dimensions
(a) Side Garden	10% of total lot area	20 ft. x 20 ft.
(b) Courtyard	10% of total lot area	20 ft. x 20 ft.
(c) Roof Deck	10% of total lot area	20 ft. x 20 ft.

2. **Private On-Site Open Space.** Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit. Min. area: 40 square feet. Min. width: 5 feet.

3. **Exceptions.** Permitted exceptions, subject to payment of parks and open space in-lieu fees: on-site open space (common or private) not required for buildings that line

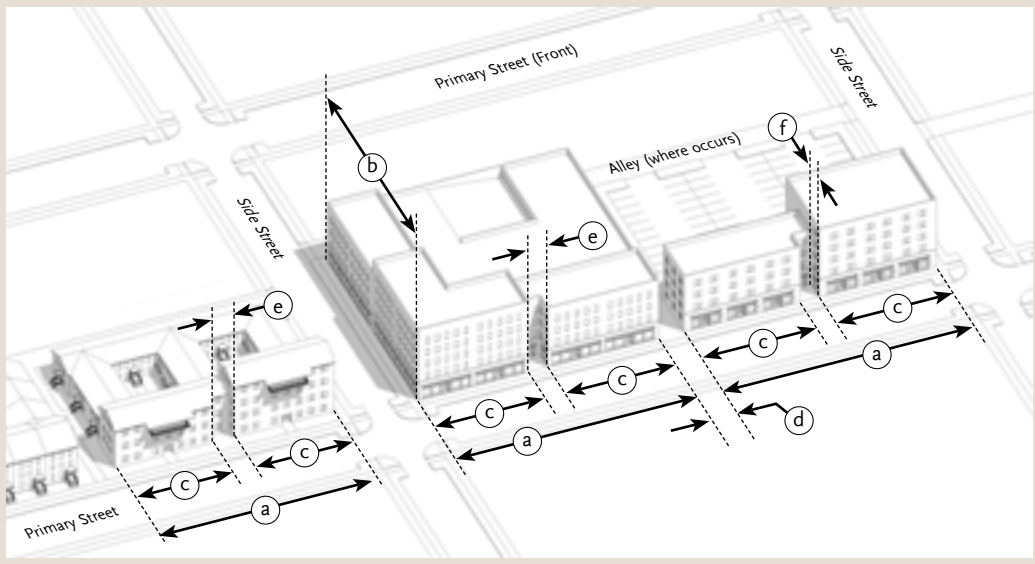


"black box" buildings such as parking garages and theaters, and/or if building is located within 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size.

F. Building Size and Separation. See Section 4.5 (Building Articulation and Massing) for additional standards.

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 4.5 (Building Articulation and Massing):

(a) Building length along Primary Street (max.)	180 ft.
(b) Building length along Side Street (max.)	120 ft.
(c) Building separation along Primary Street (min.)	20 ft.
(d) Length between facade breaks (max.)	80 ft.
(e) Facade break length (min.)	20 ft.
(f) Facade break depth (min.)	20 ft.



G. Frontage Elements, Allowed Encroachments, and Access. See Section 4.6 (Frontage Standards) for additional standards.

1. **Required Frontage Elements.** All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Required Frontage Elements may encroach into the Primary Street and Side Street setbacks or right-of-way as measured from the building facade as identified below.

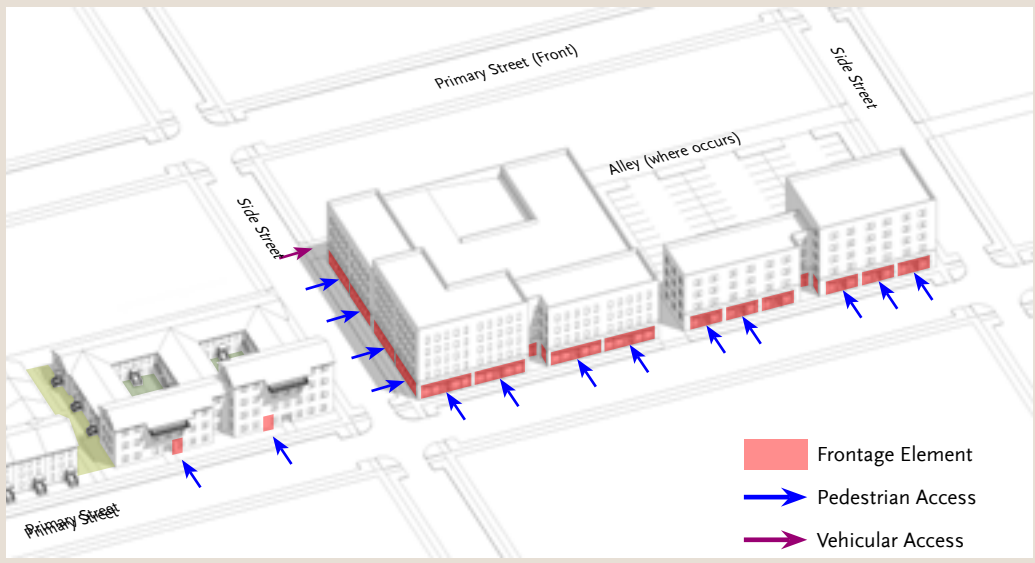
Frontage Element	Encroachment
a. Arcade, Gallery	Within 2 ft. of curb
b. Shopfront	0 ft.
c. Stoop	5 ft. into setback
d. Door Yard	To R.O.W. line

2. **Optional Frontage Elements.** The following Frontage Elements may be provided on all Street- and Courtyard-facing facades. Optional Frontage Elements may encroach into in the Primary Street and Side Street setbacks or right-of-way as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Balcony*	3 ft. into R.O.W. or setback
b. Bay Window	3 ft. into R.O.W. or setback
c. Cantilevered Room*	2 ft. into setback
d. Awning, Canopy	Within 2 ft. of curb

* *Architectural Element only permitted on upper floors*

3. **Pedestrian Access.**
   a. All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate Frontage Element, Lobby, or On-site Open Space, such as a Court or Side Garden.
   b. Upper floor uses may be accessed through an Exterior Stair, Interior Stair, or Lobby.



4. **Vehicular Access.**
   a. Parking shall be accessed from an alley.
   b. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible.
   c. Parking/service areas for corner lots shall be accessed from side street.

H. Signage. See Section 4.9 (Sign Standards) for additional standards.

1. **Allowed Signage Types.** A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

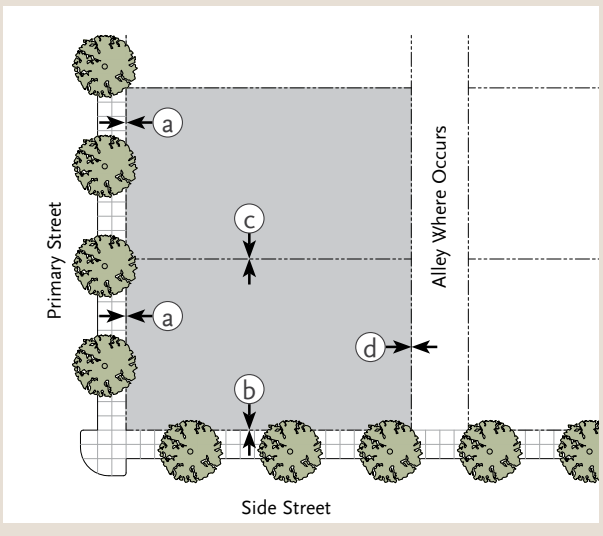
Signage Type	Encroachment	Signage Type	Encroachment
a. Awning, Canopy	Within 2 ft. of curb	f. Roof	0 ft.
b. Projecting	3 ft.	g. Marquee Display	Within 2 ft. of curb
c. Wall/Bldg. ID	Sign Thickness	h. Blade	5 ft.
d. Window Sign	0 ft.	i. Directory	Sign Thickness
e. Sidewalk	Within 2 ft. of curb	j. Mural	Within 2 ft. of curb

4.3.2. DOWNTOWN

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right and shall be located no closer than 12 feet from the face of curb. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the Primary Property Line, upper floors shall be set back a minimum of 5 ft. from the Primary Property Line).

(a) Primary Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential	n/a
(b) Side Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential and Upper Floors	n/a
(c) Side Yard Setback	
i. Non-Residential	0 ft.
ii. Residential	n/a
(d) Rear Setback	
i. With Alley	5 ft. min.
ii. Without Alley	15 ft. min.

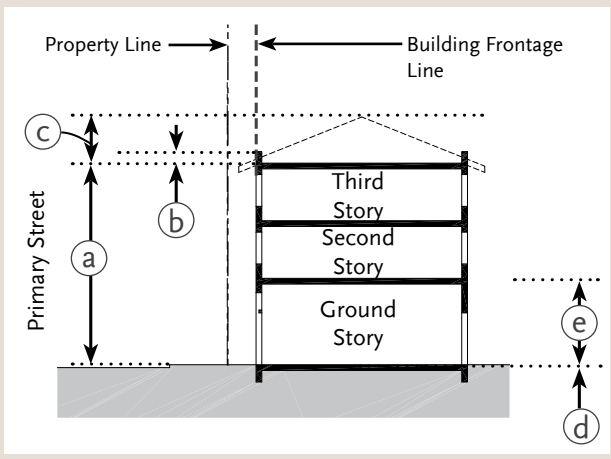


B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

(a) Top of plate height above adjacent sidewalk (max.)	3 stories / 45 ft.
(b) Top of parapet height above top of plate (max.)	4 ft.
(c) Pitched roof height above top of plate (max.)	allowed
(d) Ground floor above grade at building setback line (max.)	
i. Non-Residential	0 ft. [1]
ii. Residential	n/a
(e) Ground story floor to floor height (min.)	
i. Non-Residential	15 ft. min.
ii. Residential	n/a

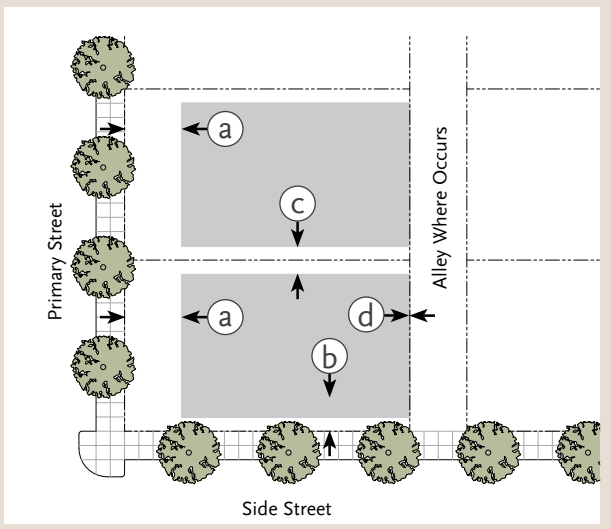
[1] *The intent of non-residential ground floor height above grade is to enable direct access from the adjacent sidewalk into ground floor commercial spaces. Ground floor height may be higher than zero (0) ft. in response to existing sloping grades, subject to Director of Development Services approval.*



C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right. See Section 4.12 (Parking Design Standards) for additional standards.

(a) Primary Street Setback	
i. Surface	35 ft. min.
ii. Podium	35 ft. min.
iii. Subterranean	0 ft.
(b) Side Street Setback	
i. Surface	20 ft. min.
ii. Podium	35 ft. min.
iii. Subterranean	0 ft.
(c) Side Yard Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	0 ft.
(d) Rear Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	0 ft.



D. Parking Requirements

1. Off-street parking spaces shall be provided for each land per the below standards. See Section 4.12 for additional parking requirements.

a. Residential
   - i. Units up to 999 sf: 1.0 space/unit
   - ii. Units between 1,000 – 1,499 sf: 1.5 spaces/unit
   - iii. Units 1,500 sf and greater: 2.0 spaces/unit
   - iv. Guest: 0.25/unit

b. Lodging: 0.75 space/room

c. Live/Work
   - i. Units up to 1,499 sf: 1.0 space/unit
   - ii. Units 1,500 sf and greater: See Commercial

d. Commercial (Retail/Office/Restaurant)
   - i. Ground floor commercial: 1/300 sf gross ground floor building area
   - ii. Upper Floor commercial: 1/350 sf gross upper floor building area

e. Standalone Restaurant*: 1/150 sf gross restaurant area

f. Civic: 1/350 sf gross building area

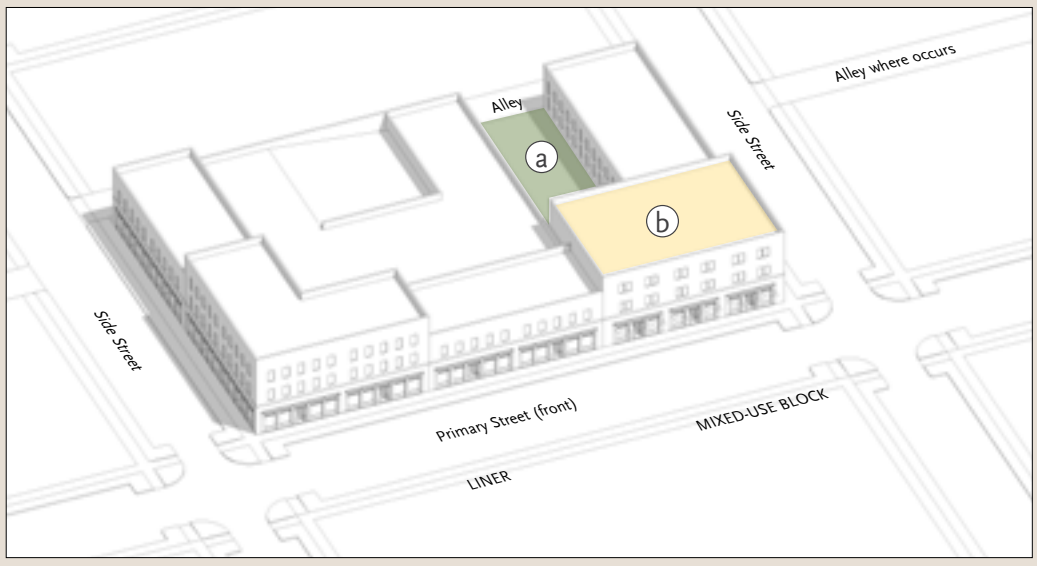
g. Mixed-Use: See Section 4.12.C.4 (Spaces for Multiple Uses and Mixed-use Developments).

* A single restaurant, café, or similar business in a single building on a single parcel with on-site parking dedicated to the single restaurant use.

E. On-Site Open Space. See Section 4.4 (On-Site Open Space Types) for additional standards.

1. Common On-Site Open Space. One (1) or more of the On-Site Open Space Types listed below shall be provided on each lot that accommodates residential uses. The required On-Site Open Space shall be generally rectangular in form, per the below-listed minimum size requirements, and must be accommodated behind the Primary Street setback line.

Open Space Type	Minimum Area	Minimum Dimensions
(a) Courtyard	10% of total lot area	20 ft. x 20 ft.
(b) Roof Deck	10% of total lot area	20 ft. x 20 ft.



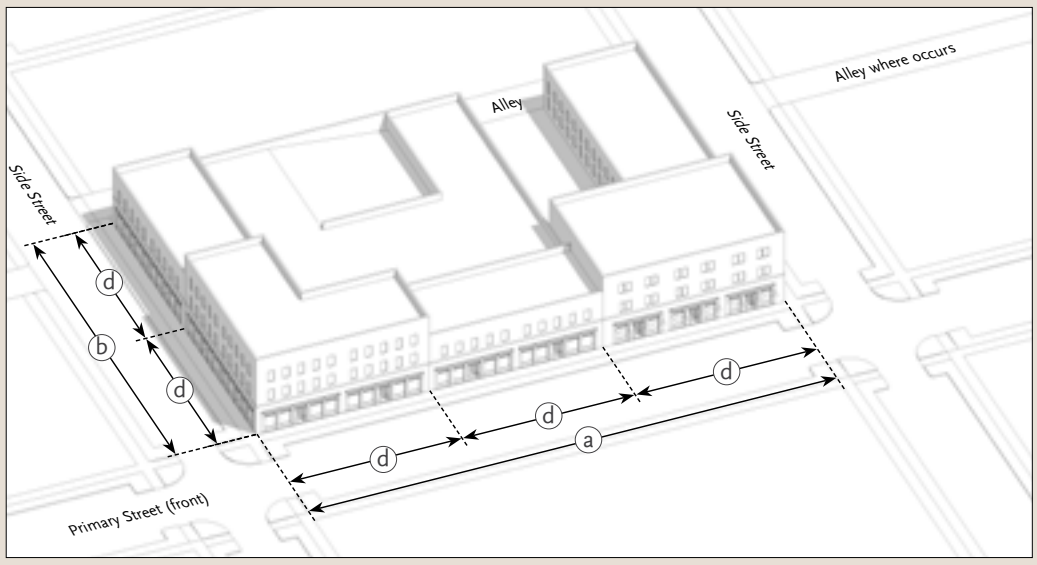
2. Private On-Site Open Space. Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit. Min. area: 40 square feet. Min. width: 5 feet.

3. Exceptions. Permitted exceptions, subject to payment of parks and open space in-lieu fees: on-site open space (common or private) not required for buildings that line "black box" buildings such as parking garages and theaters, and/or if building is located within 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size.

F. Building Size and Separation. See Section 4.5 (Building Articulation and Massing) for additional standards.

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 4.5 (Building Articulation and Massing):

(a) Building length along Primary Street (max.)	280 ft.
(b) Building length along Side Street (max.)	120 ft.
(c) Building separation along Primary Street (min.)	0 ft.
(d) Facade increment (max.)	50 ft.
(c) Facade break length (min.)	0 ft.
(d) Facade break depth (min.)	0 ft.



G. Frontage Elements, Allowed Encroachments, and Access. See Section 4.6 (Frontage Standards) for additional standards.

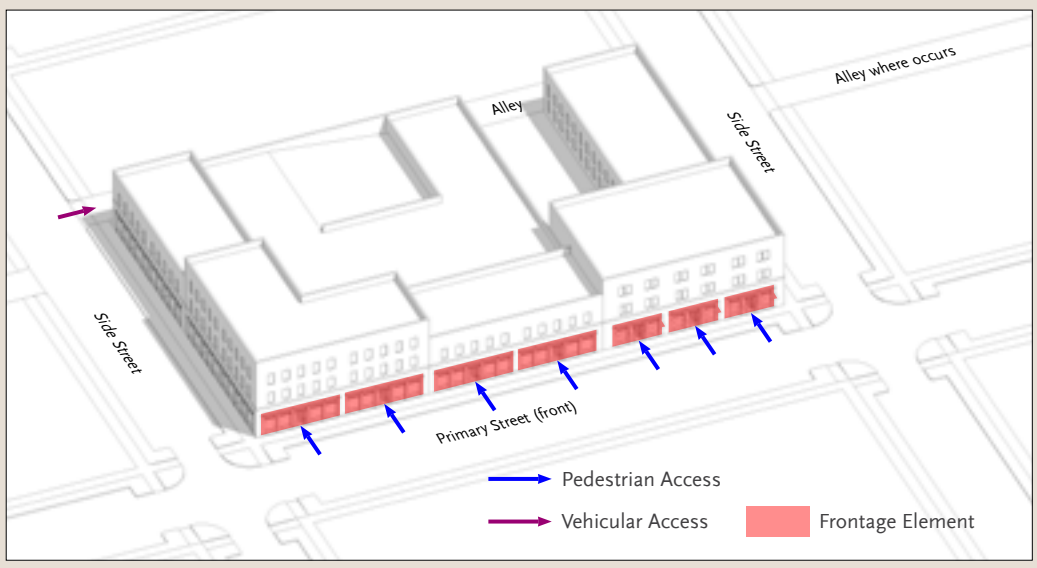
1. Required Frontage Elements. All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Required Frontage Elements may encroach into the Primary Street and Side Street setbacks as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Arcade, Gallery	To R.O.W. line
b. Shopfront	0 ft.
c. Stoop	5 ft.
d. Door Yard	To R.O.W. line

2. Optional Frontage Elements. The following Frontage Elements may be provided on all Street- and Courtyard-facing facades. Optional Frontage Elements may encroach into in the Primary Street and Side Street setbacks or right-of-way as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Balcony*	3 ft. into R.O.W. or setback
b. Bay Window	3 ft. into R.O.W. or setback
c. Cantilevered Room*	2 ft. into setback
d. Awning, Canopy	Within 2 ft. of curb

* *Architectural Element only permitted on upper floors*



3. Pedestrian Access.

a. All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate Frontage Element, Lobby, or On-site Open Space, such as a Court.

b. Upper floor uses may be accessed through an Exterior Stair, Interior Stair, or Lobby.

4. Vehicular Access.

a. Parking shall be accessed from an alley.

b. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible.

c. Parking/service areas for corner lots shall be accessed from side street.

H. Signage. See Section 4.9 (Sign Standards) for additional standards.

1. Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

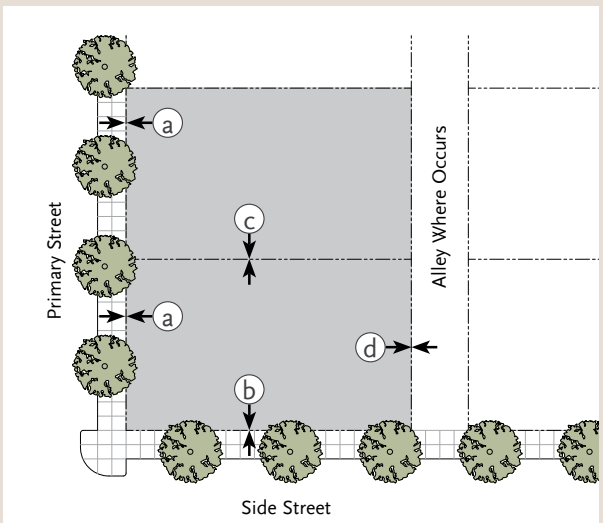
Signage Type	Encroachment	Signage Type	Encroachment
a. Awning, Canopy	Within 2 ft. of curb	f. Roof	0 ft.
b. Projecting	3 ft.	g. Marquee Display	Within 2 ft. of curb
c. Wall/Bldg. ID	Sign Thickness	h. Blade	5 ft.
d. Window Sign	0 ft.	i. Directory	Sign Thickness
e. Sidewalk	Within 2 ft. of curb	j. Mural	Within 2 ft. of curb

4.3.3. VILLAGE GENERAL

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right and shall be located no closer than 12 feet from the face of curb. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the Primary Property Line, upper floors shall be set back a minimum of 5 ft. from the Primary Property Line).

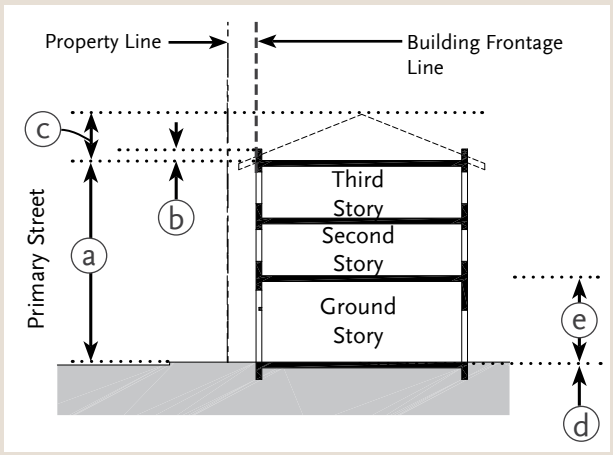
(a) Primary Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential and Upper Floors	10 ft. min. / 15 ft. max
(b) Side Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential	10 ft. min. / 15 ft. max
(c) Side Yard Setback	
i. Non-Residential	0 ft.
ii. Residential	8 ft. min.
(d) Rear Setback	
i. With Alley	5 ft. min.
ii. Without Alley	15 ft. min.



B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

(a) Top of plate height above adjacent sidewalk (max.)	3 stories average / 45 ft. [1, 2]
(b) Top of parapet height above top of plate (max.)	4 ft.
(c) Pitched roof height above top of plate (max.)	allowed
(d) Ground floor above grade at building setback line (max.)	
a. Non-Residential	0 ft. [3]
b. Residential	3.5 ft. max.
(e) Ground story floor to floor height (min.)	
a. Non-Residential	15 ft. min.
b. Residential	12 ft. min.



[1] *Up to 30% of building footprint area may be four (4) stories/55 ft. to top of plate, provided an equal amount of building footprint area is no taller than two (2) stories/30 ft. to top of plate (see Figure 4-4 on page 4:15).*

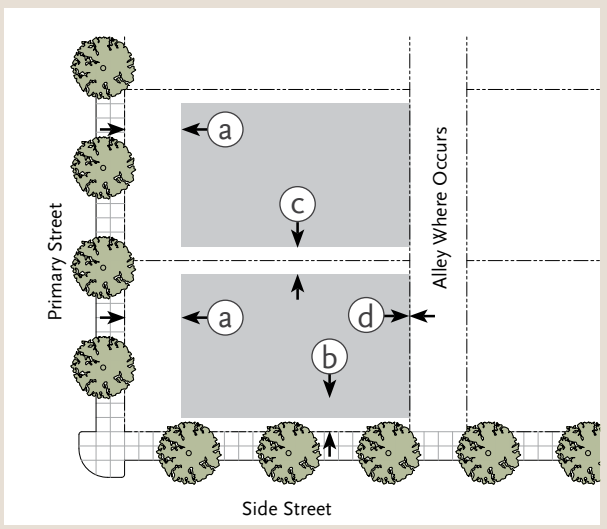
[2] *Buildings on parcels located abutting single-family zoned parcels must step down to two (2) stories/25 ft. to top of plate for a distance of 25 ft. from the adjoining single-family zoned parcel.*

[3] *The intent of non-residential ground floor height above grade is to enable direct access from the adjacent sidewalk into ground floor commercial spaces. Ground floor height may be higher than zero (0) ft. in response to existing sloping grades, subject to Director of Development Services approval.*

C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right. See Section 4.12 (Parking Design Standards) for additional standards.

(a) Primary Street Setback	
i. Surface	25 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	0 ft.
(b) Side Street Setback	
i. Surface	20 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	0 ft.
(c) Side Yard Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	0 ft.
(d) Rear Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	0 ft.



D. Parking Requirements

1. Off-street parking spaces shall be provided for each land per the below standards. See Section 4.12 for additional parking requirements.

a. Residential
   - i. Units up to 999 sf — 1.0 space/unit
   - ii. Units between 1,000 – 1,499 sf — 1.5 spaces/unit
   - iii. Units 1,500 sf and greater — 2.0 spaces/unit
   - iv. Guest — 0.25/unit

b. Lodging: 0.75 space/room

c. Live/Work
   - i. Units up to 1,499 sf — 1.0 space/unit
   - ii. Units 1,500 sf and greater — See Commercial

d. Commercial (Retail/Office)
   - i. Ground floor commercial — 1/300 sf gross ground floor building area
   - ii. Upper Floor commercial — 1/350 sf gross upper floor building area

e. Restaurant, Cafes, or similar
   - i. Up to 24.99% gross building area — 1/300 sf restaurant area
   - ii. 25% of gross building area or greater — 1/300 sf restaurant for first 24.99%; per *RMC* Section 18.164.240

f. Civic — 1/350 sf gross building area

g. Mixed-Use: See Section 4.12.C.4 (Spaces for Multiple Uses and Mixed-use Developments).

E. On-Site Open Space. See Section 4.4 (On-Site Open Space Types) for additional standards.

1. One (1) or more of the On-Site Open Space Types listed below shall be provided on each lot. The required On-Site Open Space shall be generally rectangular in form with the below-listed minimum size requirements and must be accommodated behind the Primary Street setback line. See Section 4.4 (On-Site Open Space Types) for additional standards.

Open Space Type	Minimum Area	Minimum Dimensions
(a) Side Garden	15% of total lot area	20 ft. x 20 ft.
(b) Courtyard	15% of total lot area	20 ft. x 20 ft.
(c) Back Yard	15% of total lot area	20 ft. x 20 ft.
(d) Roof Deck	15% of total lot area	20 ft. x 20 ft.

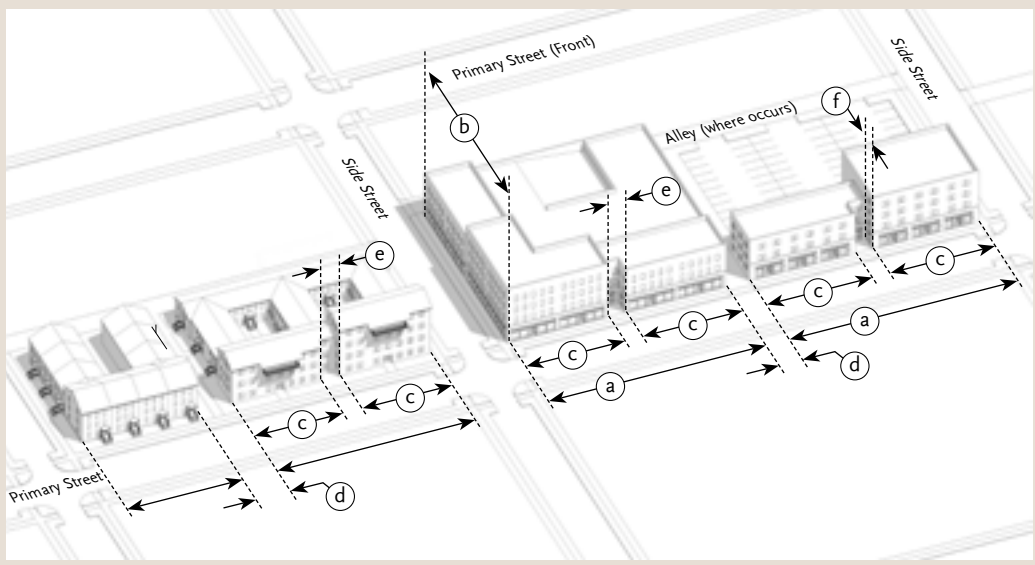


2. Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

F. Building Size and Separation. See Section 4.5 (Building Articulation and Massing) for additional standards.

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 4.5 (Building Articulation and Massing):

(a) Building length along Primary Street (max.)	150 ft.
(b) Building length along Side Street (max.)	100 ft.
(c) Building separation along Primary Street (min.)	15 ft.
(d) Length between facade breaks (max.)	65 ft.
(e) Facade break length (min.)	15 ft.
(f) Facade break depth (min.)	15 ft.



G. Frontage Elements, Allowed Encroachments, and Access. See Section 4.6 (Frontage Standards) for additional standards.

1. **Required Frontage Elements.** All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Required Frontage Elements may encroach into the Primary Street and Side Street setbacks as measured from the building facade as identified below.

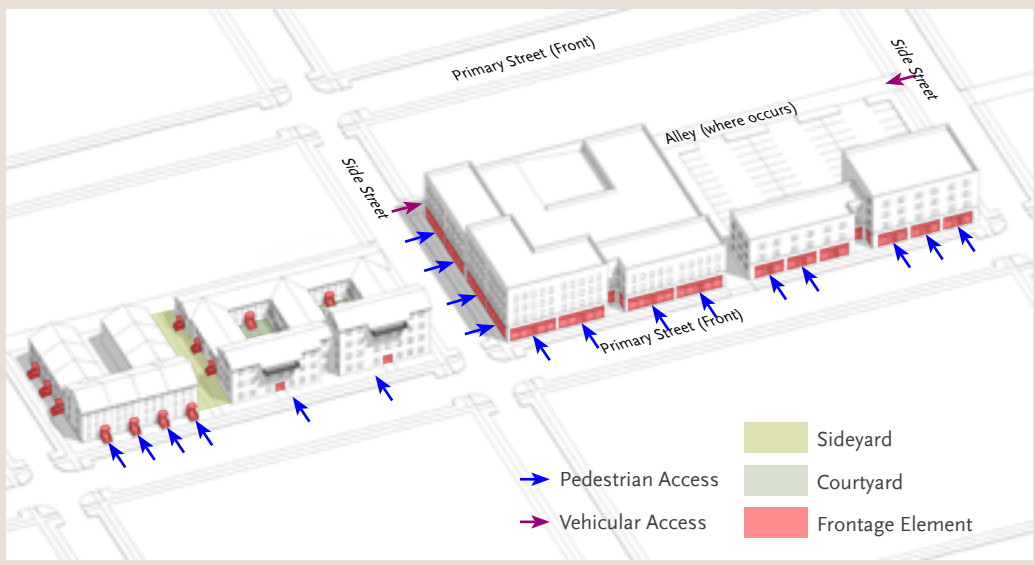
Frontage Element	Encroachment
a. Arcade, Gallery	To R.O.W. line
b. Shopfront	n/a
c. Stoop	5 ft.
d. Door Yard	To R.O.W. line

2. **Optional Frontage Elements.** The following Frontage Elements may be provided on all Street- and Courtyard-facing facades. Optional Frontage Elements may encroach into in the Primary Street and Side Street setbacks and right-of-way as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Balcony*	3 ft. into R.O.W. or setback
b. Bay Window	3 ft. into R.O.W. or setback
c. Cantilevered Room*	2 ft. into setback
d. Awning, Canopy	Within 2 ft. of curb

* *Architectural Element only permitted on upper floors*

3. **Pedestrian Access.**
   a. All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate Frontage Element, Lobby, or On-site Open Space, such as a Court or Side Garden.
   b. Upper floor uses may be accessed through an Exterior Stair, Interior Stair, or Lobby.



4. **Vehicular Access.**
   a. Parking shall be accessed from an alley.
   b. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible.
   c. Parking/service areas for corner lots shall be accessed from side street.

H. Signage. See Section 4.9 (Sign Standards) for additional standards.

1. **Allowed Signage Types.** A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

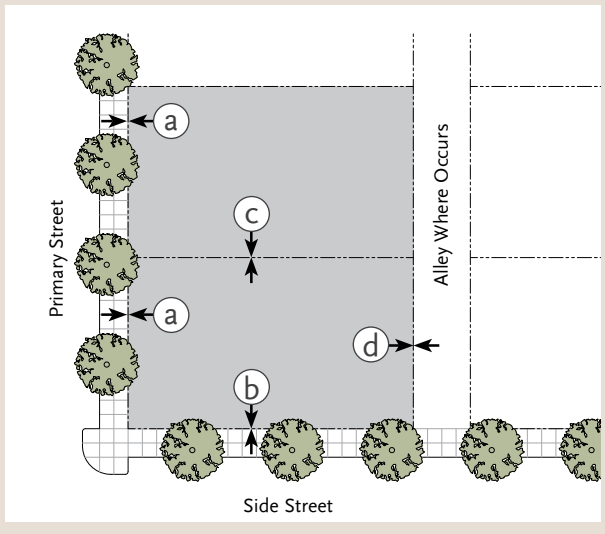
Signage Type	Encroachment	Signage Type	Encroachment
a. Awning, Canopy	Within 2 ft. of curb	e. Window Sign	0 ft.
b. Projecting	3 ft.	f. Blade	3 ft.
c. Wall	Sign Thickness	g. Directory	Sign Thickness
d. Bldg. ID Sign	Sign Thickness		

4.3.4. VILLAGE CORRIDOR

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right and shall be located no closer than 12 feet from the face of curb. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the Primary Property Line, upper floors shall be set back a minimum of 5 ft. from the Primary Property Line).

(a) Primary Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential and Upper Floors	n/a
(b) Side Street Setback	
i. Ground Floor Non-Residential	0 ft. min. / 5 ft. max
ii. Ground Floor Residential and Upper Floors	n/a
(c) Side Yard Setback	
i. Non-Residential	5 ft.
ii. Residential	n/a
(d) Rear Setback	
i. With Alley	10 ft. min.
ii. Without Alley	15 ft. min.

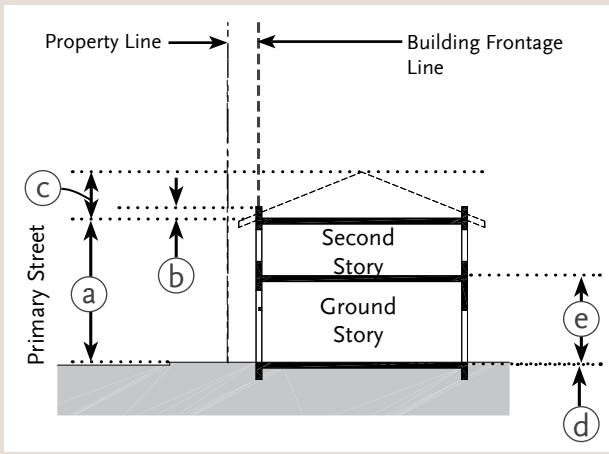


B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

(a) Top of plate height above adjacent sidewalk (max.)	2 stories / 30 ft.
(b) Top of parapet height above top of plate (max.)	4 ft.
(c) Pitched roof height above top of plate (max.)	allowed
(d) Ground floor above grade at building setback line (max.)	
i. Non-residential	0 ft. [1]
ii. Residential	n/a
(e) Ground story floor to floor height (min.)	
i. Non-residential	15 ft. min.
ii. Residential	n/a

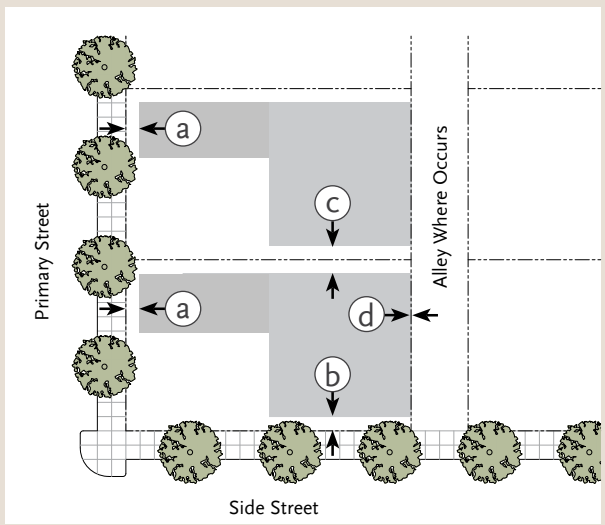
[1] *The intent of non-residential ground floor height above grade is to enable direct access from the adjacent sidewalk into ground floor commercial spaces. Ground floor height may be higher than zero (0) ft. in response to existing sloping grades, subject to Director of Development Services approval.*



C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right. See Section 4.12 (Parking Design Standards) for additional standards.

(a) Primary Street Setback	
i. Surface	5 ft. min. for 34% max. of lot width; 50% of lot depth for remaining 66% of lot width; parking prohibited on corners.
ii. Podium	50% of lot depth
iii. Subterranean	10 ft. min.
(b) Side Street Setback	
i. Surface	5 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	5 ft.
(c) Side Yard Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	5 ft. min.
(d) Rear Setback	
i. Surface	5 ft. min.
ii. Podium	20 ft. min.
iii. Subterranean	5 ft. min.



D. Parking Requirements

1. Off-street parking spaces shall be provided for each land per the below standards. See Section 4.12 for additional parking requirements.

a. Residential
   - i. Units up to 999 sf — 1.0 space/unit
   - ii. Units between 1,000 – 1,499 sf — 1.5 spaces/unit
   - iii. Units 1,500 sf and greater — 2.0 spaces/unit
   - iv. Guest — 0.25/unit

b. Lodging: 0.75 space/room

c. Live/Work
   - i. Units up to 1,499 sf — 1.0 space/unit
   - ii. Units 1,500 sf and greater — See Commercial

d. Commercial (Retail/Office)
   - i. Ground floor commercial — 1/300 sf gross ground floor building area
   - ii. Upper Floor commercial — 1/350 sf gross upper floor building area

e. Restaurant, Cafes, or similar
   - i. Up to 24.99% gross building area — 1/300 sf restaurant area
   - ii. 25% of gross building area or greater — 1/300 sf restaurant for first 24.99%; per *RMC* Section 18.164.240

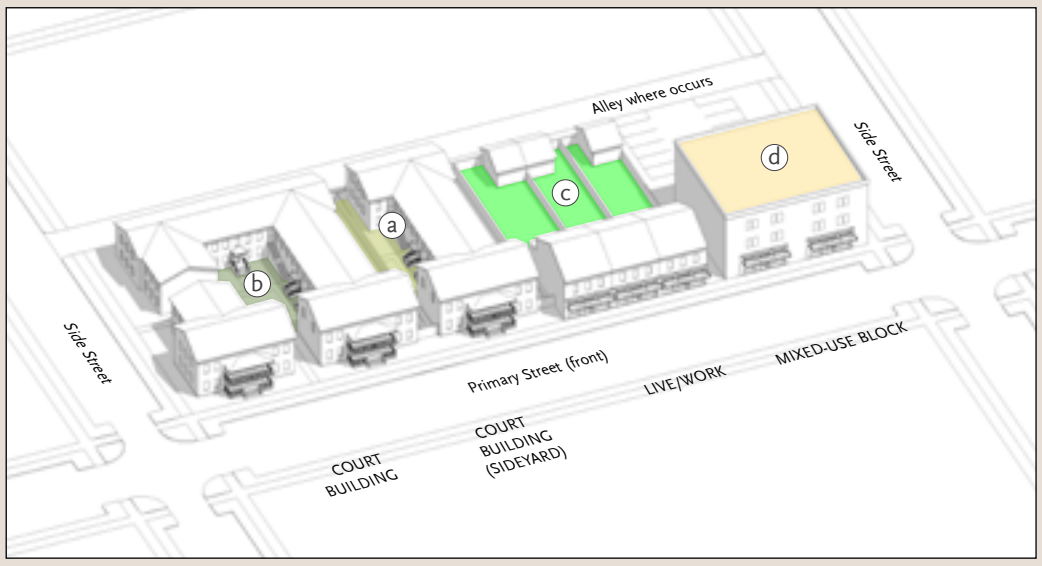
f. Civic — 1/350 sf gross building area

g. Mixed-Use: See Section 4.12.C.4 (Spaces for Multiple Uses and Mixed-use Developments).

E. On-Site Open Space. See Section 4.4 (On-Site Open Space Types) for additional standards.

1. One (1) or more of the On-Site Open Space Types listed below shall be provided on each lot. The required On-Site Open Space shall be generally rectangular in form with the below-listed minimum size requirements and must be accommodated behind the Primary Street setback line. See Section 4.4 (On-Site Open Space Types) for additional standards.

Open Space Type	Minimum Area	Minimum Dimensions
(a) Side Garden	10% of total lot area	20 ft. x 20 ft.
(b) Courtyard	10% of total lot area	20 ft. x 20 ft.
(c) Back Yard	10% of total lot area	20 ft. x 20 ft.
(d) Roof Deck	10% of total lot area	20 ft. x 20 ft.

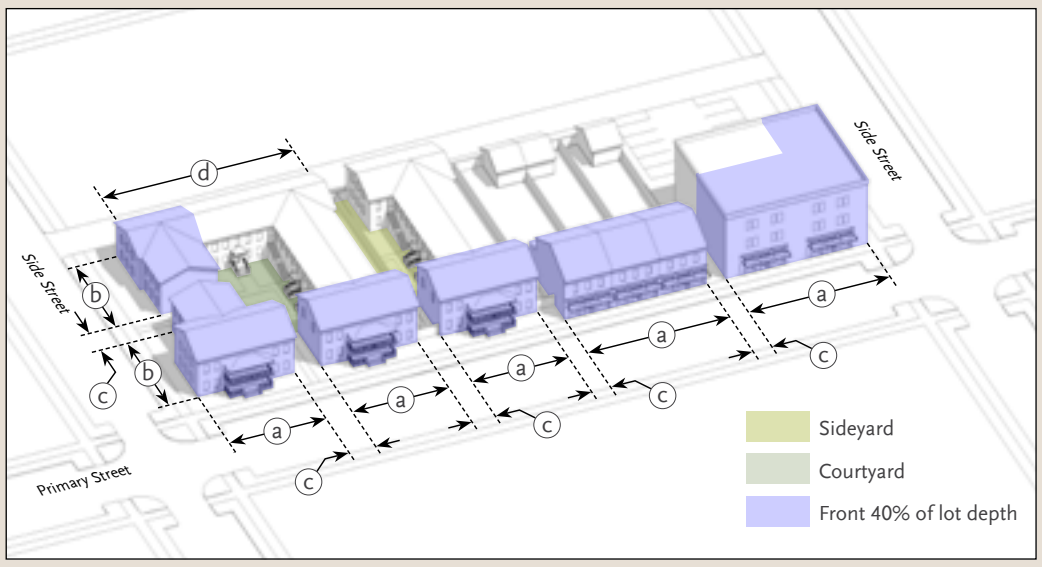


2. Residential projects without a Back Yard shall provide for each residential unit a private open space in the form of a Balcony, Door Yard, or Yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

F. Building Size and Separation. See Section 4.5 (Building Articulation and Massing) for additional standards.

1. Buildings shall be designed according to the following building length and building separation standards:

(a) Building length along Primary Street on front 40% of lot depth (max.)	75 ft.
(b) Building length along Side Street for 40% of lot width (max.)	75 ft.
(c) Building separation along front 40% of lot (min.). Building separation must extend entire lot depth or width or lead to Courtyard.	15 ft.
(d) Building length along rear property line.	150 ft.



G. Frontage Elements, Allowed Encroachments, and Access. See Section 4.6 (Frontage Standards) for additional standards.

1. **Required Frontage Elements.** All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Required Frontage Elements may encroach into the Primary Street and Side Street setbacks as measured from the building facade as identified below.

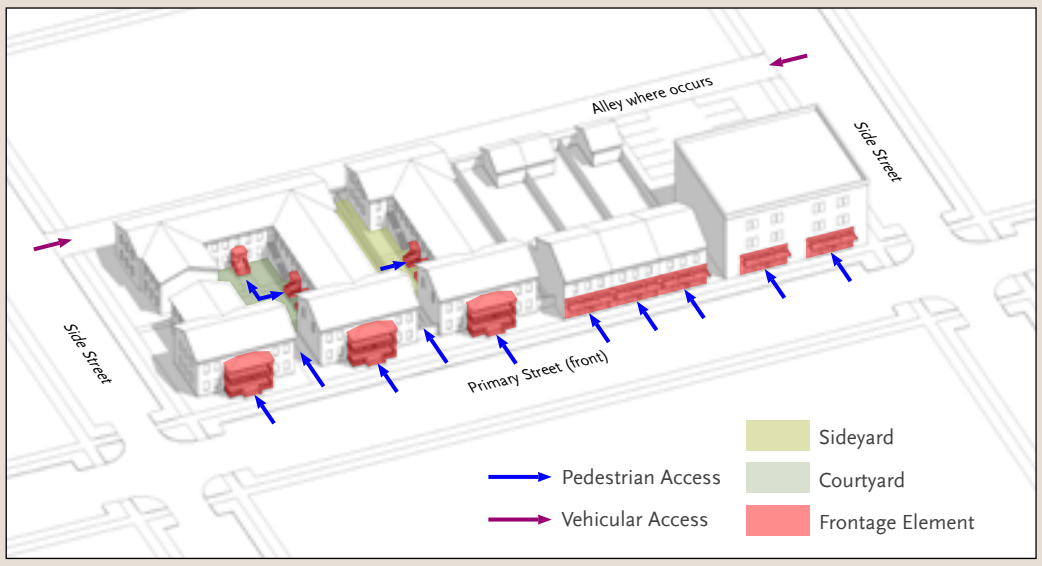
Frontage Element	Encroachment
a. Arcade, Gallery	To R.O.W. line
b. Shopfront	0 ft.
c. Stoop	5 ft.
d. Door Yard	To R.O.W. line
e. Porch	5 ft.
f. Front Yard	0 ft.

2. **Optional Frontage Elements.** The following Frontage Elements may be provided on all Street- and Courtyard-facing facades. Optional Frontage Elements may encroach into in the Primary Street and Side Street setbacks as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Balcony*	3 ft.
b. Bay Window	3 ft.
c. Cantilevered Room*	2 ft.
d. Awning, Canopy	Within 2 ft. of curb

* *Architectural Element only permitted on upper floors*

3. **Pedestrian Access.**
   a. All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate Frontage Element, Lobby, or On-site Open Space, such as a Court or Side Garden.
   b. Upper floor uses may be accessed through an Exterior Stair, Interior Stair, or Lobby.



4. **Vehicular Access.**
   a. Parking shall be accessed from an alley.
   b. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible.
   c. Parking/service areas for corner lots shall be accessed from side street.

H. Signage. See Section 4.9 (Sign Standards) for additional standards.

1. **Allowed Signage Types.** A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

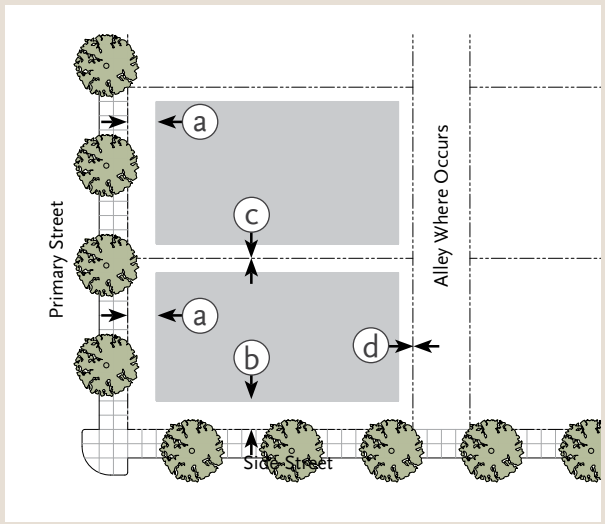
Signage Type	Encroachment	Signage Type	Encroachment
a. Porch Sign	0 ft.	d. Projecting	3 ft.
b. Yard Sign	0 ft.	e. Wall	sign thickness
c. Awning, Canopy	Within 2 ft. of curb	f. Blade	3 ft.
d. Window Sign	0 ft.	g. Directory	Sign Thickness

4.3.5. NEIGHBORHOOD GENERAL 1

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the Primary Property Line, upper floors shall be set back a minimum of 5 ft. from the Primary Property Line).

(a) Primary Street Setback	
i. Ground Floor Non-Residential	10 ft. / 25 ft. max.
ii. Ground Floor Residential	10 ft. / 25 ft. max.
(b) Side Street Setback	
i. Ground Floor Non-Residential	5 ft. min.
ii. Ground Floor Residential and Upper Floors	10 ft. min.
(c) Side Yard Setback	
i. Non-Residential (front 40% of lot/rear 60% of lot)	7.5 ft. min. /5 ft. min.
ii. Residential (front 40% of lot/rear 60% of lot)	7.5 ft. min. /5 ft. min.
(d) Rear Setback	
i. With Alley	10 ft. min.
ii. Without Alley	15 ft. min.

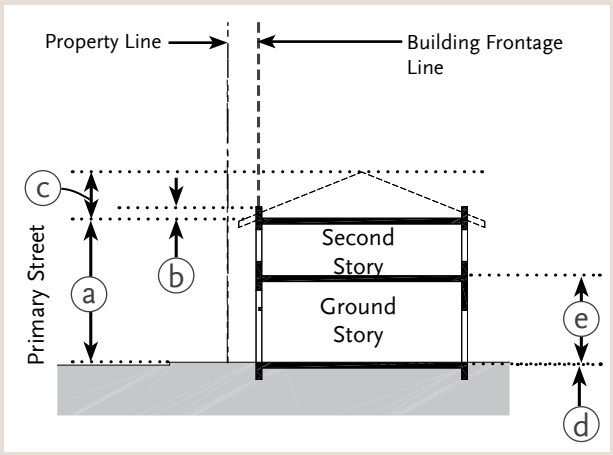


B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

(a) Top of plate height above adjacent sidewalk (max.)	2 stories / 30 ft.
(b) Top of parapet height above top of plate (max.)	4 ft.
(c) Pitched roof height above top of plate (max.)	allowed
(d) Ground floor above grade at building setback line (max.)	
i. Non-residential	0 ft. [1]
ii. Residential	3.5 ft. max.
(e) Ground story floor to floor height (min.)	
i. Non-residential	12 ft. min.
ii. Residential	10 ft. min.

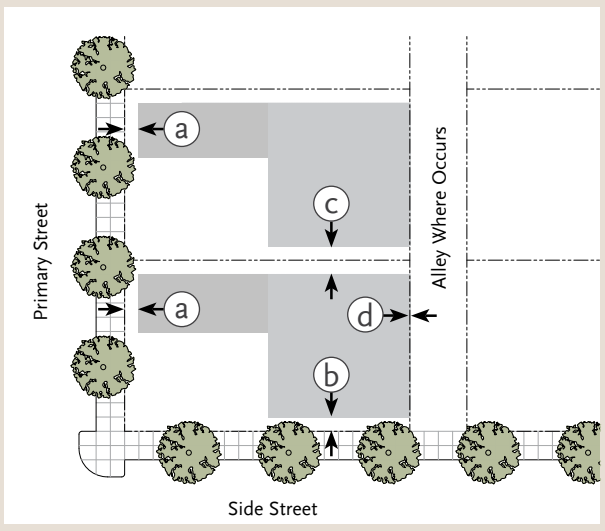
[1] *The intent of non-residential ground floor height above grade is to enable direct access from the adjacent sidewalk into ground floor commercial spaces. Ground floor height may be higher than zero (0) ft. in response to existing sloping grades, subject to Director of Development Services approval.*



C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right. See Section 4.12 (Parking Design Standards) for additional standards.

(a) Primary Street Setback	
i. Surface	5 ft. min. for 34% max. of lot width; 50% of lot depth for remaining 66% of lot width; parking prohibited on corners.
ii. Podium	50% of lot depth
iii. Subterranean	10 ft. min.
(b) Side Street Setback	
i. Surface	5 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	5 ft. min.
(c) Side Yard Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	5 ft. min.
(d) Rear Setback	
i. Surface	5 ft. min.
ii. Podium	20 ft. min.
iii. Subterranean	5 ft. min.



D. Parking Requirements

1. Off-street parking spaces shall be provided for each land per the below standards. See Section 4.12 for additional parking requirements.

a. Residential
   - i. Units up to 999 sf — 1.0 space/unit
   - ii. Units between 1,000 – 1,499 sf — 1.5 spaces/unit
   - iii. Units 1,500 sf and greater — 2.0 spaces/unit
   - iv. Guest — 0.25/unit

b. Lodging: 0.75 space/room

c. Live/Work
   - i. Units up to 1,499 sf — 1.0 space/unit
   - ii. Units 1,500 sf and greater — See Commercial

d. Commercial (Retail/Office)
   - i. Ground floor commercial — 1/300 sf gross ground floor building area
   - ii. Upper Floor commercial — 1/350 sf gross upper floor building area

e. Restaurant, Cafes, or similar
   - i. Up to 24.99% gross building area — 1/300 sf restaurant area
   - ii. 25% of gross building area or greater — 1/300 sf restaurant for first 24.99%; per *RMC* Section 18.164.240

f. Civic: 1/350 sf gross building area

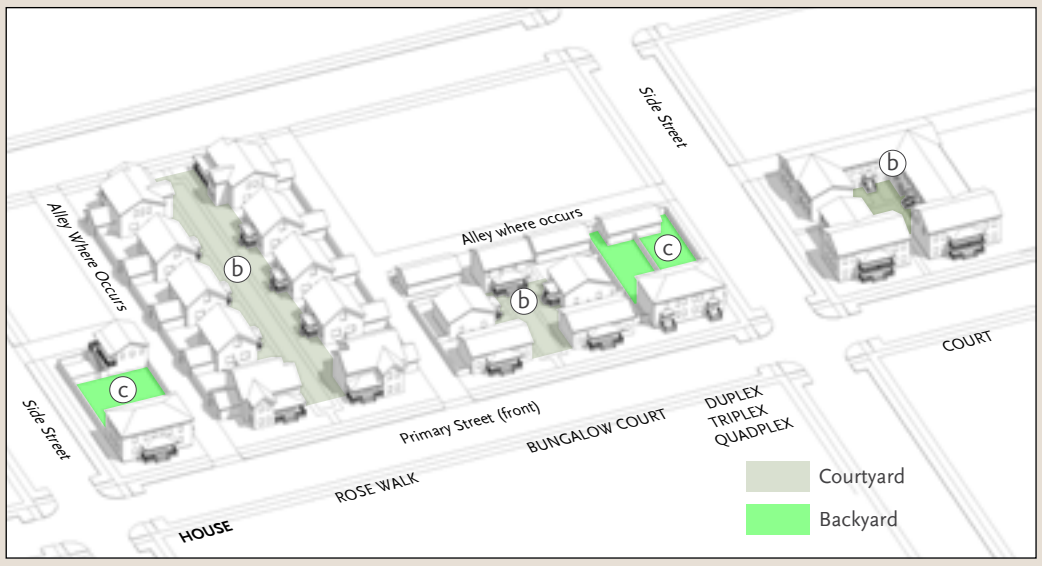
g. Mixed-Use: See Section 4.12.C.4 (Spaces for Multiple Uses and Mixed-use Developments).

E. On-Site Open Space. See Section 4.4 (On-Site Open Space Types) for additional standards.

1. One (1) or more of the On-Site Open Space Types listed below shall be provided on each lot. The required On-Site Open Space shall be generally rectangular in form with the below-listed minimum size requirements and must be accommodated behind the Primary Street setback line.

Open Space Type	Minimum Area	Minimum Dimensions
(a) Side Garden	15% of total lot area	20 ft. x 20 ft.
(b) Courtyard	15% of total lot area	20 ft. x 20 ft.
(c) Back Yard	15% of total lot area	20 ft. x 20 ft.

2. Residential projects without a Back Yard shall provide for each residential unit a private open space in the form of a Balcony, Door Yard, or Yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.



F. Building Size and Separation. See Section 4.5 (Building Articulation and Massing) for additional standards.

1. Buildings shall be designed according to the following building length and building separation standards:

(a) Building length along Primary Street on front 40% of lot depth (max.)	60 ft.
(b) Building length along Side Street for 40% of lot width (max.)	75 ft.
(c) Building separation along front 40% of lot (min.). Building separation must extend entire lot depth or width or lead to Courtyard.	15 ft.
(d) Building length along rear property line.	150 ft.



G. Frontage Elements, Allowed Encroachments, and Access. See Section 4.6 (Frontage Standards) for additional standards.

1. **Required Frontage Elements.** All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Required Frontage Elements may encroach into the Primary Street and Side Street setbacks as measured from the building facade as identified below.

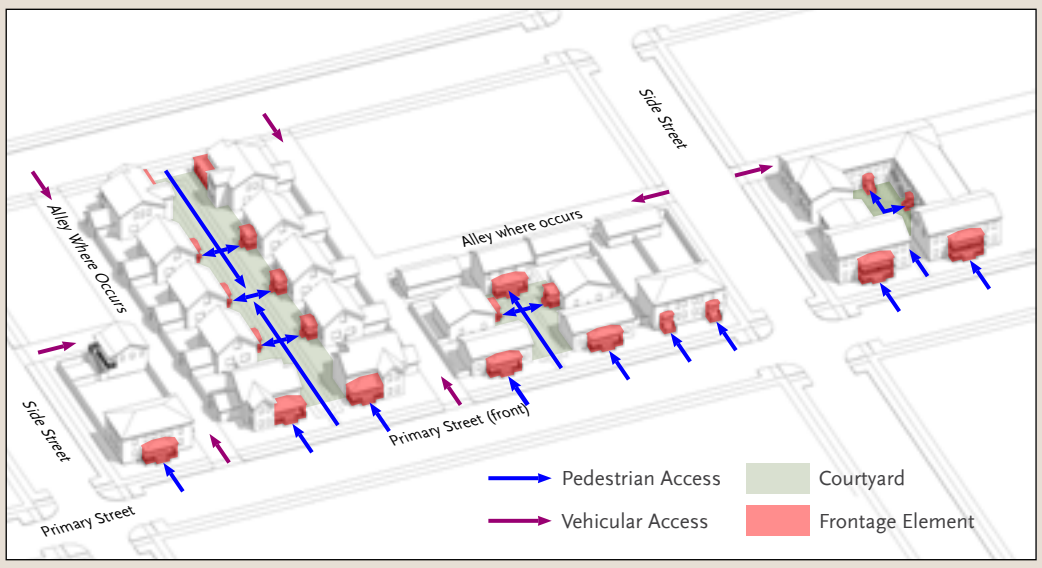
Frontage Element	Encroachment
a. Shopfront	n/a
b. Stoop	5 ft.
c. Door Yard	To R.O.W. line
d. Porch	5 ft.
e. Front Yard	n/a

2. **Optional Frontage Elements.** The following Frontage Elements may be provided on all Street- and Courtyard-facing facades. Optional Frontage Elements may encroach into in the Primary Street and Side Street setbacks as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Balcony*	3 ft.
b. Bay Window	3 ft.
c. Cantilevered Room*	2 ft.
d. Awning, Canopy	To R.O.W. line

* *Architectural Element only permitted on upper floors*

3. **Pedestrian Access.**
   a. All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate Frontage Element, Lobby, or On-site Open Space, such as a Court or Side Garden.
   b. Upper floor uses may be accessed through an Exterior Stair, Interior Stair, or Lobby.



4. **Vehicular Access.**
   a. Parking shall be accessed from an alley.
   b. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible.
   c. Parking/service areas for corner lots shall be accessed from side street.

H. Signage. See Section 4.9 (Sign Standards) for additional standards.

1. **Allowed Signage Types.** A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street setbacks as identified below.

Signage Type	Encroachment
a. Porch Sign	5 ft. in conjunction with Porch or Stoop frontage element
b. Yard Sign	within 3 ft. of R.O.W. line
a. Awning	To R.O.W. line in conjunction with Awning frontage element

4. DEVELOPMENT CODE

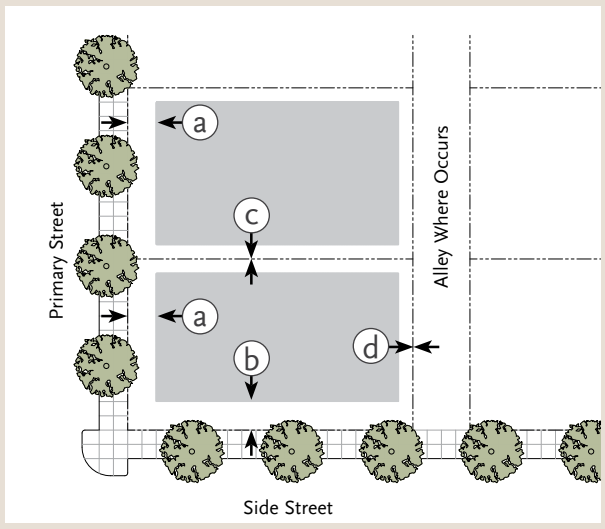
4.3. DEVELOPMENT STANDARDS (CONTINUED)

4.3.6. NEIGHBORHOOD GENERAL 2

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right. Setbacks shall apply to all floors (for example, if the ground floor is set back 5 ft. from the Primary Property Line, upper floors shall be set back a minimum of 5 ft. from the Primary Property Line).

(a) Primary Street Setback	
i. Ground Floor Non-Residential	10 ft. / 25 ft. max.
ii. Ground Floor Residential	10 ft. / 25 ft. max.
(b) Side Street Setback	
i. Ground Floor Non-Residential	5 ft. min.
ii. Ground Floor Residential and Upper Floors	10 ft. min.
(c) Side Yard Setback	
i. Non-Residential (front 40% of lot/rear 60% of lot)	7.5 ft. min. /5 ft. min.
ii. Residential (front 40% of lot/rear 60% of lot)	7.5 ft. min. /5 ft. min.
(d) Rear Setback	
i. With Alley	15 ft. min.
ii. Without Alley	20 ft. min.

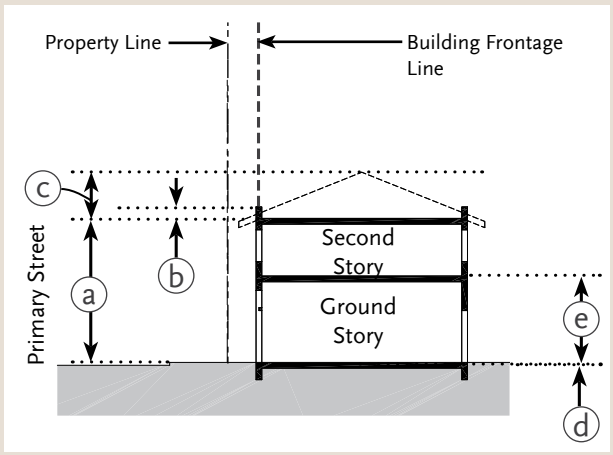


B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

(a) Top of plate height above adjacent sidewalk (max.)	2 stories / 30 ft.
(b) Top of parapet height above top of plate (max.)	4 ft.
(c) Pitched roof height above top of plate (max.)	allowed
(d) Ground floor above grade at building setback line (max.)	
i. Non-residential	0 ft. [1]
ii. Residential	3.5 ft. max.
(e) Ground story floor to floor height (min.)	
i. Non-residential	12 ft. min.
ii. Residential	10 ft. min.

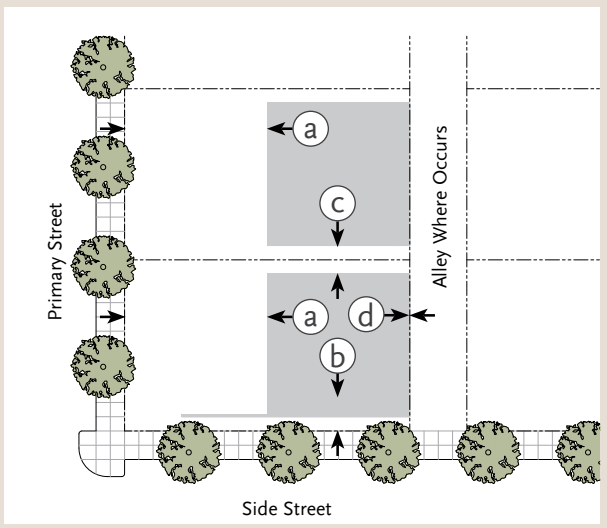
[1] *The intent of non-residential ground floor height above grade is to enable direct access from the adjacent sidewalk into ground floor commercial spaces. Ground floor height may be higher than zero (0) ft. in response to existing sloping grades, subject to Director of Development Services approval.*



C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right. See Section 4.12 (Parking Design Standards) for additional standards.

(a) Primary Street Setback	
i. Surface	50% of lot depth
ii. Podium	50% of lot depth
iii. Subterranean	10 ft. min.
(b) Side Street Setback	
i. Surface	5 ft. min.
ii. Podium	25 ft. min.
iii. Subterranean	5 ft. min.
(c) Side Yard Setback	
i. Surface	5 ft. min.
ii. Podium	15 ft. min.
iii. Subterranean	5 ft. min.
(d) Rear Setback	
i. Surface	5 ft. min.
ii. Podium	20 ft. min.
iii. Subterranean	5 ft. min.



D. Parking Requirements

1. Off-street parking spaces shall be provided for each land per the below standards. See Section 4.12 for additional parking requirements.

a. Residential
   - i. Units up to 999 sf — 1.0 space/unit
   - ii. Units between 1,000 – 1,499 sf — 1.5 spaces/unit
   - iii. Units 1,500 sf and greater — 2.0 spaces/unit
   - iv. Guest — 0.25/unit

b. Lodging: 0.75 space/room

c. Live/Work
   - i. Units up to 1,499 sf — 1.0 space/unit
   - ii. Units 1,500 sf and greater — See Commercial

d. Commercial (Retail/Office)
   - i. Ground floor commercial — 1/300 sf gross ground floor building area
   - ii. Upper Floor commercial — 1/350 sf gross upper floor building area

e. Restaurant, Cafes, or similar
   - i. Up to 24.99% gross building area — 1/300 sf restaurant area
   - ii. 25% of gross building area or greater — 1/300 sf restaurant for first 24.99%; per *RMC* Section 18.164.240

f. Civic — 1/350 sf gross building area

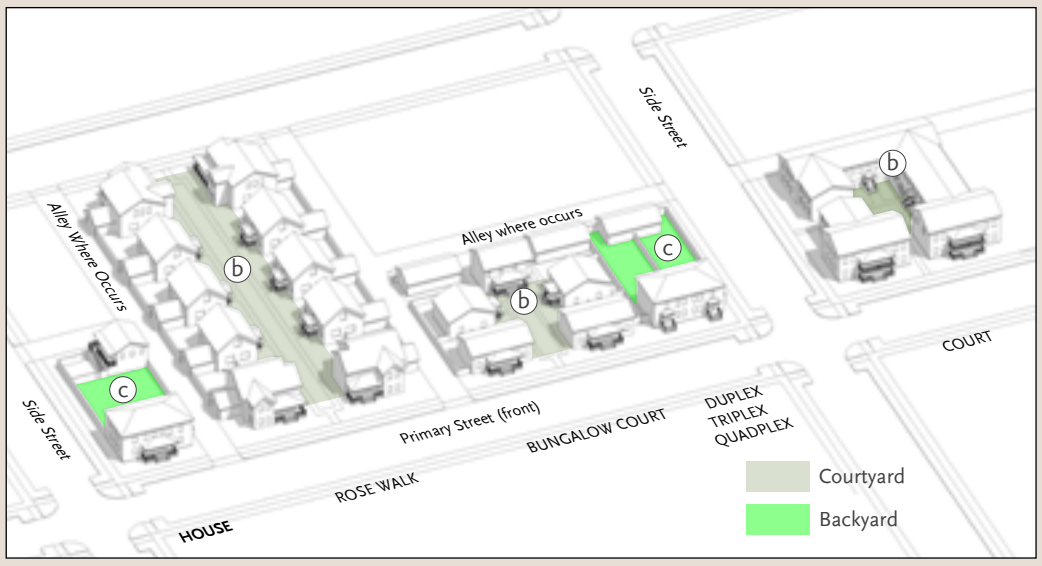
g. Mixed-Use: See Section 4.12.C.4 (Spaces for Multiple Uses and Mixed-use Developments).

E. On-Site Open Space. See Section 4.4 (On-Site Open Space Types) for additional standards.

1. One (1) or more of the On-Site Open Space Types listed below shall be provided on each lot. The required On-Site Open Space shall be generally rectangular in form with the below-listed minimum size requirements and must be accommodated behind the Primary Street setback line.

Open Space Type	Minimum Area	Minimum Dimensions
① Side Garden	15% of total lot area	20 ft. x 20 ft.
② Courtyard	15% of total lot area	20 ft. x 20 ft.
③ Back Yard	15% of total lot area	20 ft. x 20 ft.

2. Residential projects without a Back Yard shall provide for each residential unit a private open space in the form of a Balcony, Door Yard, or Yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.



F. Building Size and Separation. See Section 4.5 (Building Articulation and Massing) for additional standards.

1. Buildings shall be designed according to the following building length and building separation standards:

(a) Building length along Primary Street on front 40% of lot depth (max.)	60 ft.
(b) Building length along Side Street for 40% of lot width (max.)	75 ft.
(c) Building separation along front 40% of lot (min.). Building separation must extend entire lot depth or width or lead to Courtyard.	15 ft.
(d) Building length along rear property line.	150 ft.



G. Frontage Elements, Allowed Encroachments, and Access. See Section 4.6 (Frontage Standards) for additional standards.

1. **Required Frontage Elements.** All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Required Frontage Elements may encroach into the Primary Street and Side Street setbacks as measured from the building facade as identified below.

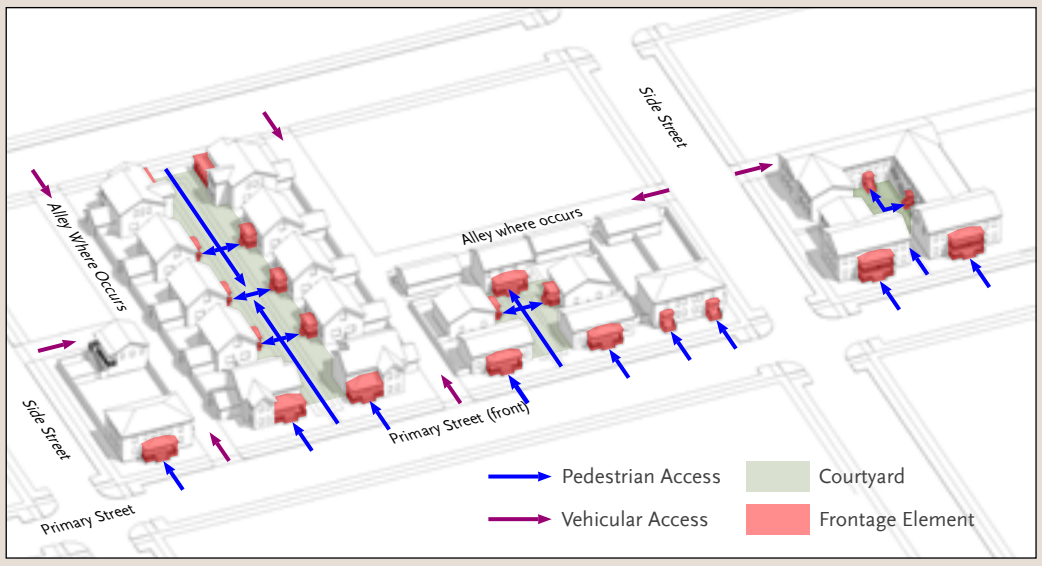
Frontage Element	Encroachment
a. Shopfront	n/a
b. Stoop	5 ft.
c. Door Yard	To R.O.W. line
d. Porch	5 ft.
e. Front Yard	n/a

2. **Optional Frontage Elements.** The following Frontage Elements may be provided on all Street- and Courtyard-facing facades. Optional Frontage Elements may encroach into in the Primary Street and Side Street setbacks as measured from the building facade as identified below.

Frontage Element	Encroachment
a. Balcony*	3 ft.
b. Bay Window	3 ft.
c. Cantilevered Room*	2 ft.
d. Awning, Canopy	To R.O.W. line

* *Architectural Element only permitted on upper floors*

3. **Pedestrian Access.**
   a. All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate Frontage Element, Lobby, or On-site Open Space, such as a Court or Side Garden.
   b. Upper floor uses may be accessed through an Exterior Stair, Interior Stair, or Lobby.



4. **Vehicular Access.**
   a. Parking shall be accessed from an alley.
   b. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible.
   c. Parking/service areas for corner lots shall be accessed from side street.

H. Signage. See Section 4.9 (Sign Standards) for additional standards.

1. **Allowed Signage Types.** A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street setbacks as identified below.

Signage Type	Encroachment
a. Porch Sign	5 ft. in conjunction with Porch or Stoop frontage element
b. Yard Sign	within 3 ft. of R.O.W. line

4.4. ON-SITE OPEN SPACE AND FENCE/WALL STANDARDS

A. Intent. On-site open space provides private and common public outdoor space for the enjoyment and use of residents, employees, and visitors and also provides comfortable spaces through which pedestrian access is provided from the street to any buildings (or portions of buildings) that lack direct street frontage.

B. Applicability. Each proposed new building shall be designed in compliance with the open space standards of this Section for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedures.

C. Requirements for All Open Space Types.

1. Fence and Garden Wall Standards

a. Walls.

i. Garden walls and retaining walls along street frontages, shall be made of or clad in brick, stone, or stucco and shall be compatible with the design of the principal building.

ii. Garden walls shall be no less than eight inches wide and capped by smooth mortar cap or a brick, terra cotta, or similar cap that overlaps the wall below by no less than one half inch on each side.

b. Fences and Gates.

i. Wood fences and gates enclosing front yards shall be made of vertical pickets with no more than three inch gaps in between.

ii. Wood fences and gates are not recommended on frontages in the Village Center (VC), Downtown (DT), and Village General (VG) zones.

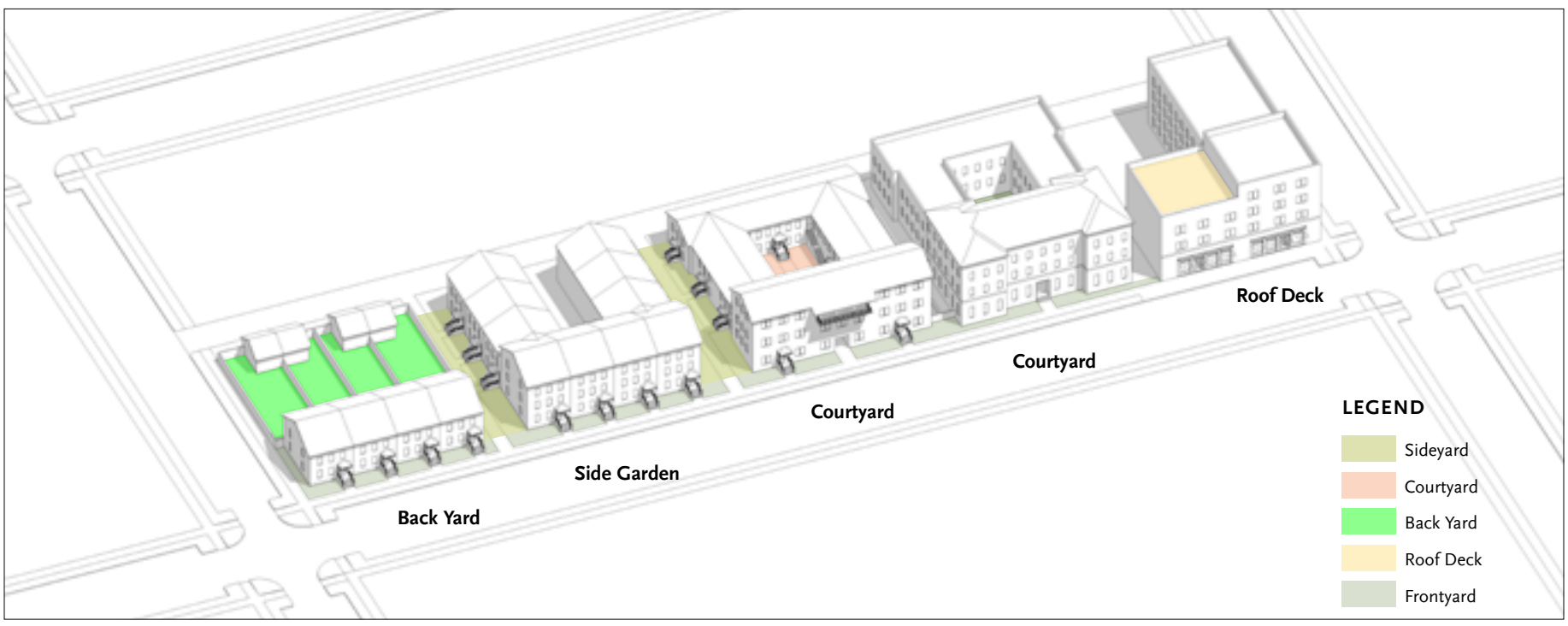
iii. Wrought iron fences and gates shall be made of true wrought iron, or steel bar that faithfully simulates true wrought iron. Spacing between bars shall be no less than four-inches. Wrought iron fences shall have iron or steel posts and/or brick or stone piers.

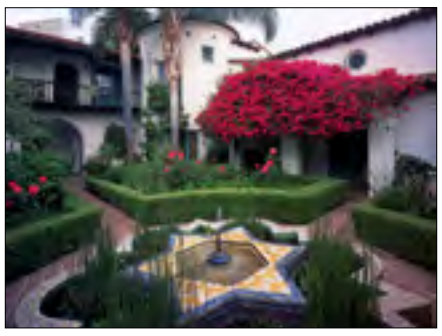
iv. Chain link fencing is prohibited, except along alleys within the Neighborhood General 1 (NG1) and Neighborhood General 2 (NG2) zones.

c. Corner Cutoffs. The design of front yard fences and hedges at corner lots shall conform to the corner cutoff and traffic sight safety standards requried by Chapter 18.168 of the *Redlands Municipal Code*.

D. On-Site Open Space Types. This Section identifies a series of open space types, including the configuration and design characteristics of each type. Refer to the Zone that applies to a particular parcel to determine which open space type may be applied toward meeting the required amount of on-site open space, and the size and configuration criteria that apply (see Sections 4.3.1.E; 4.3.2.E; 4.3.3.E; 4.3.4.E; 4.3.5.E; or 4.3.6.E.). Defined Open Space Types are: Side Garden, Courtyard, Roof Deck, Back Yard, and Frontyard (see Figure 4-5).

FIGURE 4-5: OPEN SPACE TYPES





Courtyard



Side Garden



Backyard



Roof Deck



Courtyard



Side Garden



Backyard



Roof Deck

1. Side Garden

a. Definition. A landscaped open space along one side of a lot. Side Gardens may be semi-private spaces through which occupant and visitor access is provided to one or more buildings or dwellings. Side Gardens of single-family dwellings are private, primarily landscaped open spaces. For multi-family buildings, Side Gardens may be designed for the shared use of all residents. Note that Side Gardens strongly defined by buildings on two or more sides – particularly if they include significant hardscape areas – may also be classified as Side Courts (see Section 4.4.D.2).

b. Design Standards

i. Configuration.

(a) Side Gardens are located between the building and the Side Yard property line and should have a basic rectangular shape.

(b) For Multi-family buildings, the Side Garden provides access to units.

(c) Size. Refer to Section 4.3.1.E, 4.3.2.E, 4.3.3.E, 4.3.4.E, 4.3.5.E, or 4.3.6.E for dimensional requirements. Parking courts may count towards minimum size requirements, provided finishes and landscape are consistent with Section 4.4.D.1.b.ii below.

(d) Encroachments. Dooryards, porches, stoops, and architectural elements may encroach into the Side Garden as indicated in the Design Criteria for the applicable Zone.

ii. Multi-Family or Commercial Side Gardens.

(a) Finishes. Side Garden materials, finishes, fixtures, and colors shall be designed in a manner that is consistent with the architectural language of the building.

(b) Landscape.

(i) Except for paved areas, Side Gardens shall be planted in their entirety with trees, shrubs, ground cover, and water conserving plant materials.

(ii) The top of walls of planters shall be no taller than eighteen (18) inches, but some may be up to forty-two (42) inches if required to support the health of plantings.

(iii) Appropriate irrigation and drainage shall be provided to all planted areas, including pots.

(iv) Trees scaled to the space are recommended for shade and to screen views to and from neighboring buildings.

(v) See Section 4.11 (On-Site Landscape, Outdoor Lighting, and Public Art Standards) for additional landscaping and maintenance requirements.

iii. Single-Family Side Gardens. Since Single-Family Side Gardens are private open space areas, no design standards are provided, however trees scaled to the space are generally recommended for shade and to screen views to and from neighboring buildings.

c. Wall, Fence, and Hedge Standards.

i. Side Yard fences and walls located behind the front building facade may be up to six (6) feet high as measured from adjacent finished grade.

ii. Side Yard fences built parallel to the frontage between buildings to enclose the Side Yard(s) shall be set back a minimum of five (5) feet behind the facade line, except walls that are an integral part of the architecture of the building, which may be flush with the facade or set back (see Figure 4-6 and Figure 4-7).

iii. On corner lots, walls or hedges enclosing Side Gardens that front the Side Street may not exceed three (3) feet in height as measured from the adjacent sidewalk.

iii. Fences enclosing the Front Yard – including walls separating the Front Yard from the Side Garden – may not exceed three (3) feet in height as measured from the adjacent sidewalk.



Side Garden

FIGURE 4-6: SINGLE-FAMILY SIDE GARDEN

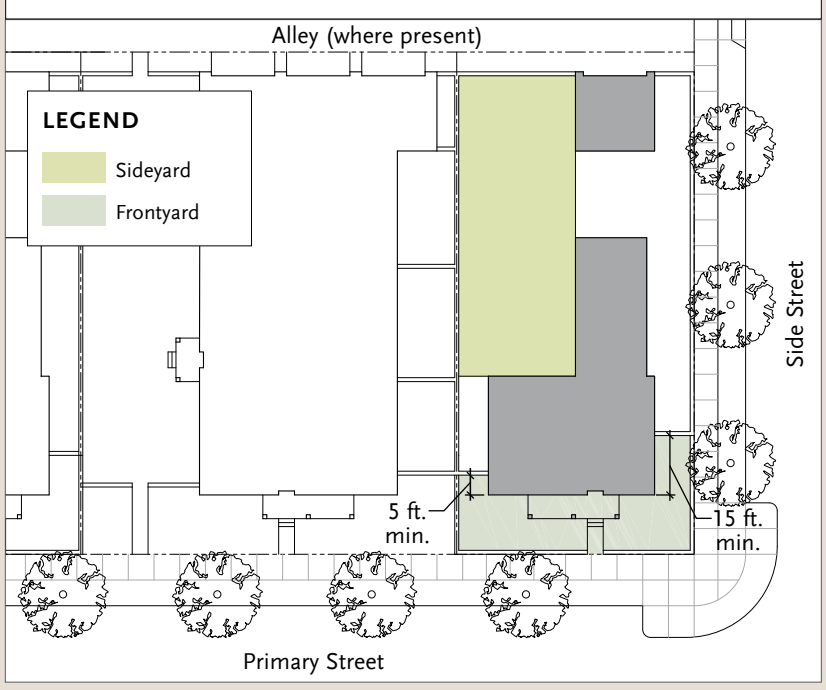
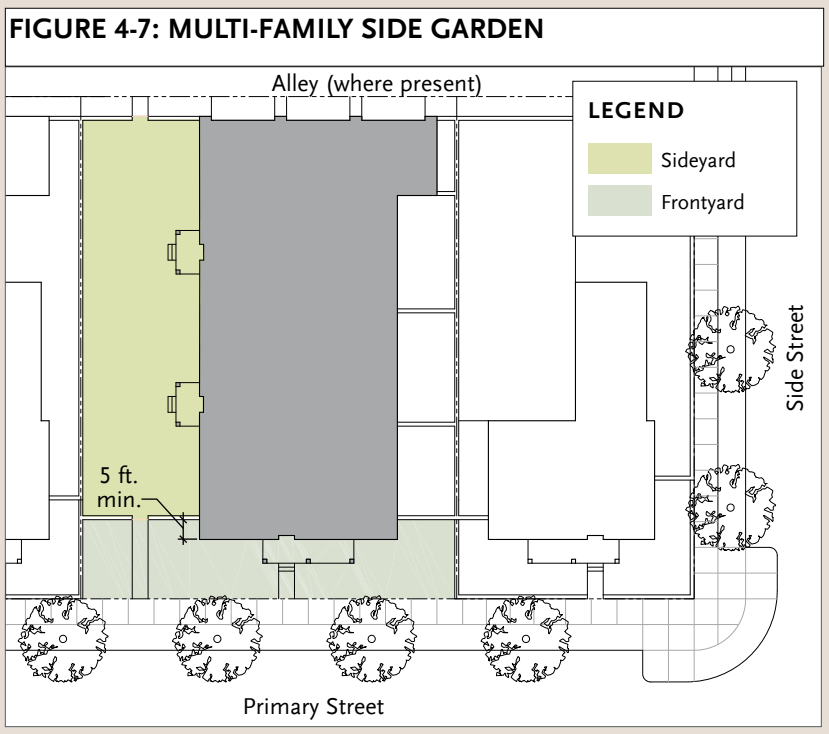


FIGURE 4-7: MULTI-FAMILY SIDE GARDEN



4.4. ON-SITE OPEN SPACE AND FENCE/WALL STANDARDS (CONTINUED)

2. Court

a. Definition. A semi-public, shared open space within a lot, for use by more than one resident or tenant. It is a well-defined, coherent area that is an essential component of the project's design, not merely space left over after the building mass is placed. Courts generally provide visitor access from the street to dwellings, retail or office spaces, and/or buildings within the lot that lack direct frontal access from the street. The degree of enclosure or openness may vary according to the requirements of each zone and the design intent of the project designer.

FIGURE 4-8: SIDE COURT OPEN TO STREET

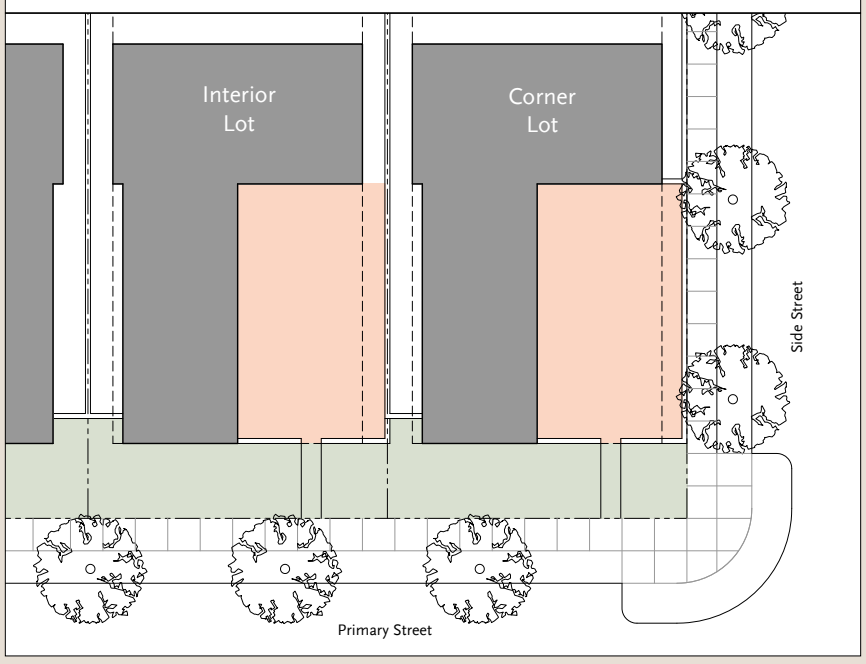


FIGURE 4-9: INTERNAL SIDE COURT

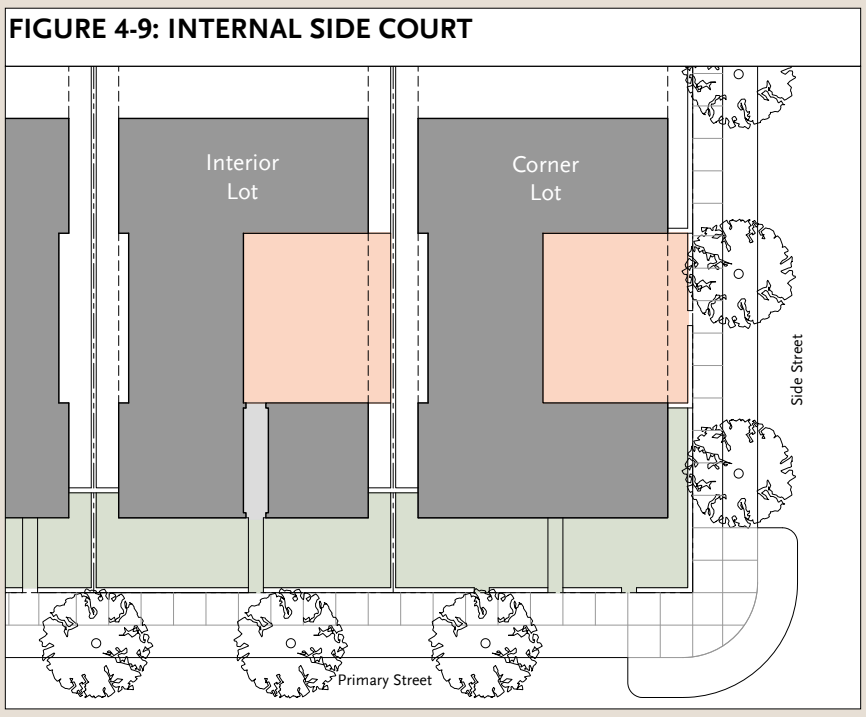
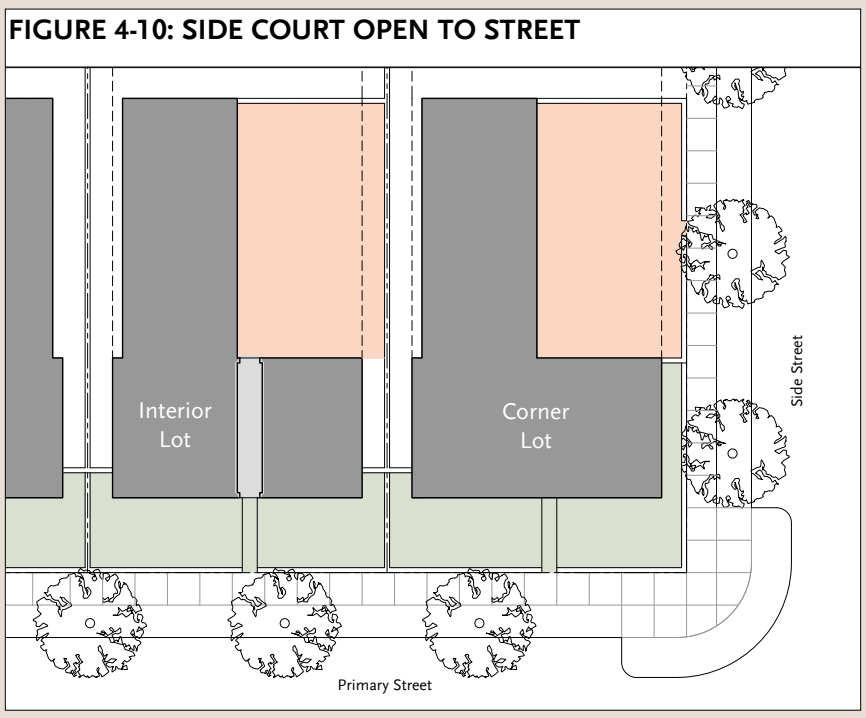


FIGURE 4-10: SIDE COURT OPEN TO STREET



b. Design Standards

i. Configuration. Courts – particularly the portion of the court(s) that is intended to meet the minimum Required On-Site Open Space area requirements of each individual zone – may be placed in the following ways:

(a) Side Court. The Court is placed along the side yard of the parcel to (see Figures 4-8, 4-9, and 4-10):

(i) Correspond with a court or back yard on an adjacent lot to create the effect of one large open space;

(ii) Provide a contiguous space for entrances to a neighboring existing building that face the proposed project and are located close to the property line, to face; or

(iii) When the adjoining lot contains a single-family house, to create a large open space next to the house.

(b) Open to Street. The Court adjoins the minimum Primary Street setback line creating a deep, combined garden/terrace facing the street (see Figures 4-8 and 4-11).

(c) Internal Courtyard. The Court is an internal courtyard, entirely contained within the site (see Figures 4-9 and 4-12).

(d) Special Circumstances. When a site contains an exceptional feature, such as a large, healthy tree or topography, the Court is placed to retain and take advantage of that special feature.

ii. Size. Refer to Section 4.3.1.E, 4.3.2.E, 4.3.3.E, 4.3.4.E, 4.3.5.E, or 4.3.6.E for dimensional requirements. Parking courts may count

FIGURE 4-11: COURT OPEN TO STREET

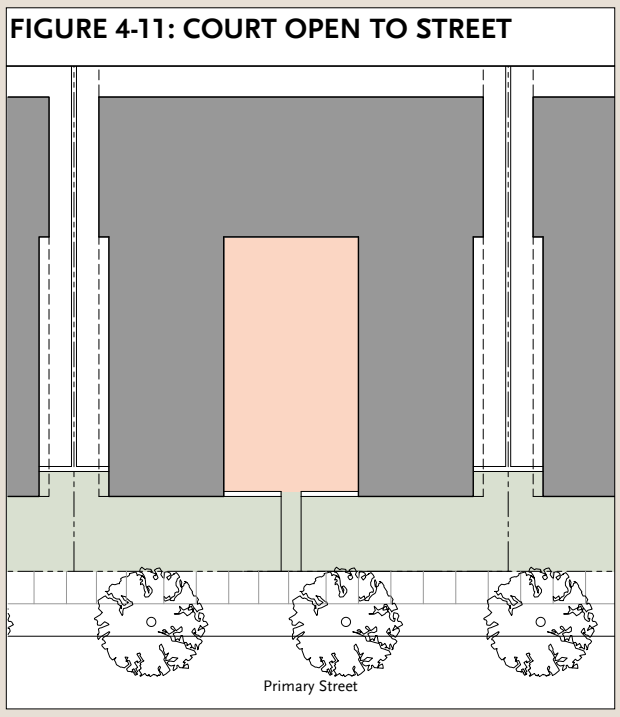
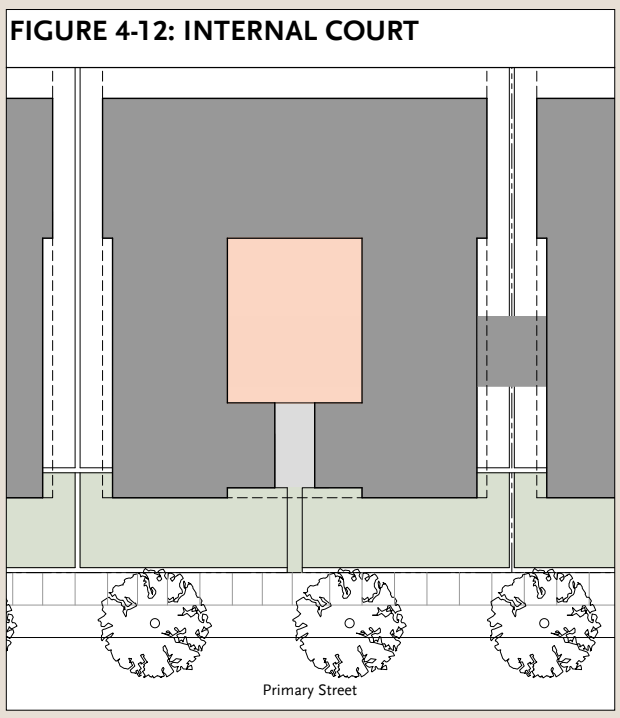


FIGURE 4-12: INTERNAL COURT



2. Court (continued)

towards minimum size requirements, provided finishes and landscape are consistent with Section 4.4.D.2.b.viii and ix below.

iii. Enclosure.

(a) In general, a Court's perimeter shall be defined by building walls on at least two sides, and on a third side by building walls or architectural or landscape elements such as low walls or trellises, or linear landscape elements such as hedges or rows of trees.

(b) In some cases, one side of a Court may be defined by a building wall or a linear landscape element on an adjoining property.

(c) Driveways located adjacent to a Court shall be screened by architectural elements such as low walls or trellises, or linear landscape elements such as hedges or rows of trees so as not to appear to be located within the Court.

iv. Encroachments into Courts. Dooryards, stoops, and architectural elements may encroach into the Court as allowed by the Urban Standards of each Zone.

v. Common Area. Courts shall be designed to be gathering places for the occupants and also circulation spaces through which pedestrian access is provided from the street to any buildings (or portions of buildings) that lack direct street frontage. Courts shall provide a central, flat area that is usable and encourages human activity and interaction. This area should contain a combination of paving and landscaping.

vi. Private Area. Courts should be designed to provide for private access to dwellings and businesses that lack direct street frontage. Courts should also provide space for private outdoor space in the form of private patio and terrace spaces.

vii. Amenities. Courts should include public amenities such as seating areas, fountains, BBQ islands and/or outdoor fireplaces to encourage their use as common outdoor rooms or gathering places.

viii. Finishes. Court materials, finishes, fixtures, and colors shall be designed in a manner that is consistent with the architectural language of the building.

ix. Landscape.

(a) Except for paved areas, courts shall be planted in their entirety with trees, shrubs, ground cover and water conserving plant materials.

(b) Arbors, trellis structures and raised planter/seating walls may be provided.

(c) Court planting may be in permanent planters. The top of walls of planters shall generally be no taller than eighteen (18) inches, but some may be up to forty-two (42) inches if required to support the health of plantings.

(d) Appropriate irrigation and drainage shall be provided to all planted areas and planter pots.

(e) Trees scaled to the space are recommended for shade and to screen views to and from neighboring buildings.

(f) See Section 4.11 (On-Site Landscape, Outdoor Lighting, and Public Art Standards) for additional landscaping and maintenance requirements.

c. Wall, Fence, and Hedge Standards. See Section4.4.D.1.c.



A court with a common seating area oriented around an outdoor fireplace.



A court with an informal seating area.



A court with a central fountain and wood benches.



A court with a fountain and formal planting

4.4. ON-SITE OPEN SPACE AND FENCE/WALL STANDARDS (CONTINUED)

3. Roof Deck

a. **Definition.** A rooftop open space that may be assigned to individual units or a shared open space available for use by all residents or tenants. Amenities can include trellises, landscaping, seating areas, BBQ islands, and/or outdoor fireplaces, and the like. .

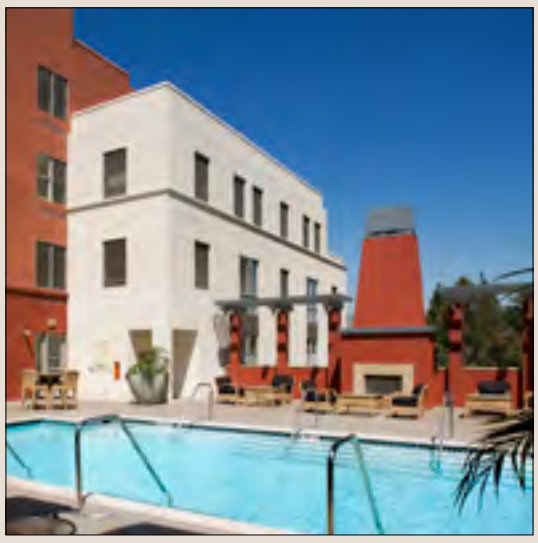
b. **Design Standards**

i. **Configuration.** Roof Decks may be located on a portion or all of a building, subject to the California Building Code (CBC).

ii. **Size.** Refer to each individual zone for minimum and maximum size requirements. Roof decks can meet the minimum open space requirements in certain zones.

iii. **Amenities.** Roof Decks designated to meet the minimum on-site open space requirements shall include design elements such as seating areas, fountains, and/or outdoor fireplaces to encourage their use as outdoor rooms or gathering places.

iv. **Finishes.** Roof Deck materials, finishes, fixtures, and colors visible from the street and Required On-Site Open Spaces – including trellises, railings, and walls – shall be designed in a manner that is consistent with the architectural language of the building.






4. Back Yard

a. **Definition.** A private, landscaped open space located behind a single family or multi-family building that is for the use of the residents of one or more dwellings. For buildings with two or more units, Backyards may be divided into separated private yards, provided each private yard is located directly adjacent to the dwelling unit.

b. **Design Standards.** Since Back Yards are private open space areas, no design standards are provided.

c. **Wall, Fence, and Hedge Standards**.

i. Back Yard fences and walls located behind the front building facade may be up to six (6) feet high (see Figure 4-13 on the following page).

ii. Fences and walls along the Side Street frontage may be up to six (6) feet high for the rear portion of the site up to fifteen (15) feet behind the primary street facing facade line (see Figure 4-13). Fences along the remaining side street frontage, adjacent to the front yard, may be up to three (3) feet high.

iii. Wood fences at interior side and rear property lines shall provide fronts to both sides of the property line ("good neighbor fencing"), for example by alternating members from one side of the fence to the other.






5. Frontyard

a. Definition. The Frontyard is the area between the Primary Street facing building facade and the Primary Street property line and/or back of sidewalk (see Figure 4-13). On corner lots, the Frontyard also includes the area between the Side Street facing facade and the Side Street property line up to the fence enclosing the back yard. Frontyards provide a physical separation between the street and buildings on the site, while presenting a place to greet one's neighbors and for informal play. Access to buildings from the sidewalk also occurs through the front yard. Frontyards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge.

b. Design Standards

i. Courts and Side Gardens may extend into the Primary Street and/or Side Street Frontyard area(s), but portions within these setbacks areas do not count towards the minimum Required On-Site Open Space requirements of each individual zone.

ii. Dooryards, porches, stoops, and architectural elements may encroach into the Frontyard as allowed by each individual zone.

iii. Frontyards shall be landscaped and maintained as follows:

(a) Except for walkways, front yards shall be planted in their entirety with trees, shrubs, ground cover and water conserving plant materials.

(b) Frontyard landscape shall be maintained in an orderly and neat condition.

(c) See Section 4.11 (On-Site Landscape, Outdoor Lighting, and Public Art Standards) for additional landscaping and maintenance requirements.

iv. Tree Well and Parkway Planting. Tree wells and the parkway between the sidewalk and the street shall be landscaped and maintained as follows:

(a) Street trees of an approved type shall be provided in tree wells or parkways. Street trees shall be specified as indicated in Chapter 7.

(b) Parkways shall be landscaped per Section 4.15.C (Street and Streetscape Design Standards).

(c) Parkways in front of commercial uses may be omitted to allow for pedestrian access. Trees shall be accommodated in tree wells.

c. Wall, Fence, and Hedge Standards.

i. Front yard fence and wall materials and design shall be compatible with the architectural style of the building.

ii. Fences built parallel to the frontage between buildings to enclose the side yard(s) may be up to six (6) feet high and shall be set back a minimum five (5) feet behind the facade line (see Figure 4-13). Walls that are an integral part of the architecture of the building may be located either flush with the building facade or set back.

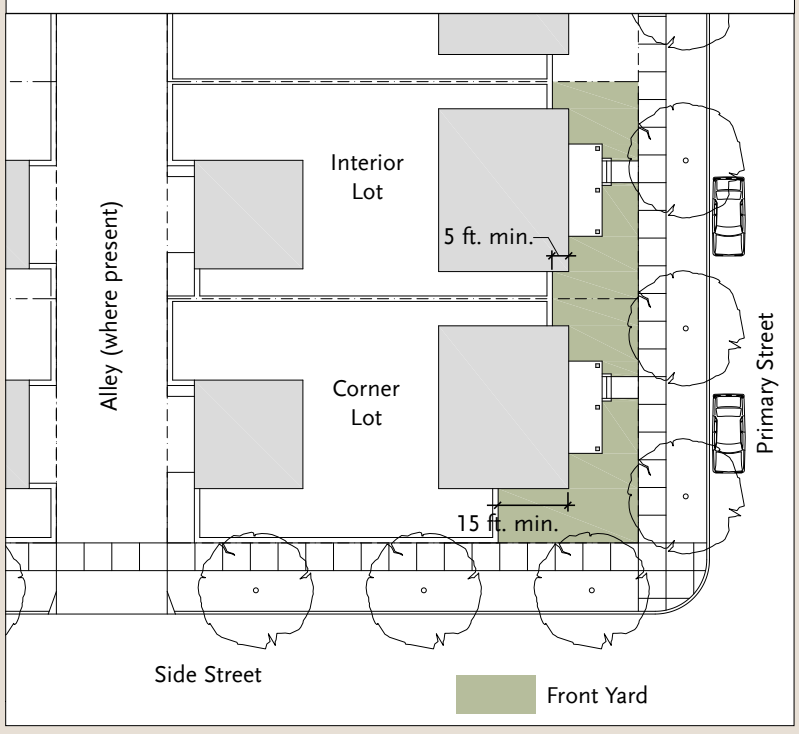
ii. Front yard fences, walls, and hedges shall be no taller than three (3) feet above the adjacent sidewalk.

iii. On corner lots, fences and walls along the side street frontage may be up to 6 feet high for the rear portion of the site up to fifteen (15) feet behind the primary street facing facade line (see Figure 4-13). Fences along the remaining side street frontage may be up to a maximum of three (3) feet above the sidewalk.

iv. Retaining walls at street frontages may be up to three (3) feet in height. Retaining walls within the frontage setback area shall be made of or clad in brick, stone, or stucco and shall be compatible with the design of the principal building. Retaining walls behind the fence line and substantially obscured from views from the public way may be relieved of this requirement.

vi. Landscaped berms are prohibited.

FIGURE 4-13: FRONT YARD





Continuous lawn extends across several frontyards.



Individual frontyards separated by frontyard fences.



Front yard planter boxes between entry stoops.

4.5. BUILDING ARTICULATION AND MASSING STANDARDS

A. Purpose and Intent. This Section establishes standards to ensure that new development not appear as over-sized, monolithic structures, but instead as a series of smaller scale buildings. This goal is a particular importance when one large ownership, or smaller consolidated parcels are proposed for development as a single project. The standards of this Section ensure that these larger projects are designed to appear as carefully conceived groups of separate structures that, along with an attractive streetscape, contribute to the overall urban, pedestrian-friendly character of the Specific Plan area.

B. Applicability. The requirements of this Section apply to all new buildings within the Specific Plan area.

C. Building Massing and Articulation. New buildings shall be composed of simple, well-proportioned masses designed according to a combination of a minimum of four (4) of the following massing and articulation techniques: Horizontal Articulation, Vertical Articulation, Architectural Projections, Architectural Recessions, Facade Differentiation, Height Averaging, and Floor Level Articulation. Please see page 4:33 for standards and illustrations of each massing and articulation technique.



Mixed-use building with protruding Monterey and standard balconies.



Mixed-use building with recessed third floor balcony and creative differentiation of floors (floor level articulation.



Mixed-use building articulated with corner tower.



Multi-family building articulated with raised center volume.



Building designed with two-, three-, and four-story building massing (height averaging).



Multi-family Building with second-story protruding Monterey balcony.

1. Horizontal Articulation



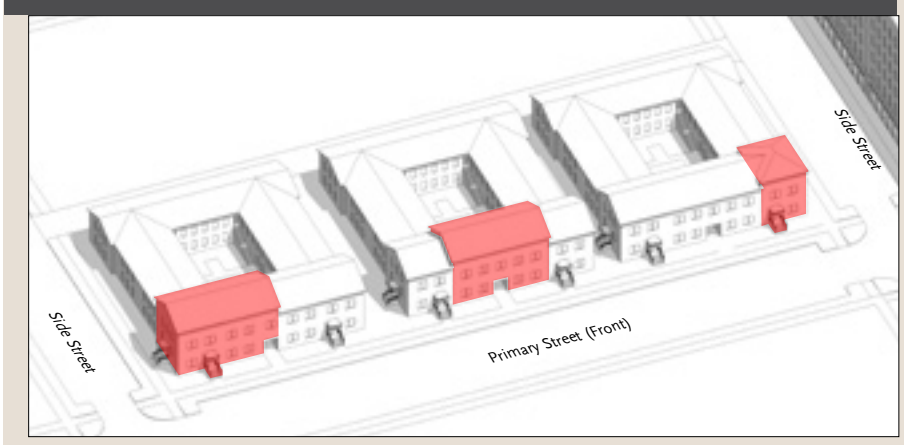
Step a portion of the street-facing facade forward or backward from the predominant facade plane a minimum of six (6) feet for a minimum distance of twenty-five (25) feet

4. Facade Differentiation



Design the facade to appear as though it is composed of two or three distinct "buildings" with differing material and/or color combinations on each "building."

3. Vertical Articulation



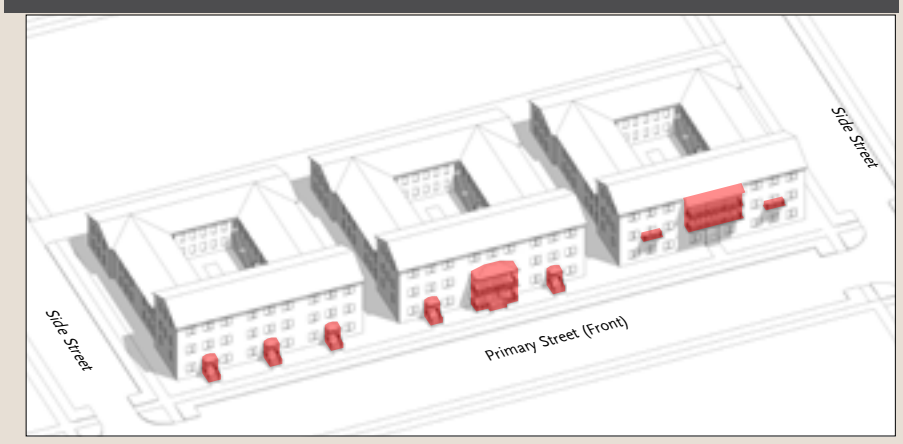
Step a portion of the street-facing facade upward or downward from the predominant building height a minimum of four (4) feet for a minimum distance of twenty-five (25) feet. This technique is useful for "stepping down" the scale of a new building adjacent to an existing smaller building

6. Height Averaging



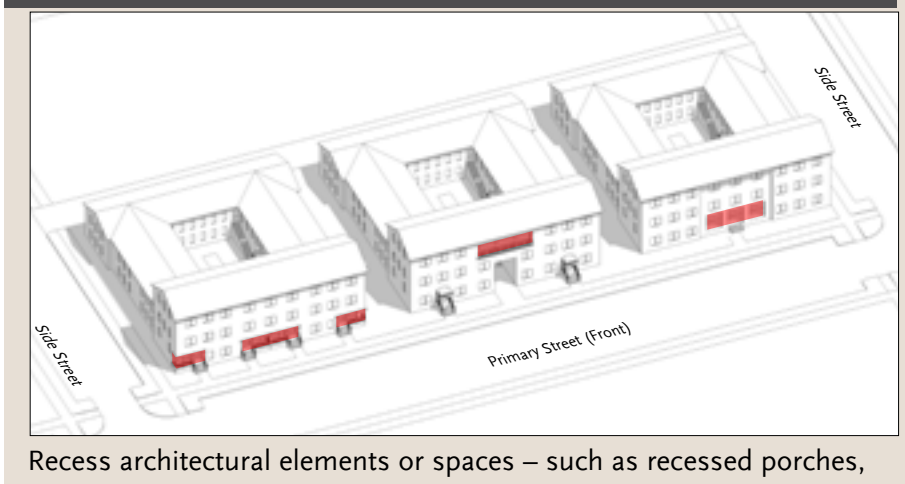
Up to 30% of the building footprint area may be one story/10 feet taller than the maximum height allowed in a given zone, provided an equal amount of building footprint area is one story/10 feet shorter than the maximum allowed height.

5. Architectural Projections



Append or project facade elements such as balconies, bay windows, cantilevered rooms, and/or awnings.

2. Architectural Recessions



Recess architectural elements or spaces – such as recessed porches, covered passages, recessed balconies, and windows – into the plane of the facade.

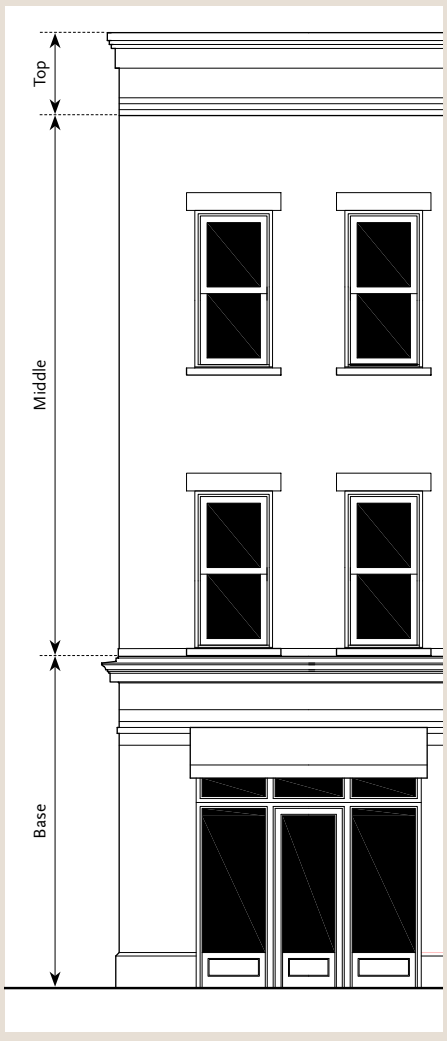
7. Floor Level Articulation

Articulate the facade to express the building's floor levels as base, middle, and top by:

a. Providing a substantial horizontal articulation of the facade at the top of the first story such as a cornice, belt course, or other such architectural element which is appropriate to the style of the building.

b. Provide articulation at the parapet (for buildings with flat roofs) or below the eve (for buildings with sloped roofs) that marks the top of the building with a cornice, color change, or material change.

c. For buildings or portions of buildings which are three stories in height or taller, provide articulation for the top story of the building. This may be accomplished by a color change, material change, a cornice/belt course at the bottom of the uppermost story.



F. Materials, Color Variation, and Architectural Styles. In addition, to the above articulation and massing techniques, building facades may employ the following material, color, and architectural style strategies:

1. Variety of materials and colors. Utilize different materials and colors to divide building facades into vertical and/or horizontal increments and/or to emphasize certain architectural elements or features.

2. Diversity of Architectural Styles.

a. Employ a variety architectural styles in order to give large buildings the appearance they are comprised of multiple, smaller, attached, village-scale "buildings."

b. On project sites that accommodate more than one building, multiple architectural styles are required.



Volume on left side of building is set back from the rest of the building (horizontal articulation). Building is further articulated with protruding galleries and canopies (architectural projection) and paint color.



The main volume of this multi-family building is stepped-back from the street. Further articulation is achieved by making the building look like two buildings.



Multi-family building with recessed, double-story balcony (architectural recession).



Rowhouses articulated as individual buildings with different materials and colors (facade differentiation).

4.6. FRONTAGE STANDARDS

A. Purpose and Intent. This Section establishes standards to ensure proposed development promotes a pedestrian-friendly environment along the street through the provision of street-facing windows, entries, and appropriately designed frontages; commercial ground floors that support pedestrian activity through maximum ground floor transparency (large shopfronts); and frontage designs that do not disrupt or detract from the general intended pattern for frontages on the subject block face.

Frontages consist of the street facade of the building(s), including any projecting elements, and any landscape, hardscape, walls, and fences between the building facade and the back of sidewalk. They provide a transition between the public environment of the street and the semi-private and private environments of the building interior. They also signal the location of the building entrance and provide a semi-public space within which neighbors and visitors can interact.

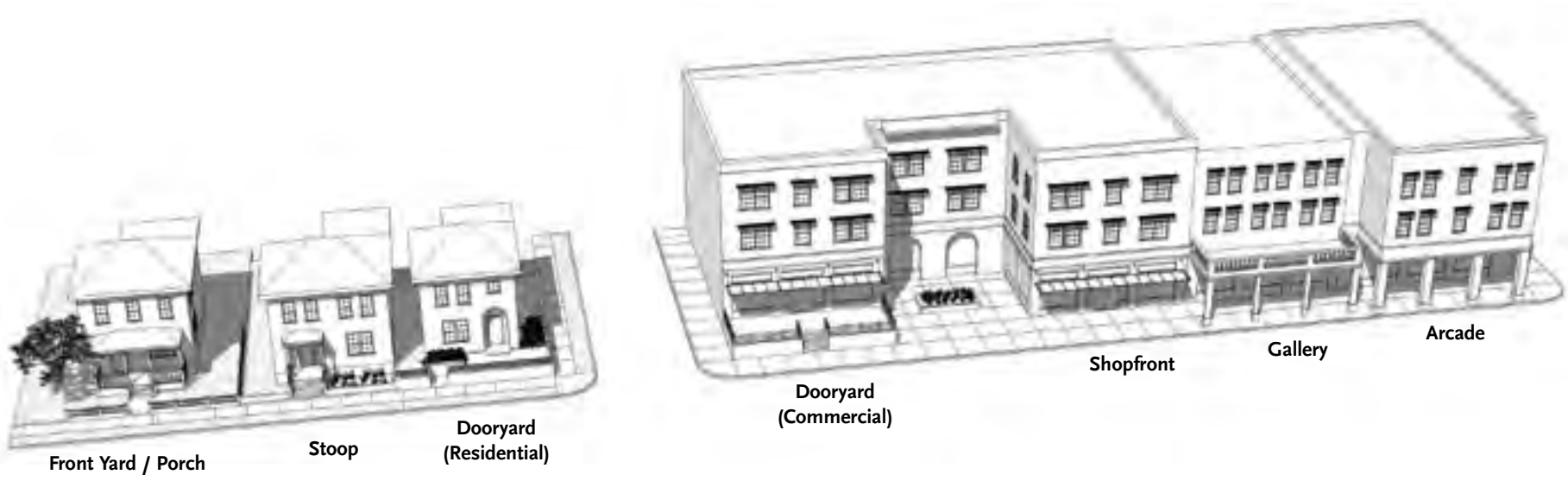
B. Applicability. The requirements of this Section apply to all new buildings within the TVSP area.

C. Frontage Types. This Section identifies the frontage types allowed within the Transit Villages Specific Plan area, and for each type provides a description and design standards to ensure that proposed development is consistent with this Specific Plan's goals for building form, character, and quality. Frontage types are divided into two categories, Required (Porch, Stoop, Dooryard, Shopfront, Gallery, and Arcade) as shown in Figure 4-14 and Optional (Balcony, Bay Window, Cantilevered Room, Awning, Canopy).

The provisions of this Section work in combination with the underlying Zone as identified on the Regulating Plan. Refer to Sections 4.3.1.G, 4.3.2.G, 4.3.3.G, 4.3.4.G, 4.3.5.G, and 4.3.6.G for required and optional frontage types within each zone and allowed encroachments into the setback or right-of- way.

In addition, all buildings designs are subject to the applicable requirements and regulations of the Building Code, Fire Code, Health Code, etc.

FIGURE 4-14: FRONTAGE TYPES





Front Yard



Stoop



Dooryard (Commercial)



Gallery



Porch



Dooryward (Residential)



Shopfront



Arcade

4.6. FRONTAGE STANDARDS (CONTINUED).

1. Front Yard

a. Definition. The area between the building facade and the property line. Front Yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge. On sloping sites, front yards may be raised above the level of the adjacent sidewalk and supported by a low retaining wall at the property line with steps providing access between the sidewalk and the yard. Porches, stoops, balconies, and bay windows may encroach into Front Yards..

b. Design Standards

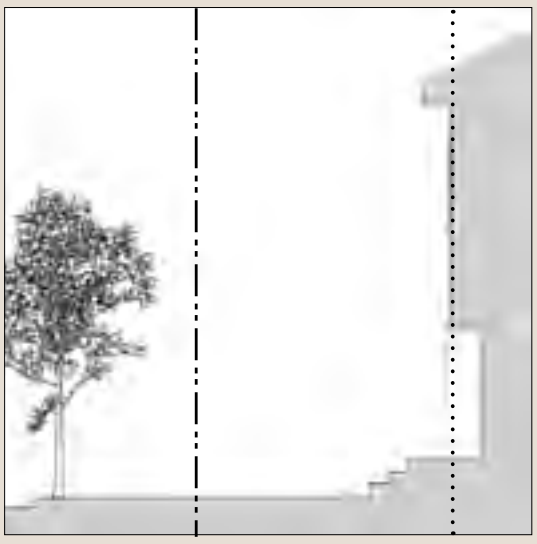
i. Front yards and continuous planters between the curb and sidewalk along the primary and side streets shall be landscaped.

ii. Paved areas shall be limited to walks and driveways, where present.

iv. Front yard fence and wall design and materials shall be compatible with the architectural style of the building.

v. Fences defining the front yard shall not exceed four (4) feet as measured from the adjacent sidewalk.

vi. See Section 4.11 (On-Site Landscape, Outdoor Lighting, and Public Art Standards) for additional requirements.



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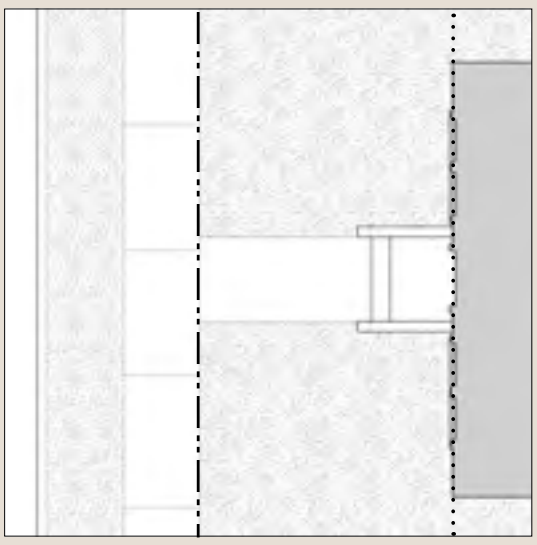


Plan



2. Porch

a. Definition. A roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard.

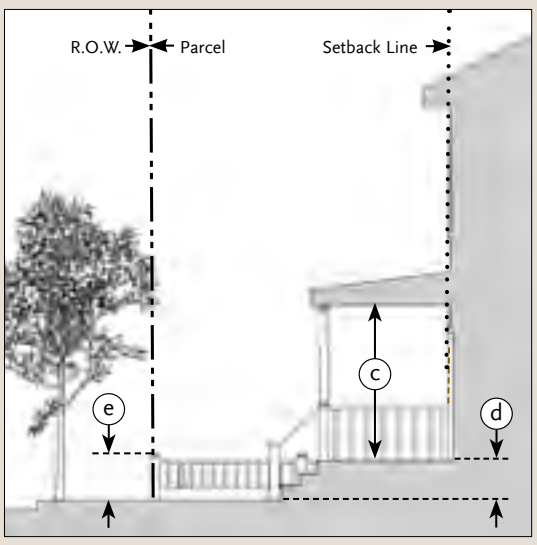
b. Design Standards

i. Porch materials and design shall be compatible with the design of the rest of the building.

ii. Porches may be enclosed with insect screens if recessed from the exterior wall plane and if visibility is maintained from the sidewalk.

iii. Porches shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	6 ft.	–
(b) Width (clear)	12 ft.	–
(c) Height: ceiling (clear)	8 ft.	12 ft.
(d) Height: floor above adjacent finished grade	12 in.	3 ft.
(e) Height: fence, hedge, or wall above adjacent finished grade	–	3 ft.



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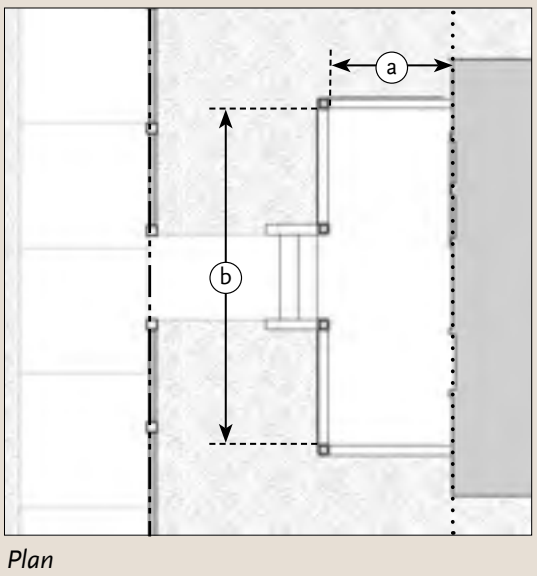


Plan



3. Dooryard

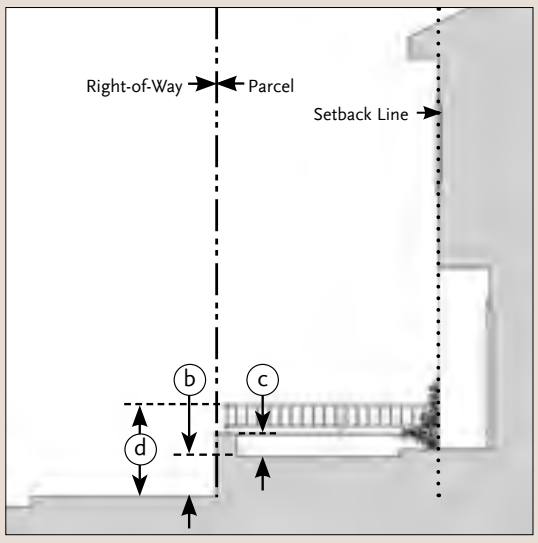
a. Definition. An elevated or at-grade garden or terrace that is located in the front yard setback and that is enclosed by a low wall located at or near the property line. For elevated Door Yards, access from the sidewalk to the Door Yard is via a stair or ramp. The Door Yard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Door Yard and in the case of raised Door Yards, by the terrace height.

b. Design Standards

i. Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes.

ii. Dooryards shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	7 ft.	
(b) Height: floor above adjacent finished grade	0 ft.	3 ft.
(c) Height: wall above floor	2 ft.	



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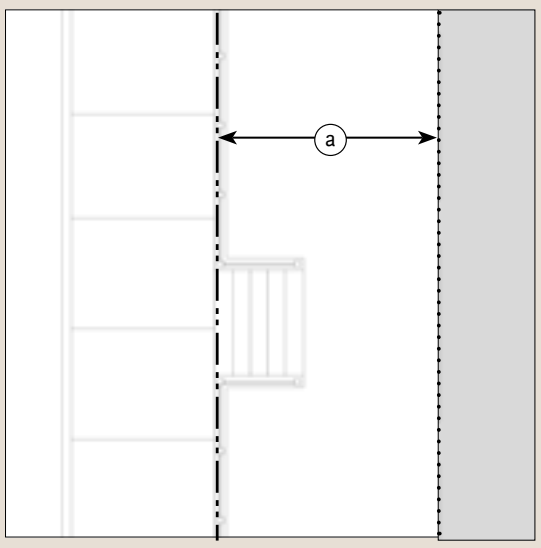
Residential Dooryard



Plan


Commercial Dooryard

4. Stoop

4. Stoop

a. Definition. A stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Accordingly, stoops are ideal frontage types for ground floor housing that is near the street.

b. Design Standards

i. Stoops must correspond directly with the building entry(s) they provide access to.

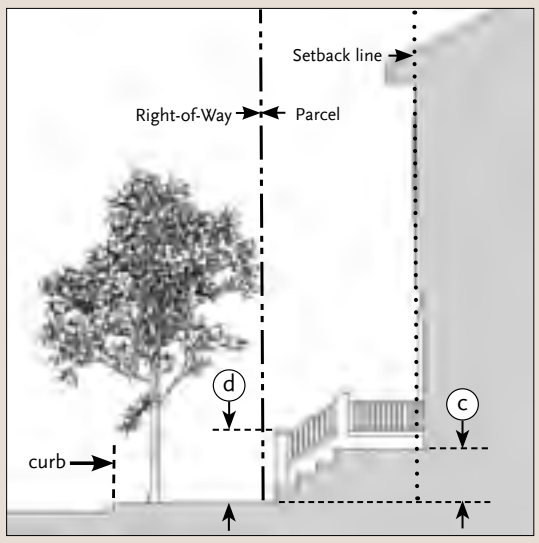
ii. The exterior stairs may be perpendicular or parallel to the adjacent sidewalk.

iii. The landing may be covered or uncovered.

iv. Landscaping shall be placed on the sides of the stoop, either at grade or in raised planters.

v. Stoops shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth: landing (clear)	4 ft.	10 ft.
(b) Width (clear)	4 ft.	10 ft.
(c) Height: floor above adjacent finished grade	12 in.	3 ft.
(d) Height: fence, hedge, or wall above adjacent finished grade	–	3 ft.



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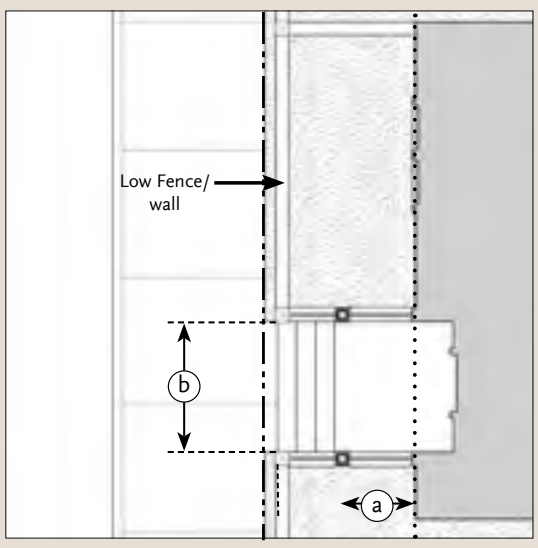


Plan



4.6. FRONTAGE STANDARDS (CONTINUED).

5. Shopfront

a. Definition. Shopfronts are large openings in a building facade that are enclosed with large transparent windows and doors that provide direct, at-grade access to ground floor commercial/retail uses. The basic required architectural elements of shopfronts include large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, canopies, signage, lighting, and cornices.

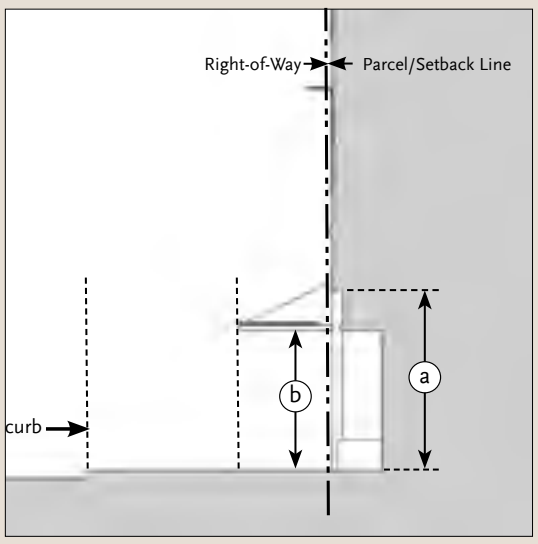
b. Design Standards

i. Storefront glass shall be clear without reflective coating or dark tinting. Lightly tinted glazing less than 15%, low emissivity, solar) is acceptable.

ii. Primary Street and Side Street setbacks, if any, shall be paved with a paving material that is consistent with or matches the adjacent sidewalk.

iii. Shopfronts shall be designed according to the following dimensional requirements:

	Dimension	Min.	Max.
	Height (clear)	10 ft.	16 ft.
	Distance to bottom of awnings, canopies (clear)	8 ft.	10 ft.
(a)	Width of storefront bay(s)	10 ft.	15 ft.
(b)	Glass area % of ground floor wall area	70	90



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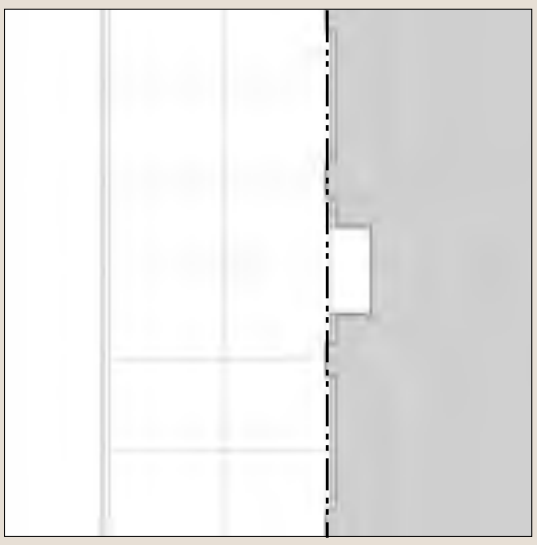


Plan



6. Gallery

a. Definition. Galleries are facades with ground floor colonnades that support a cantilevered shed roof or a deck that covers the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

b. Design Standards

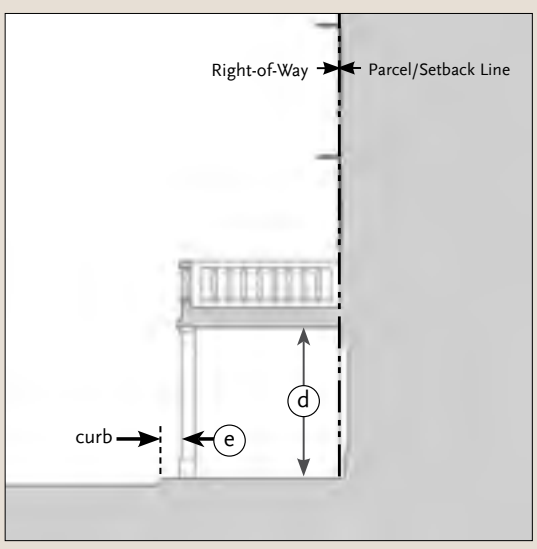
i. Along primary frontages, the Gallery columns shall correspond to Shopfront openings as defined in Section 4.6.C.5.a.

ii. Galleries shall be a minimum of two (2) bays wide.

iii. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the rest of the building.

iv. Galleries shall be designed according to the following dimensional requirements:

	Dimension	Min.	Max.
	Depth (clear)	10 ft.	16 ft.
(a)	Width (clear)	20 ft.	80 ft.
(b)	Width: single bay (clear)	10 ft.	16 ft.
(c)	Height (clear)	12 ft.	16 ft.
(d) (e)	Distance from face of curb (clear)	2 ft.	–
(f)	Distance between adjacent Galleries that encroach into R.O.W.	20 ft.	–



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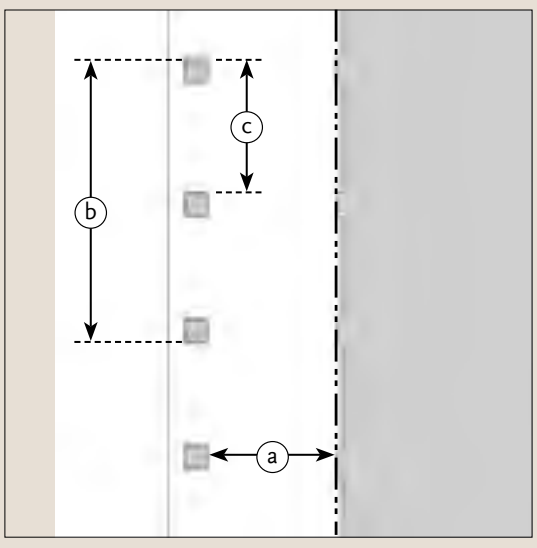


Plan



7. Arcade

a. Definition. Arcades are facades with a ground floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the storefront glass, preventing glare that might obscure views of merchandise.

b. Design Standards

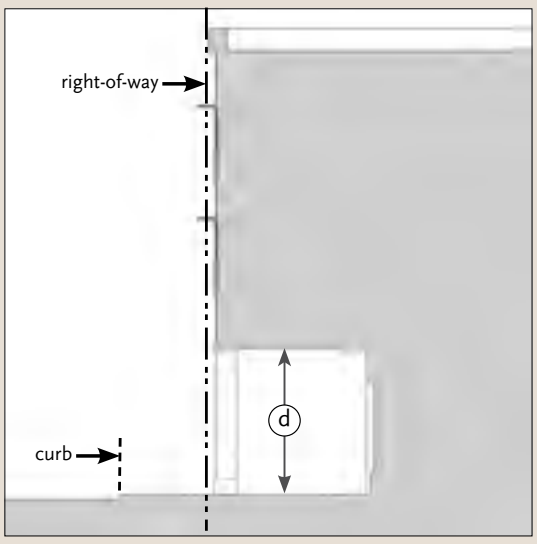
i. Along primary frontages, the arcade shall correspond to Shopfront openings as defined in Section 4.6.C.5.a.

ii. Arcades shall be a minimum of two (2) bays wide.

iii. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the rest of the building.

iv. Arcades shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	10 ft.	16 ft.
(b) Width (clear)	20 ft.	80 ft.
(c) Width: single bay (clear)	10 ft.	16 ft.
(d) Height (clear)	12 ft.	16 ft.
(e) Distance from face of curb (clear)	2 ft.	–
(f) Distance between adjacent Arcades that encroach into R.O.W.	20 ft.	–



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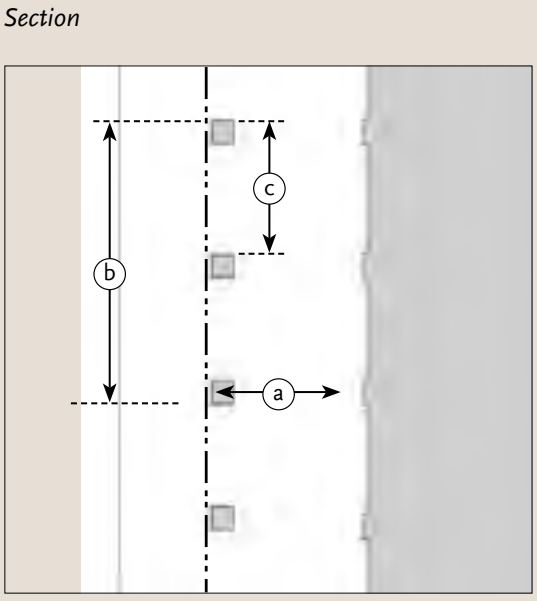


Plan



8. Balcony

a. Definition. A platform enclosed by a wall or balustrade on the outside of a building, with access from an upper-floor door.

b. Design Standards

i. Balcony design character, palette of materials, and approach to detailing shall be consistent and compatible with the building's style.

ii. Balconies shall be designed to be consistent and compatible throughout the building.

iii. Balconies of traditionally styled buildings shall have visible supports in the form of projecting beams or braces. Balconies on modern styled buildings may simply project.

iv. Balcony railings on traditional buildings shall be made of wood, wrought iron, steel bar or tube faithfully simulating true wrought iron. Modern buildings may also use galvanized or painted steel, aluminium, and cable railing components. Vinyl substitutes shall be avoided.









4.6. FRONTAGE STANDARDS (CONTINUED).

9. Bay Window

a. Definition. A large window or series of windows projecting from the outer wall of a building and forming a recess within.

b. Design Standards

i. Bay windows shall be a maximum of ten (10) feet wide and shall have a height that is equal to or greater than their width.

ii. Bay windows shall be placed a minimum of two (2) feet from any building corner and a minimum of three (3) from any other bay window.

iii. Bay windows shall consist of at least 75% transparent fenestration.









10. Cantilevered Room

a. Definition. An upper floor room or rooms that projects from the building facade providing additional upper floor square footage and contributing to the articulation of the facade.

b. Design Standards

i. Cantilevered Room shall be a maximum of twenty (20) feet wide.

ii. Cantilevered Rooms shall be placed a minimum of ten (10) feet from any other Cantilevered Room.

iii. Cantilevered rooms of traditional style buildings shall be supported by brackets, extended beams, or other elements that .









11. Awning

a. Definition. A cloth cover fastened to a building or structure and supported by a frame that is used to protect pedestrians from the sun or rain.

b. Design Standards

i. Awnings shall be of a simple shed form, made of code-compliant fire-resistant canvas or materials of similar appearance; materials which are shiny, stiff, and obviously synthetic shall be avoided.

ii. Each awning shall correspond to a storefront.

iii. Upper floor awnings may be provided as follows:

(a) Each individual awning shall cover no more than one Shopfront or window opening.

(b) Signage is not permitted on upper floor awnings.

iv. Awnings shall be positioned so that signage is not obstructed.

vi. Awning color(s) and pattern(s) shall be coordinated with the overall design of the building. As appropriate awning colors may vary between adjacent businesses.

vii. Internally illuminated and backlit awnings and any associated light diffusers are prohibited.









12. Canopy

a. Definition. A flat, metal awning that extends perpendicular from the building and parallel to the sidewalk. The canopy's frame is connected to the wall and spanned by a variety of materials, including metal lattice, glass, and metal slats.

b. Design Standards

i. Canopies shall be of a simple form, made of metal and/or glass.

ii. Canopies shall be supported either from below by metal brackets, or from above by rods, wires, or chains that affix to the wall.

iii. Canopies may extend across multiple storefronts.

iv. Upper floor awnings may be provided as follows:

(a) Each individual canopy shall cover no more than one window opening.

(b) Signage is not permitted on upper floor canopies.

v. Canopies shall be positioned so that signage is not obstructed.

vi. Canopies shall be coordinated with the overall design of the building; all canopies on a single building shall be consistent in their design, color, and material.









4. DEVELOPMENT CODE

4.7. BUILDING DESIGN STANDARDS

A. Purpose and Intent. This Section establishes standards to ensure proposed new buildings and additions are designed to relate to the street, to public open spaces, and to neighboring buildings in a way that contributes positively to the Specific Plan area's neighborhoods and districts.

B. Applicability. The requirements of this Section apply to all renovations of existing buildings, all additions to existing buildings, and new buildings within the Transit Villages Specific Plan area.

C. Relationship to the Public Realm. Buildings are the principal determinants of street and urban form. As they are incrementally constructed, they contribute, along with their neighbors, to both the formation of the public realm and to the collective built fabric of the city.

Essential, therefore, to the design of new projects is the careful consideration of how they relate to their physical context (towards the street, towards buildings across the street, and towards adjacent buildings), as well as to their historical, cultural, and climatic context. In order for this to be successfully achieved, new buildings must be designed both from the inside out and the outside in. They should be inspiring to both those who inhabit them and to those who pass by on foot, bicycle, or automobile.

It is important to note that compatibility is not necessarily the repetition of existing or historical design patterns, but is the interpretation of these patterns – whether they be traditional or contemporary – in a manner that contributes to the distinctive and eclectic street form that so characterizes Downtown Redland's and its surrounding neighborhoods.

1. Building Orientation. New buildings shall be oriented to define and frame adjacent public streets and/or public or common spaces with consistent setbacks and with street-facing windows, entries, and frontage elements.

2. Significant Sites. All multi-family and mixed-use buildings are part of the urban fabric. They are a continuous background form that provides the backdrop for public and civic buildings such as schools, libraries, city halls, etc.

While the form of multi-family and mixed-use buildings is by definition repetitive, when placed in unique locations within the body of the City, such buildings should be designed in a manner that responds to the special character of their location with some appropriate degree of uniqueness in form.

This is particularly true in buildings that are placed on corner lots or at the termination of streets.

a. Corner Buildings. Corner buildings play a stronger role in defining the character of neighborhoods and districts than other buildings along a block face. They can act as informal entryways to the street, setting the tone for the streetscape that follows. Accordingly, the design of corner buildings must recognize their prominent positions along streets and blocks. Corner building design strategies include:

- Design both street facades to be fenestrated, articulated and finished as “front” facades.
- Add emphasis with more architectural detailing than found on other buildings on the block face.
- Where appropriate, use a greater building height to add emphasis.



A corner tower.



AVOID. The tower of a mixed-use building occupies the street terminus, but appears to be mistakenly off center.(Right) A tower that is placed on the center line of the street.



A mixed-use building with a scalloped corner entryway and second floor corner balcony.



A tower that is placed on the center line of the street.

- Design a more complex building form with projecting facade elements and special building features such as towers, cupolas, wrap-around bay windows, balconies, porches, or other architectural embellishments.
- Create a prominent building entrance by notching the corner.

b. Buildings at Street Terminations. Building massing or outdoor spaces on lots located at terminations of streets shall either be placed to align with the street's center line, or positioned in a manner that convincingly shows that they were not meant to be centered.

3. **Elevations Visible from Public Realm.** The rear and/or side elevations of new buildings that are visible from the public realm shall be designed with equal care and quality as the front or principal facade.
4. **Room Orientation.** Formal rooms (living rooms, dining rooms) shall be oriented to face onto adjacent public streets and/or public or common spaces. Secondary rooms, such as bedrooms, bathrooms, and kitchens shall generally be oriented towards side and back yards.
5. **Window and Door Size and Placement.** Windows and doorways shall be designed to reflect the character and size of the rooms to which they belong, such as larger windows for formal rooms and smaller windows for secondary rooms such as bedrooms, bathrooms and kitchens.
6. **Pedestrian Access to Buildings.** Building entrances provide a connection between the public realm of the street and sidewalk, and the private realm of the building. A well-designed building entrance is easily identifiable and welcoming to pedestrians.

a. Entrances into buildings. Entrance ways and doorways shall be clearly identifiable as prominent points of access into buildings.

b. Entrances into courtyards.

i. Courtyards shall be entered from the street through a covered passage or through a passage that is either open to the sky or covered by a trellis. Courtyard entrance trellises shall be of the character of the rest of the building both in their overall form and detailing.

ii. Courtyards within the Neighborhood General 1 (NG1) and Neighborhood General 2 (NG2) zones shall be visible from the street.

iii. The openings to courtyards may be either gated or completely open to the street, but should be unobstructed by garden walls, railings, or other elements that may limit views into the courtyard.

7. **Vehicular Access to Buildings.** Garage entries can occupy a major portion of a building's ground floor and can therefore have a major impact on the pedestrian's perception of buildings. In order to minimize the visual impacts of garage entries, they must be designed to be integral parts of a the architectural design of the building.

a. Garage Entry Design.

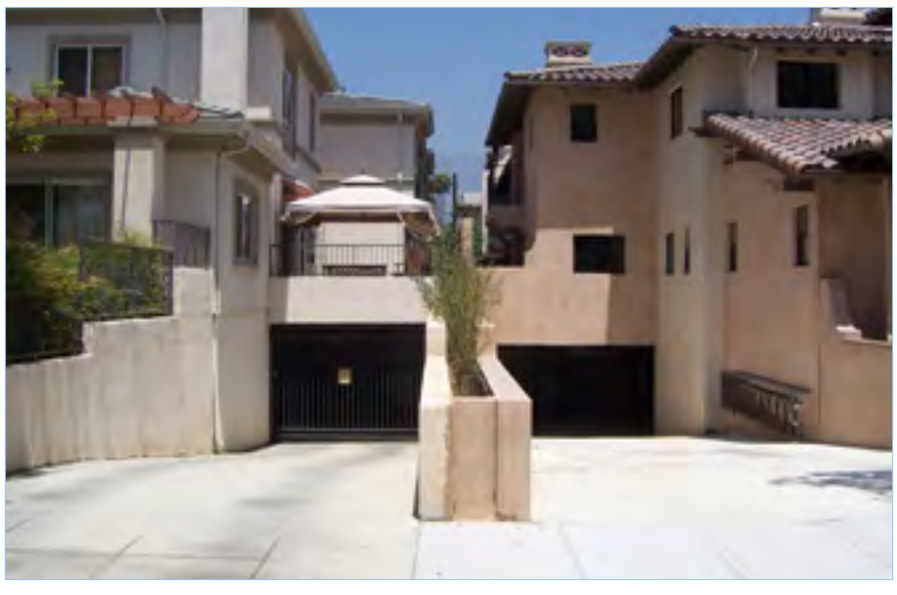
i. Parking garage entrances shall be designed and composed as an integral part of the building facade. They shall be conceived as doorways or gateways that are in character with the character and design of the rest of the building.



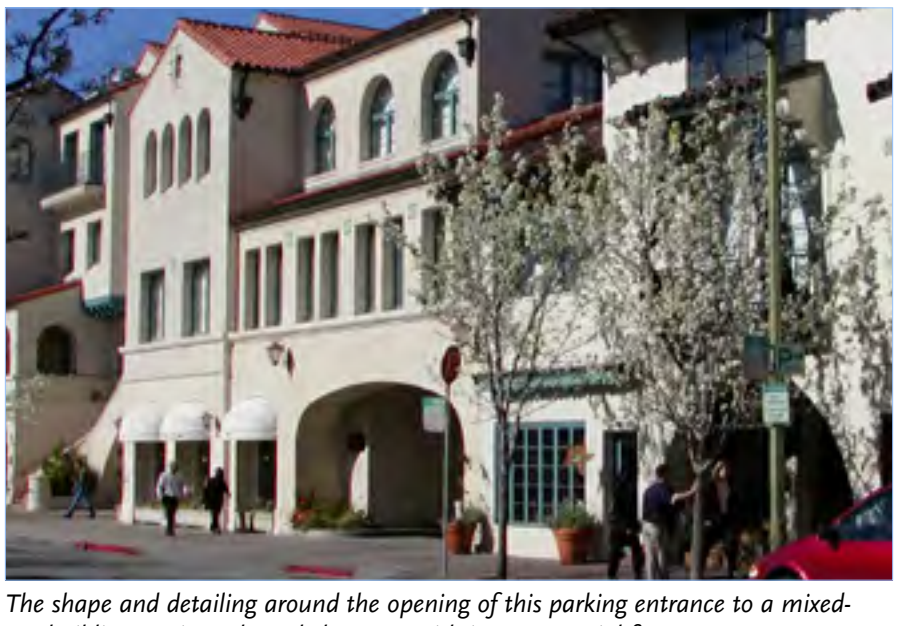
The main entrance to this multi-family building is prominent and easily identifiable.



The windows of this rowhouse building are designed to reflect the character and size of the rooms to which they belong: larger windows for formal rooms and smaller windows for bedrooms and bathrooms.



AVOID. The adjacency of these two multi-family residential parking entrances has a major impact on the pedestrian's perception of building. The mismatch in the size of the two respective openings compounds the problem.



The shape and detailing around the opening of this parking entrance to a mixed-use building are in scale and character with its commercial frontages.

4.7. BUILDING DESIGN STANDARDS (CONTINUED)

ii. Recess the garage door so it appears less intrusive. Garage doors that are recessed to provide adequate vertical clearance must not be recessed so far as to result

b. Placement.

i. The parking entrances of new buildings shall not be located adjacent to parking entrances of existing adjacent buildings.

ii. To the extent possible, parking entrances shall avoid street trees, infrastructure, and streets with excessive traffic. Driveways providing access to corner lots shall be located as far from the street intersection as possible.

D. Relationship to Neighboring Buildings. Buildings designed in isolation and without regard to their surroundings can appear to be glaringly out of context. This is especially true when large mixed-use or multi-family infill buildings are inserted into lots surrounded by single-family houses or small multi-family buildings or are located on a parcel within a higher density zone that is immediately adjacent to a lower density zone. As a result, people living in existing buildings that are negatively affected by new ones, see the quality of their lives diminished.

The compatibility of new buildings inserted into such existing contexts can be ensured by fitting their scale and mass to that of their neighboring existing buildings.

1. Scale and Orientation. New buildings over two stories in height shall be designed to relate to and respect the massing and scale of adjacent buildings, particularly buildings of historical character (see Figure 4-15 below). Strategies include:

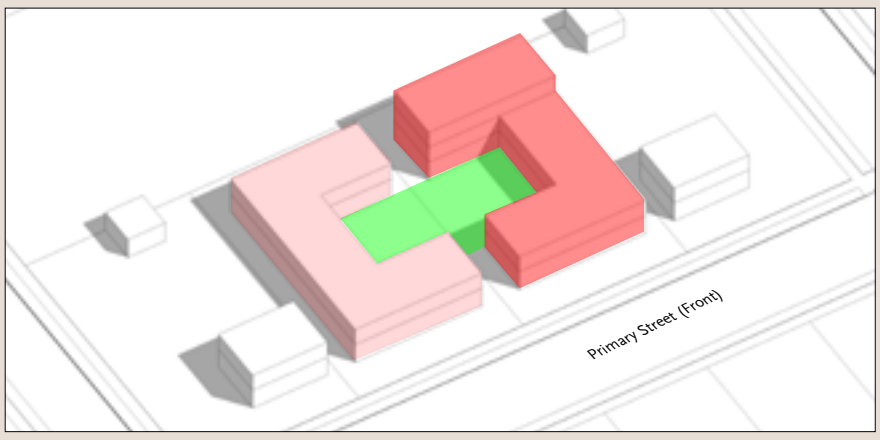
a. Matching existing building heights or exceeding them by only one story. Modulating additional stories by stepping them back.

b. Modulating side yard and rear yard volumes to provide as much distance as possible between the facades of a proposed building and existing buildings in order to preserve the privacy of the outdoor spaces of both.

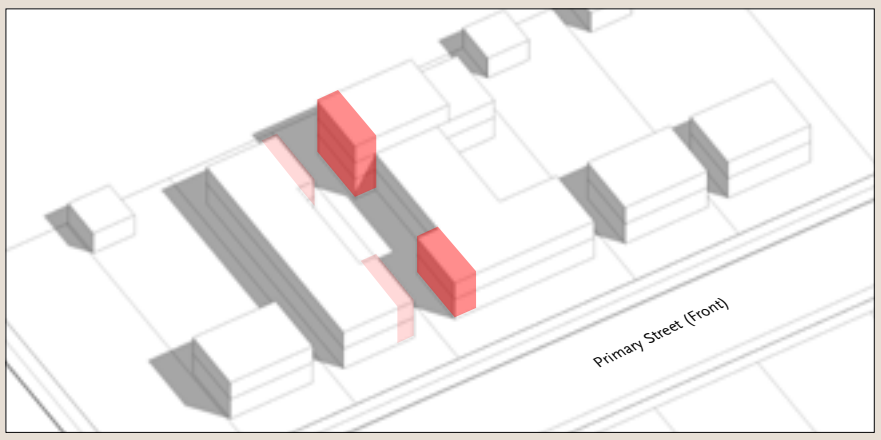
c. Orienting the side gardens or side courts of proposed buildings to face the side gardens or side courts of adjacent buildings.

d. Mirror the side yard massing of an existing, neighboring building.

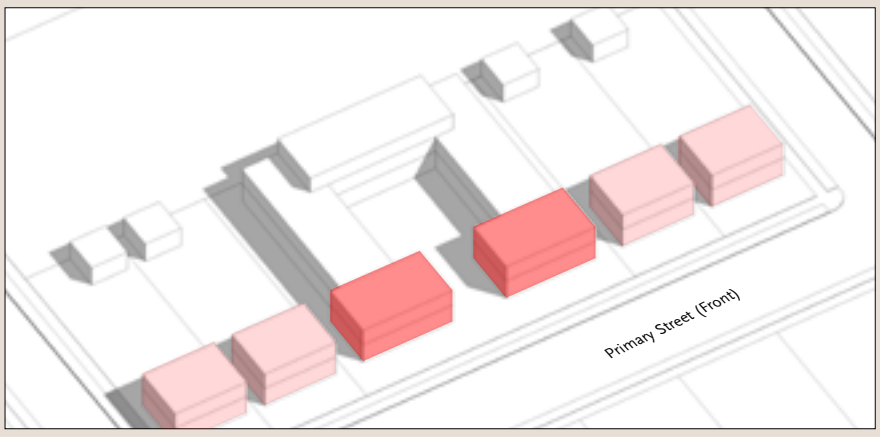
FIGURE 4-15: RELATIONSHIP TO NEIGHBORING BUILDINGS



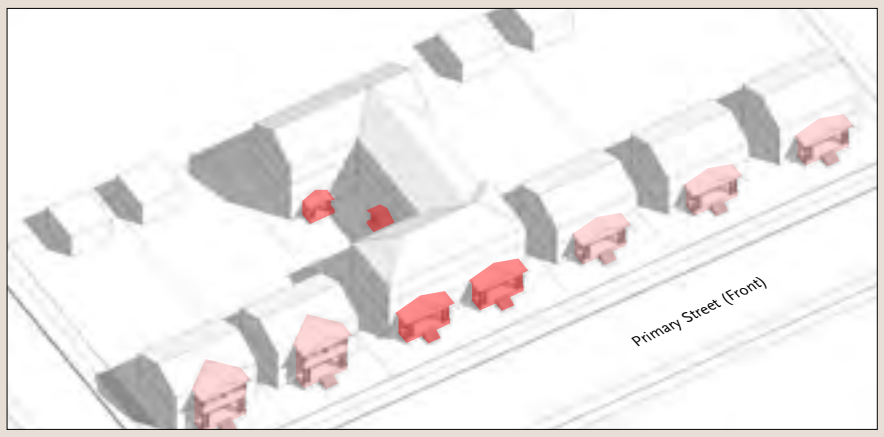
Relate to existing open space of neighboring building.



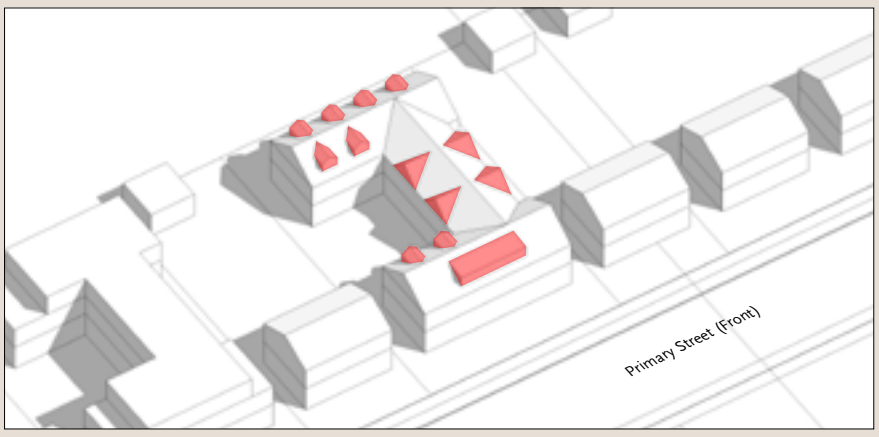
Match the form of neighboring building.



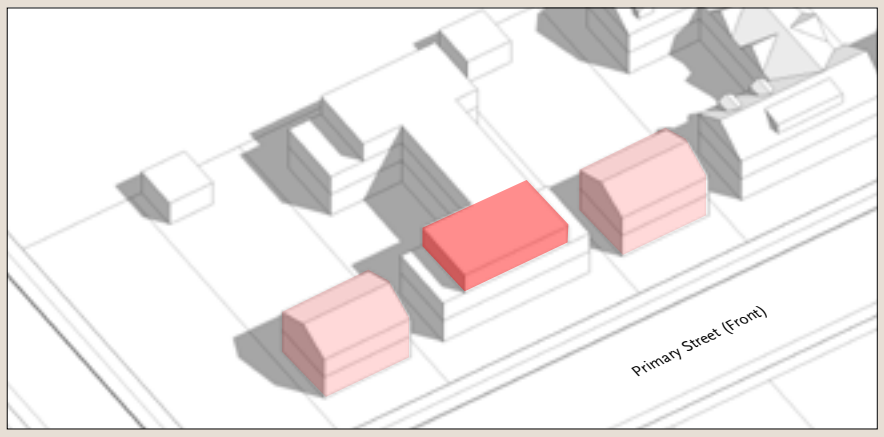
Continue prevalent massing rhythm along street.



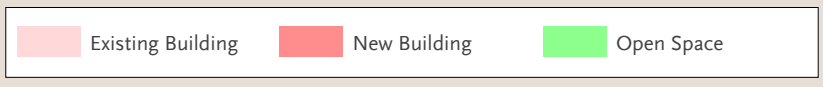
Use frontage types such as porches to reduce the scale of a taller building facade in relation to adjacent buildings.



Incorporate the upper floor space within the attic space and provide day light with dormer windows.



Step back upper floors to reflect the massing of existing, adjacent buildings.



e. Stepping back upper floors to preserve the lower scale massing of existing, adjacent buildings.

f. Including elements such as porches, galleries, arcades, etc. to relate the scale of facades to those of existing buildings.

g. Reducing building bulk by introducing dwelling space in attic spaces.

h. Introducing landscape and/or trees as a screen between existing and new buildings.

2. **Side and rear windows.** The placement and size of windows in side yards and rear yards shall respect the privacy and need for light and air of existing buildings.

3. **Project sites adjacent to historic structures.** Buildings on project sites located immediately adjacent to lots that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the *Secretary of the Interior's Standards for Rehabilitation* and *Illustrated Guidelines for Rehabilitation of Historic Structures* and/or the *Redlands Historic Architectural Design Guidelines*.

E. Design Standards.

1. **Holistic design.** Design all components of new projects (building, open space, landscape, and parking) to be internally consistent with the chosen architectural language and character of the overall project.

2. **Durable Materials.** Utilize durable materials and architectural details that promote permanence and longevity and are designed to be consistent within the building's architectural style in terms of structural expression, scale, and proportion.

3. **Modifications to Existing Buildings.** For modification to existing buildings, utilize or match the materials, configurations, colors and finishes of the existing building. "Stucco wraps" of buildings originally clad in exposed wood, masonry, and/or stone are prohibited

4. **Exposed Wood.** Finish exposed wood (or wood-like materials) in a manner that minimizes maintenance and promotes the material's longevity.

5. **Reflective Materials.** Avoid using reflective materials, unless they are applied to small areas (such as to highlight signage) and they can be shown to not cause a nuisance to automobile traffic, pedestrians, and neighboring buildings.

6. **Masonry and Stone.** Detail masonry veneer walls in a manner that expresses the structural integrity of real masonry, especially at corners, windows, and doors.

7. **Synthetic Materials.** Use synthetic materials only when:

   a. They adequately simulate the appearance of the natural material it imitates;

   b. They demonstrate an ability to age similar to or better than the natural material it imitates;

   c. They have a permanent texture, color, and character that is acceptable for the proposed application; and

   d. They can be pressure washed and, in general, withstand anti-graffiti measures.

8. **Prohibited materials.** Do not use the following materials:

   a. T1-11 siding;

   b. Rough-sawn wood;

   c. Vertical siding, except board and batten;

   d. Metal siding or concrete block as an exterior finish, except in the NG-1 zone.



A mixed-use building clad in plaster. The moldings and column bases are constructed of durable materials (precast concrete and tile, respectively).



AVOID. Lamps, address signs, and columns are inconsistent in style and finish.



A multi-family building clad in plaster and fiber-cement siding. The vertical transition between the plaster and siding occurs at the inside corners.



Lamps, address signs, and door hardware are consistent with each other and the building.

4.7. BUILDING DESIGN STANDARDS (CONTINUED)

9. **Multiple Materials.** When combining two or more wall materials on one facade:
   a. Place lighter materials above more substantial materials (e.g. wood above stucco or masonry, or stucco and glass above masonry).
   b. Locate vertical joints between different materials at inside corners.
10. **Color.** Compose materials and finishes in a manner that results in visually balanced compositions. Avoid large areas of bright colors.
11. **Attached Architectural Elements.** Design attached architectural elements such as lighting fixtures, attic vents, custom signage, awnings, hand rails, balconies, and trellises to be consistent with each other and with the style of the building.
12. **Solar Panels.** Fully integrate active solar devices into the overall form of the building.
13. **Windows and Doors**

a. Materials.

i. Utilize windows, doors, frames, colors, and styles that are appropriate to the building's architectural style in terms of window type (double hung, casement, etc.), proportion, and color.

ii. For replacement windows, utilize the same window types as the original windows (e.g., replace double-hung windows with double-hung windows, etc.).

iii. Preferred window and door materials include wood, fiberglass, steel, or aluminum. Vinyl and vinyl-clad windows are allowed with muntin patterns and colors appropriate to the building's architectural style.

iv. Flush nail-on aluminum windows and horizontal aluminum sliding windows are prohibited.

v. Specify clear glass glazing, particularly in storefront and primary window applications.

b. Details.

i. If used, specify true muntins that are of a substantial dimension (e.g., not flat).

ii. Design head casing to be equal in width to or wider than jamb casing.

iii. Detail window sills to properly shed water.

iv. Recess windows in a manner that is specific to the building's architectural style (e.g., provide greater recesses for Mediterranean style buildings, etc.).

c. Configurations.

i. Design the orientation and proportion of windows and doors to be consistent with the building's architectural style.

ii. Design windows and doors to relate to one another proportionally and according to a rational system of design, such as designing building elevations to exhibit a hierarchy between window sizes to differentiate between public rooms (living rooms and dining rooms) and private rooms (bedrooms, bathrooms).

iii. Locate windows on new building facades in a manner that maintains existing privacy with neighbors;

iv. Design bay windows to be habitable spaces.



AVOID. The white window color is inconsistent with the color of the surrounding trim and cladding. White trim and perhaps a different color cladding material would result in a more consistent color palette.



AVOID. Random window placement with windows not relating by shape and proportion to one other.



The window color is consistent with the surrounding colors - even though the window color contrasts with the surrounding trim. This is one of many traditional color schemes for the Craftsman style.



The windows of this mixed-use building are composed according to a logical order. The second floor windows are grouped in threes and centered above the ground floor shopfront doors and windows.

d. Accessories. Consider using various architectural elements to add interest of building facades, including operable shutters sized to match their openings, opaque canvas awnings and other shading devices, and planter boxes supported by visible brackets.

F. Architectural Style Guidelines. The Architectural Design Guidelines in this Section are intended to assist owners, builders, and developers in the design of buildings that reflect Redlands' history, culture, and climate. These guidelines are not intended as a style manual but rather as a summary of the salient characteristics of architectural styles of buildings found in Redlands and throughout the Inland Empire and San Gabriel Valley.

1. The Architectural Design Guidelines apply to all parcels within the Specific Plan area.
2. Buildings may be designed according to architectural styles not described in this Section, provided the design submission per Section 4.1.2.B (Submittal Requirements) includes a description of the proposed architectural style in terms of the following nine primary elements and according to the same as this Section:
   a. Roof.
   b. Floor Plan/Elevation.
   c. Base.
   d. Shading.
   e. Form/Massing.
   f. Walls.
   g. Colors
   h. Openings.
   i. Articulation.
3. The following five Architectural Styles are described in this Section: Main Street, Commercial, Mediterranean, Craftsman, Victorian, and California Contemporary.



Main Street Commercial



Mediterranean



Craftsman



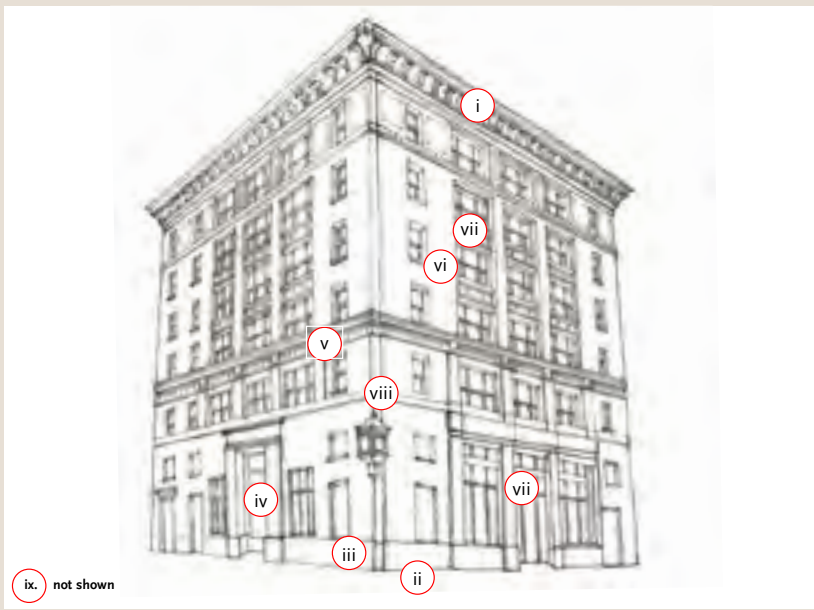
Victorian



California Contemporary

1. Main Street Commercial

a. Definition. The Main Street Commercial building is found on almost every pre-World War II American Main Street. Basically a decorated rectangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with commercial ground floors. Multi-story facades are typically divided into base, body and top with the ground floor taller than the shorter upper floor, which is finished by a significant parapet. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper floor windows are smaller with vertical windows directly relating to the ground floor window, door, and Shopfront openings. Whether one-story or multiple-story, Main Street Commercial buildings tend to be square or rectangular boxes. However, subtle variations in height can add interest to a facade, emphasize important architectural features such as a building entrance or variations can accentuate a corner condition.



b. Key Characteristics

i. Roof. Flat roof with projecting cornice or parapet.

ii. Floor Plan/Elevation. Simple, rectangular plans with L-shaped or U-shaped variations.

iii. Base. Articulated base by change in material, change in plane, or both.

iv. Shading. Recessed arcades & entries, balconies, or fabric awnings.

v. Form/Massing. One to multiple stories, with base, middle, and top. Vertically proportioned with corner towers common.

vi. Walls. Flat planes of stone, brick, or plaster, punctuated by deep set window openings.

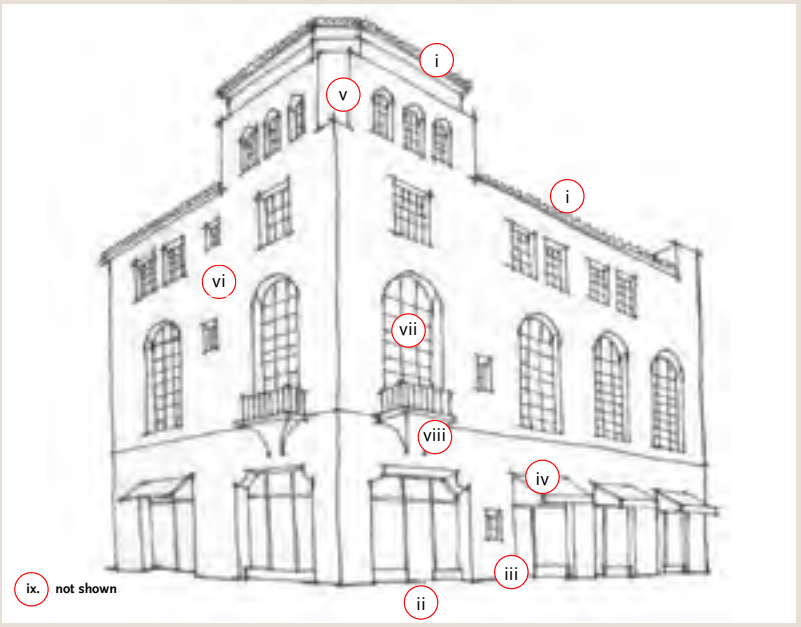
vii. Openings. Large Shopfront openings at ground, vertically proportioned, with transoms arranged in rhythmic pattern. Upper floors include combinations of small and large window openings relating to ground level window, door, and Shopfront openings.

viii. Articulation. Base, middle and top of facade are clearly defined by changes in material and horizontal banding. Ground floor and/or building-scaled base receive most detailed attention. Other details include cornices, balconies, awnings.

ix. Colors. Public buildings are more reserved, with muted colors. Otherwise, the palette is open to interpretation.

2. Mediterranean

a. **Definition.** The Mediterranean Style features flat, austere stucco wall planes and punched, recessed windows and door openings. Window openings are elaborated with small metal balconies, grilles, or awnings and are deep set to accentuate shadows. Exterior trim is reserved for principal doorways and may be framed by elaborate pilasters, columns and capitals. Wood detailing is spare and is typically reserved for rafter tails, heavy timber brackets supporting cantilevered balconies, window shutters, or balcony railings. Roofs are always tile and shallow in slope.



b. **Key Characteristics**

i. **Roof.** Low pitch gable ends, occasional hipped ends, red clay tile. Flat roofs in combination with pitched. Roof eaves are plaster molding transitions from wall or wooden bracketed overhangs.

ii. **Floor Plan/Elevation.** Simple plans in rectangular, L-shaped, or U-shaped configurations.

iii. **Base.** Typically no base, wall meets ground simply. Articulated bases (projected, material changes, etc.) are reserved for public buildings.

iv. **Shading.** Recessed arcades & entries, balconies, or fabric awnings.

v. **Form/Massing.** One to multiple stories, simply proportioned, asymmetrical compositions. Corner towers common.

vi. **Walls.** Flat planes of smooth or textured plaster, punctuated by deep window and door openings.

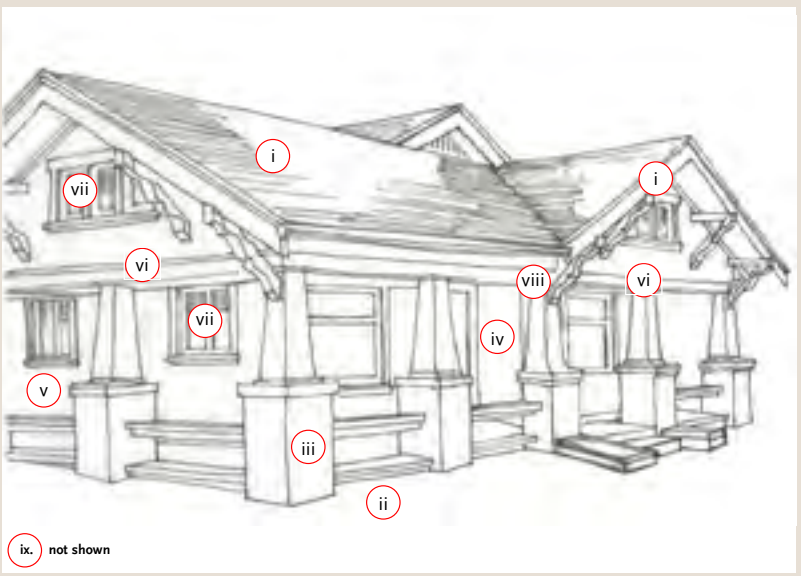
vii. **Openings.** Vertically proportioned, combination of small and large window and door openings in asymmetrical or symmetrical pattern.

viii. **Articulation.** Plane of wall broken by modest planar changes, balconies, awnings, plaster brackets or pilasters, & occasional roof eaves. Detailing is limited to metal or wood railings, grilles, and wood or tile ornamentation at major door or window openings.

ix. **Colors.** Limited to off-white and white, terra-cotta roof tiles, & contrasting color of doors, windows, & wood brackets, columns, and railings.

3. Craftsman

a. **Definition.** The Craftsman Style is derived from the constructional logic of carpentry in which buildings are proportioned and formed by the repetition of structural elements: walls, columns, beams, rafters railings and so on. Craftsman Style buildings are defined by large gabled roofs, occupied attic spaces lit by dormer windows, and street-friendly porches. The massing is low slung. Walls of horizontally patterned wood siding or shingles typically sit upon a brick, stone or stucco foundation base. Windows and doors are vertical in proportion and are trimmed in wood. Roofs are shallow in slope and clad in wood or asphalt shingles with broad overhangs and exposed rafter tails. Porch and balcony roofs are typically supported by brick, stone, stucco or heavy timber piers. Chimneys are stucco, stone or brick.



b. **Key Characteristics**

i. **Roof.** Low to medium pitched low-slung roofs, with gables facing street, or crossing with rear gable, and occasional side-facing gable. Hipped roof used on occasion. Large overhangs with rafter tails, exposed eaves, braces, and brackets.

ii. **Floor Plan/Elevation.** Simple, rectangular or L-shaped plan, with added porches and frequently a porte cochere over drive leading to rear of lot.

iii. **Base.** Articulated in brick, stone, stucco, or shingle typically with change in plane.

iv. **Shading.** Very deep front and side porches or open shade structures added to mass of building, sometimes contained underneath main roof form. Upper level balconies and sleeping porches common.

v. **Form/Massing.** One to three 3 stories with third story incorporated into roof line, very horizontally proportions, rectangular mass is very simple with few projections.

vi. **Walls.** Wall planes are articulated in combinations - with heavier materials at ground [stucco] and lighter above [clapboard, shingles].

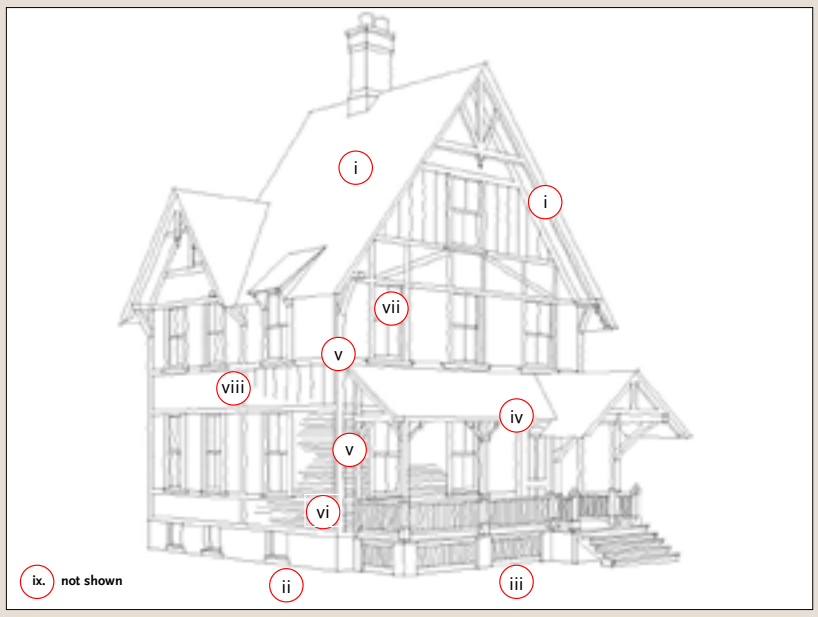
vii. **Openings.** Vertical or square proportions, and grouped for horizontal compositions at public rooms. Of note, the front door is lower and wider than standard front doors.

viii. **Articulation.** Besides roof details, building base and porch columns and railings are detailed in wood, stone, or brick. Windows have trim. Balconies, window planter boxes, brick or stone chimneys and unique lantern light fixtures are common.

ix. **Colors.** Earth tones in the darker ranges. Field and accent colors are closely related and contrast is limited in the best examples.

4. Victorian

a. **Definition.** Victorian-era architecture became popular in the United States during the 1860s when new advances in construction, particularly lighter wood "balloon" framing and wire nails, allowed for more complicated building forms. Victorian styles reflect these changes through their extravagant detailing and complex volumes. Victorian-era architecture was further popularized during the Centennial celebrations of 1876, becoming the dominant architectural idiom of the 20th century. Victorian architecture is loosely derived from medieval prototypes, typically featuring multi-colored or multi-textured walls, steeply pitched roofs, and asymmetrical façades. Regional variations prevalent in Redlands include Second Empire, Eastlake/Stick, Queen Anne, and Vernacular. By the turn of the century, Victorian styles had moved out of favor, replaced with America's first truly modern styles, Craftsman and Prairie.



b. **Key Characteristics**

i. **Roof.** Simple gable, or hipped with cross gables and main gable facing front. All roofs steeply pitched.

ii. **Floor Plan/Elevation.** Asymmetrical layout most typical, symmetry occurs infrequently.

iii. **Base.** Raised above grade on plinth.

iv. **Porch.** Sits on base, 2 or 1 sides of home, 1 story, with elaborate detailed wood columns, brackets, railings.

v. **Form/Massing.** 1, 2, & 3 stories, vertically proportioned, with high ceilings. Floor plan shape is reflected clearly in the massing.

vi. **Walls.** masonry bases and/or wood walls, multiple textures & multiple colors on surfaces.

vii. **Openings.** Large, vertically proportioned window and door openings.

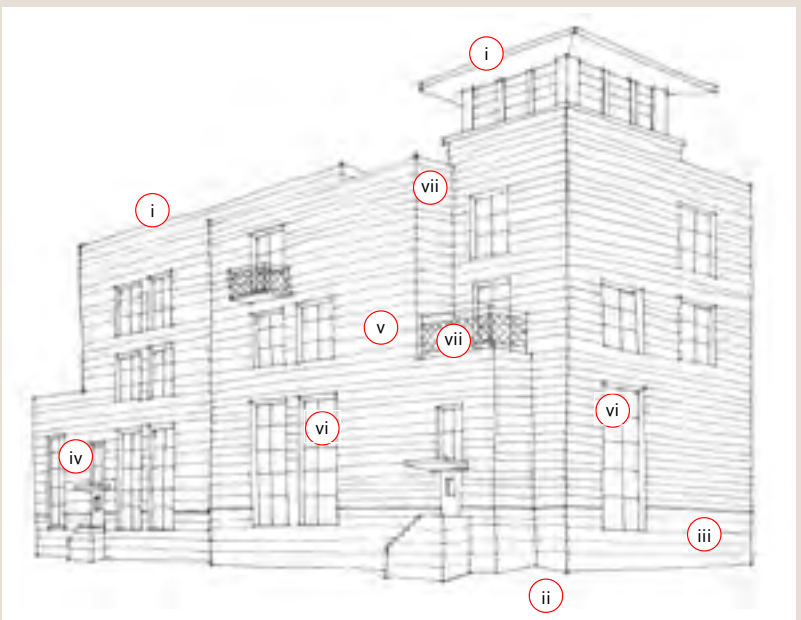
viii. **Articulation.** Plane of wall broken by window bays, planar changes, and material changes. Detailing is intense at window and door openings, porches, and gable ends.

ix. **Towers (not shown above).** Towers on occasion are included in large two-story versions, located at center or corners of front facade.

5. California Contemporary

a. **Definition.** Dating back to the 1920s and 1930s, the California Contemporary style is an eclectic mix of simple forms of traditional Mediterranean architecture and the Modernist tradition, adjusted to the local climate and culture of Southern California. Solid building masses juxtaposed with walls of light materials, and big expanses of glass window openings were made possible.

Often focusing on the relationship between indoor and outdoor spaces, the California Contemporary is characterized by simple cubic forms, horizontal roof planes, cantilevered projections, and window and door openings often composed asymmetrically. The style emphasizes building massing – often expressed by the use of various construction materials and colors – over structural articulation. Roofs are typically flat, but occasionally they are also sloped, or a combination thereof. Architectural elements such as awnings, balconies, and trellises are appended to these volumes, often occurring in the interstitial spaces between volumes.



b. **Key Characteristics:**

i. **Roof -** typically flat. Can vary with pitched elements, or a combination of the two. Occasional cantilevered eaves.

ii. **Floor Plan/Elevations -** asymmetrical layouts with open floor plans (larger, uninterrupted spaces).

iii. **Base -** either not expressed, or articulated by material changes, plane changes, or planters.

iv. **Form/Massing -** solid masses juxtaposed with large openings of doors, windows, or entry voids.

v. **Walls -** smooth, unadorned stucco, tiles, stone, or brick masses combined with contrasting materials articulated as tight skins stretched over underlying framework. Structural members and materials occasionally exposed when weather resistant and integrated into composition. Color may be monochromatic or multi-chromatic as appropriate to the sun and light of California.

vi. **Openings -** Large, vertically proportioned window and door openings composed asymmetrically or symmetrically and juxtaposed with the mass of the wall as glass curtains or punched openings.

vii. **Permeability -** a strong relationship between interior and exterior spaces due to California's mild climate and enhanced by porches, balconies, recesses, trellises, galleries, awnings, openings, courts, and patios.

4.8. EMERGENCY SHELTER STANDARDS

A. Purpose. This Section provides a definition and development standards for Emergency Shelters within the Transit Villages Specific Plan area and are designed to make such buildings and uses compatible with surrounding buildings and uses.

B. Definition. Emergency Shelter shall be defined as: "Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay" (*California Health and Safety Code*, Section 50801).

C. Applicability. The requirements of this Section apply to all renovations of existing Emergency Shelter buildings, all additions to existing Shelter Buildings, and new Emergency buildings within the applicable zones of this Transit Villages Specific Plan.

D. Design Standards

1. **Minimum / Maximum Number of Persons /Beds.** Emergency shelters may have a minimum of 25 beds/persons for overnight occupants per facility. The Maximum number of Persons/beds shall be based on building occupancy requirements established by the building official for the structure(s). Facilities shall be designed with separate areas for males, females, and families with children.
2. **On-site Supervisors.** A minimum of two on-site supervisors one (1) male and one (1) female shall be present on site during the hours of operation. Additional supervisors shall be required on site at a ratio of one (1) supervisor for every twenty (20) persons.
4. **Bicycle Parking.** One secured bicycle space shall be provided per five (5) beds.
5. **Waiting and Intake Areas.** Each emergency shelter shall provide a minimum interior waiting area of no less than 500 square feet and be of adequate space to accommodate waiting clients in order to prevent queuing outside of the building and public right-of-way.
6. **Personal Property Storage.** Adequate area shall be provided, inside the building, for the storage of small personal items of the occupants of the facility. Storage of larger items (i.e. tents, carts, or items of similar size may be stored outside within a storage area that is secured and screened from Public-right-of-way and neighboring properties.
7. **Pets.** An enclosure shall be provided for the pets of occupants of the emergency shelter. The enclosure shall be located a minimum of 50 feet from the Primary Street property line and shall be designed in a manner that is not a nuisance to neighboring properties.

The enclosure shall be cleaned at least once a day.

8. **On-site Management and Operations Plan.** The agency or organization operating the shelter shall comply with the following requirements:
   a. Each shelter shall be operated by a responsible agency or organization, with experience in managing and/or providing social services.
   b. Staff and services shall be provided to assist residents to obtain permanent shelter and provide referral information and/or services for health or mental health services, education opportunities, job training / employment and life skills training.
   c. Operator shall maintain a log of occupants which may be reviewed by the City upon twenty-four (24) hour notice to assure compliance with Length of Stay provisions.
   d. Operations Plan. An operations plan shall be submitted for review and approval by the Development Services Director, Police Chief, and other City departments as applicable prior to operation of the emergency shelter. The plan shall include a floor plan that demonstrates compliance with physical standards. The plan shall include minimum provisions related to on-site security and safety including the use of security camera's, staff training (including child safety and sexual harassment), requirements for background checks for all staff, good neighbor policies, loitering control, client eligibility, food services (including food preparation and distribution times), and treatment programs for residents with services provided at the facility, transportation, indoor and outdoor management of the facility, screening of residents to ensure compatibility, and for training, counseling. The operator of each emergency shelter shall annually submit the management plan to the Development Services Department with updated information for review and approval. The City Council may establish a fee by resolution, to cover the administrative cost of review of the required management plan.

i. **Separation Requirements.** A minimum distance of 300 feet shall be maintained from other emergency shelters. The distance separation shall be measured in a straight line between the property lines of each use without regard to intervening structures or objectives.

j. **Hours of Operation.** Occupants shall be permitted entry beginning at 5 p.m. (except children which may enter at 3 p.m. for study hours if provided by shelter services). Once admitted into the shelter, occupants shall not leave the premises until 3 a.m. the following morning. Occupants that leave before 8 a.m. may not be readmitted into the facility. Occupants that violate this provision may not be permitted to utilize the facility in the future pursuant to the operators and/or the City of Redlands Police Department's determination.

k. **Outdoor Use Area.** Outdoor recreation areas may only be used between 4 p.m. and 10 p.m. Loitering shall not be permitted on the shelter site or on the sidewalks, streets, or adjacent to, or in the vicinity of, the shelter.

l. **Length of Stay.** Individuals and families may not stay at an emergency shelter for more than a total of 180 days in a consecutive 12 month period.

m. **Lighting.** Adequate external lighting shall be provided for security purposes in compliance with the Section 4.11 (On-Site Landscape, Outdoor Lighting, and Public Art Standards).

n. **Security.** Parking and outdoor facilities shall be designed to provide security for clients, visitors, employees, neighbors and the public. On-Site supervisory and security personnel shall be provided at all times during the hours the shelter is in operation, with security provided at both interior and exterior locations. In addition, the area surrounding the shelter site during hours that the shelter is in operation shall be patrolled by the facilities security personnel, to ensure that homeless persons who have been denied access are not congregating in the neighborhood.

o. **Laundry Facilities.** Laundry facilities shall be provided for an emergency shelters with ten (10) or more beds.

p. **Outdoor Cleanliness.** The outdoor areas (yards) of shelters and surrounding areas shall be kept clean and free of debris, litter, and storage of personal effects shall not be stored outdoors.

q. **Vehicles.** Nonoperational and unregistered vehicles shall not be kept on site. Towing shall be the responsibility of the emergency shelter operator.

r. **Alcohol and Narcotics.** Alcohol and narcotics use and consumption are prohibited within the facility and on the property.

s. **Weapons.** Weapons are prohibited within the facility and on the property.

4.9. SIGNAGE STANDARDS

A. Purpose and Intent. This Section establishes standards for the design, erection, maintenance, and use of signs and other exterior advertising media within the Specific Plan area that contribute to the creation of a rich urban environment that demonstrates variety, quality, and design integrity.

B. Applicability. The requirements of this Section apply to all renovations of existing buildings, all additions to existing buildings, and new buildings within the TVSP area.

C. Sign Permit and Review Requirements. Sign permits and/or building permits shall be required per Section 15.36.080 (Permits and Fees) and 15.36.090 (Permit Submittal Requirements) of the *Redlands Sign Code* and may be approved by Development Services staff, unless discretionary review is required as specified herein.

D. General Design Standards.

1. Location and Placement

a. Each sign shall be located on the same site as the subject of the sign.

b. In order to avoid sign clutter, signage shall only be allowed on facades that have building entrances.

c. Ground floor business within a building may have one or multiple storefront signs. See Section 15.36.050 (Area Measurement) and Section 15.36.060 (Height Measurement) of the *Redlands Municipal Code* for sign area and height measurement definitions. The maximum number of signs allowed per building shall per the requirements of the applicable zone (see Sections 4.3.1.H, 4.3.1.H, 4.3.3.H, 4.3.4.H, 4.3.5.H, and 4.3.6.H) and as identified for each sign type (see Section 4.9.F).

d. Upper floor businesses may be identified by Building Identification Signs for principal tenants (see Section 4.9.F.7) and/or Directory Signs (see Section 4.9.F.13).

e. Logos or identification symbols are considered signs and shall conform to all requirements of this section.

f. Signs shall not cover, obscure, or interfere with the operation of windows, doors, storefronts, and/or building entrances. Signs shall not cover or obscure architectural features of the building, including, but not limited to, transoms, cornices, columns, or other architectural elements, details, or ornamentation.

2. Size. The gross area of all signs on a building facade shall not exceed 10% of the total area of the facade. The maximum sign dimensions and area of each individual sign shall be as identified in the requirements for each allowed sign type (see Section 4.9.F).

3. Color. Colors on signs and structural members shall be harmonious with one another and relate to the dominant colors of the buildings on the project site. Contrasting colors can be utilized if the overall effect of the sign is still compatible with building colors.

4. Design and construction.

a. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of Section 15.36, Article VIII (Temporary Signs) of the Redlands Municipal Code, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.

b. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who are capable of producing professional results.

c. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability, to reduce maintenance costs, and prevent dilapidation.

5. Materials and structure.

a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the project site where the sign is located. Sign materials shall match those used on the building(s) on the project site and any other signs on the project site.

b. Signs shall not include reflective material.

c. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.

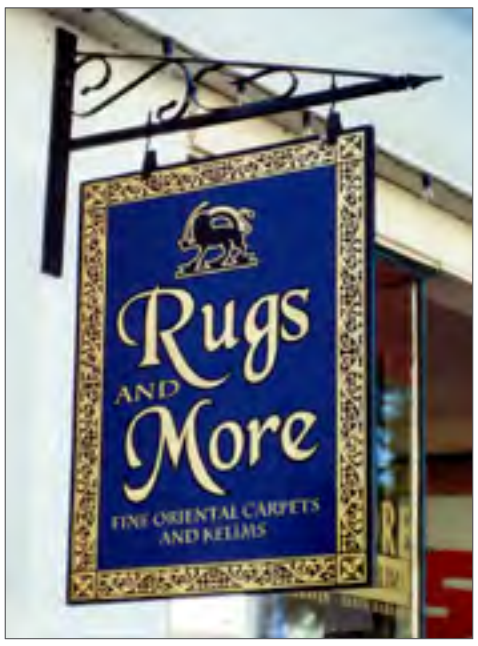
d. The size of the structural members (e.g. columns, crossbeams, and braces) shall be in proportion with the sign panel they are supporting.

e. The use of individual letters incorporated into the building facade design is encouraged, rather than a sign with background and framing other than the structure wall.

5. Street address. The City may require that a sign include the street address of the project site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the project site.



Examples of a wall mounted signs.



Example of projecting sign.



Example of window sign.

4.9. SIGNAGE STANDARDS (CONTINUED).

6. **Copy design guidelines.** The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged,but not required.
   a. Sign copy should relate only to the name and/or nature of the business or commercial center.
   b. Permanent signs that advertise continuous sales, special prices, or include phone numbers are only permitted as window signage.
   c. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
   d. The area of letters or symbols should not exceed 40 percent of the background area in commercial districts or 60 percent in residential districts.
   e. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant building.
7. **Sign lighting.** Sign lighting shall be designed to minimize light and glare on surrounding rights-of way and properties.
   a. External light sources shall be directed and shielded so that they do not produce glare off the project site, on any object other than the sign.
   b. Sign lighting shall not blink, flash, flutter, or perceptibly change light intensity, brightness, or color.
   c. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
   d. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
   e. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.
   f. Internally illuminated box signs that light the entire sign (including letters, symbols, logos and background) are prohibited in the Village Center (VC) and Downtown (DT) Zones.
   g. Neon tubing allowed for business identification signs, but not window signs or temporary signs.

E. Sign Maintenance.

1. Each sign and supporting hardware, including temporary signs and awning signs,shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
2. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
3. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

F. Signage Type Design Standards. The following Signage Types are described in this Section: .

1. Porch Sign
2. Yard Sign
3. Awning Sign
4. Canopy Sign
5. Projecting Sign
6. Wall Sign
7. Building Identification Sign
8. Window Sign
9. Sidewalk Sign
10. Roof Sign
11. Blade Sign
12. Marquee
13. Directory Sign
14. Mural

1. Porch Sign

a. Definition. A pedestrian-oriented sign that is attached to the porch and hangs or is otherwise suspended between columns supporting the porch roof. The sign is prominent within a bay created by the porch columns without obstructing view from inside the building or from the porch.

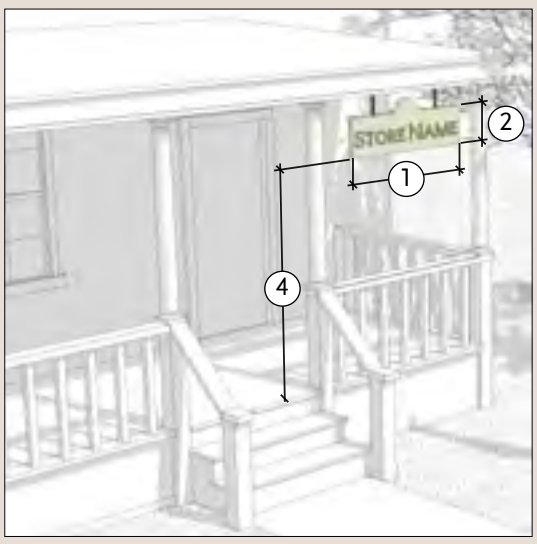
b. Design Standards

i. Maximum of one (1) Porch Sign per building.

ii. Sign may be located on ground floor only. Upper floor signs prohibited

iii. If illuminated, external illumination is required and shall be mounted in a manners that maintains the visual integrity of the sign.

iv. Sign design, including supporting hardware such as brackets, shall be architecturally compatible with the main building.



	Dimension	Min.	Max.
1	Width	none	8 ft.
2	Height	none	2 ft.
3	Thickness	none	4 in.
4	Vertical Clearance from porch floor	7 ft.	none
5	Area	none	16 sf.





2. Yard Sign

a. Definition. A pedestrian-oriented sign that is located within the front yard and is supported by a post or posts.

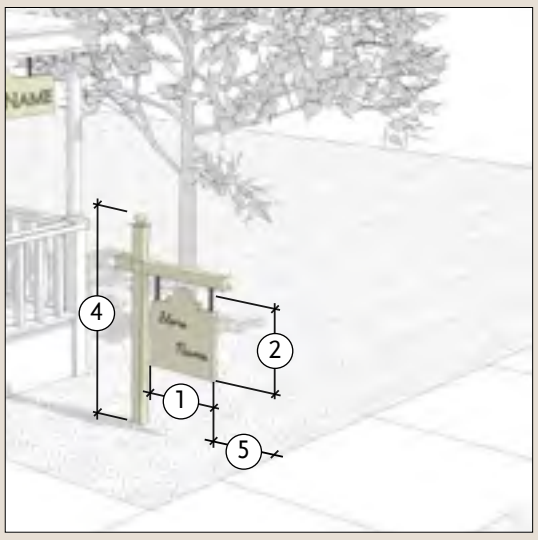
b. Design Standards

i. Maximum of one (1) Freestanding Yard Sign per property.

ii. Signs shall not encroach into the right-of-way or private street.

iii. If illuminated, external illumination is required and shall be mounted in a manners that maintains the visual integrity of the sign.

iv. Sign design, including supporting hardware such as brackets, shall be architecturally compatible with the main building.





	Dimension	Min.	Max.
1	Width (sign)	none	5 ft.
2	Height (sign)	none	4 ft.
3	Thickness (sign)	none	4 in.
4	Post Height	none	5 ft.
5	Setback from right-of-way	3 ft.	none
6	Area (sign)	none	20 sf.



3. Awning Sign

a. Definition. A sign in which a tenant's name and/or logo that is applied to the lower vertical portion ("valance") of a canvas awning projecting from a facade.

b. Design Standards.

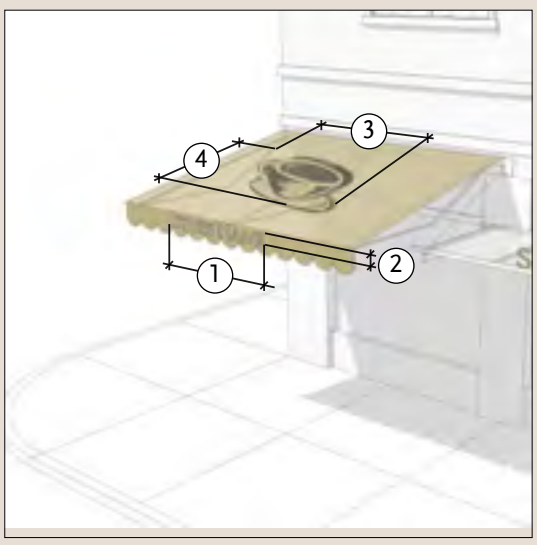
i. Maximum of one (1) sign per awning.

ii. The main panel of awnings shall only be used for a logo feature and shall not be for additional signage area.

iii. Letters shall be silkscreened printed or sewn only onto the valance, or lower vertical surface of the awning. Signage on the main panel is prohibited.

iv. Awning signs only permitted on ground floor awnings and expressly prohibited on upper story awnings.

v. Encroachment permit required if awning encroaches into right of way.





	Dimension	Min.	Max.
1	Width as % of vertical valance width	none	90%
2	Height as % of vertical valance width	none	90%
3	Width as % of angled valance width	none	40%
4	Height as % of angled valance width	none	40%
5	Area	none	none



4.9. SIGNAGE STANDARDS (CONTINUED).

4. Canopy Sign

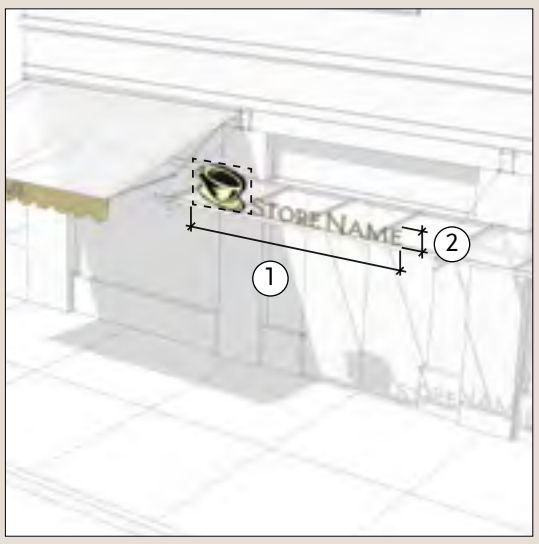
a. Definition. A pedestrian-oriented sign that is mounted on top of a horizontal awning parallel to the sidewalk.

b. Design Standards.

i. Maximum of one (1) sign per storefront.

ii. Canopy signs only permitted on ground floor canopies and expressly prohibited on upper story canopies.

iii. Encroachment permit required if canopy encroaches into right of way.





	Dimension	Min.	Max.
1	Width	none	16 ft.
2	Height	none	2 ft.
3	Thickness	none	9 in.
4	Area	none	32 sf.



5. Projecting Sign

a. Definition. A double-sided sign that projects perpendicular to the building facade from a mounted wall brace or from the ceiling of a balcony or arcade. Projecting signs typically project into the public right-of-way, plaza, or pedestrian passageway, and are intended for viewing by pedestrians approaching the shop.

b. Design Standards

i. Maximum one projecting sign per ground floor business along frontage. In multi-tenant buildings, only businesses with ground floor frontage along the sidewalk, an internal plaza, or a pedestrian passage, shall be allowed a projecting wall sign.

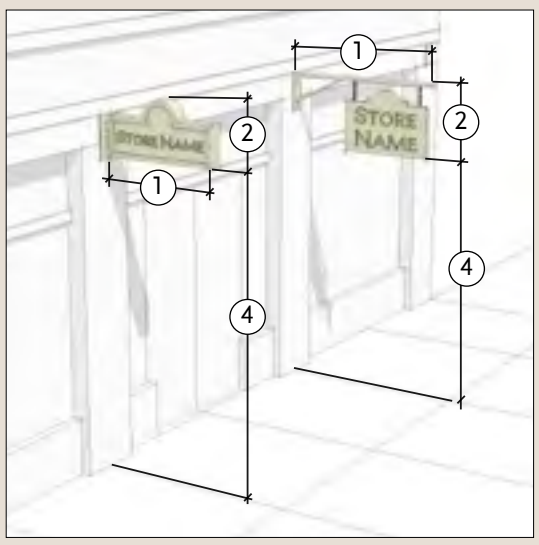
ii. Projecting signs shall be mounted near storefront entrances.

iii. Projecting signs that hang from the ceiling of a balcony or arcade shall be centered within the balcony or arcade

iii. The top of a projecting signs shall be located below the second floor windows of the building.

iv. Projecting signs shall be externally illuminated by a light mounted on the facade or by neon tubing used to illuminate letters, symbols, and accent frames.

v. Supporting hardware such as brackets shall be architecturally compatible with the building facade.





	Dimension	Min.	Max.
1	Width	none	3 ft.
2	Height	none	3 ft.
3	Thickness	none	3 in.
4	Vertical Clearance	8 ft.	12 ft.
5	Area	none	6 sf.

vi. Projecting signs not allowed under an awning or horizontally within five feet of an awning or another projecting sign.

vii. An encroachment permit is required if sign projects within public right-of-way.



6. Wall Sign

a. Definition. A sign painted or applied directly to the wall, typically above the storefront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters and/or logo and does not include cabinet signs. This type of sign is intended for viewing from across the street, along the sidewalk, or from an internal plaza or pedestrian passageway.

b. Design Standards

i. Maximum one wall sign per business along frontage. In multi-tenant buildings, only businesses with ground floor frontage along the sidewalk, internal plaza, or pedestrian passage shall be allowed a wall sign.

ii. Wall signs shall be located above the storefront and at least 12 inches from any eave, edge of building, or top of parapet.

iii. Maximum thickness of sign as measured from the wall shall not exceed four inches.

iv. Minimum 24 inches between sign and any windows or doors.

v. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign.

vi. Wall sign square footage shall not be transferred to other businesses or other building frontages.



	Dimension	Min.	Max.
1	Width as percentage of storefront width	none	60%
2	Height	none	3 ft.
3	Thickness as measured from wall	none	9 in.
4	Area	none	none

vii. Cabinet signs or replaceable face signs are prohibited.





7. Building Identification Sign

a. Definition. A wall sign placed at the top floor of a multi-story commercial building on the parapet or just below the eve. Building identification signs identify the building name or the principal tenant.

b. Design Standards

i. Multi-story commercial buildings may provide one (1) Building Identification Sign per building frontage.

ii. The Identification Sign shall be located above the windows on the uppermost story of the building.

iii. Building identification signs may be made of illuminated individual letters applied to the building face, may be engraved into the building's material, or may be low-relief.

iv. Building identification signs may contain the name of a building, or describe its function or tenant, but may not identify any products sold.

v. One of the primary tenant(s) may provide only one (1) Building Identification Sign per frontage. Multiple tenants shall not be placed on the same frontage, nor may sign area be allocated to different tenants.

vi. Sign square footage shall not be transferred to other building frontages.



	Dimension	Min.	Max.
1	Width	none	16 ft.
2	Height	none	4 ft.
3	Thickness	none	18 in.
4	Area	none	48 sf.





8. Window Sign

a. Definition. A temporary or permanent sign painted or applied directly to the storefront window(s) and/or door(s). Window signs also include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos.

b. Design Standards

i. Maximum one (1) window sign per window or door.

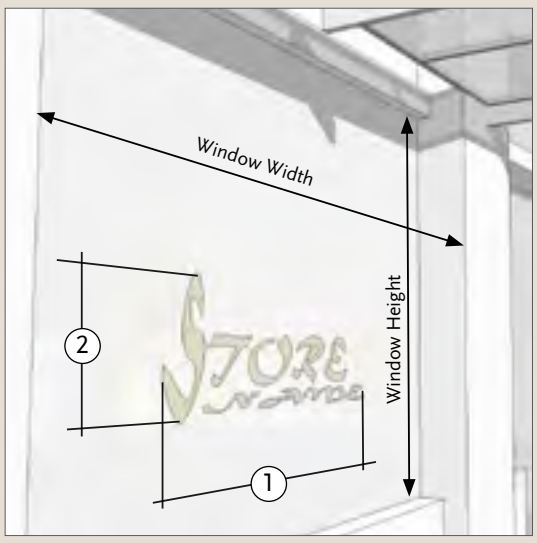
ii. Window signs only permitted on ground floor windows/doors and expressly prohibited on upper story windows.

iii. Permanent window signs shall be individually painted, etched, or otherwise applied graphics surrounded by clear glass, and shall be painted, applied, or adhered to the interior surface of the glass.

iv. Signage inside the shopspace is not allowed within 4 feet of the window;

v. Temporary signs window – including product or event posters – may include an opaque background.

vi. Holiday window painting, such as for Christmas and Halloween, shall be permitted and shall be exempt from the window sign limitations. However, such painting shall contain no reference to named goods or services, and shall be removed within 12 days after the applicable holiday.





	Dimension	Min.	Max.
1	Width as % of window/door width	none	50%
2	Height as % of window/door height	none	50%
3	Area as % of total window/door area	none	25%



9. Sidewalk Sign

a. Definition. A two-sided, non-illuminated, portable and temporary sign placed outside a storefront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by retailers, office tenants, theaters, restaurants, cafes, and other food-oriented businesses.

b. Design Standards

i. Limit of one (1) sign per ground floor business.

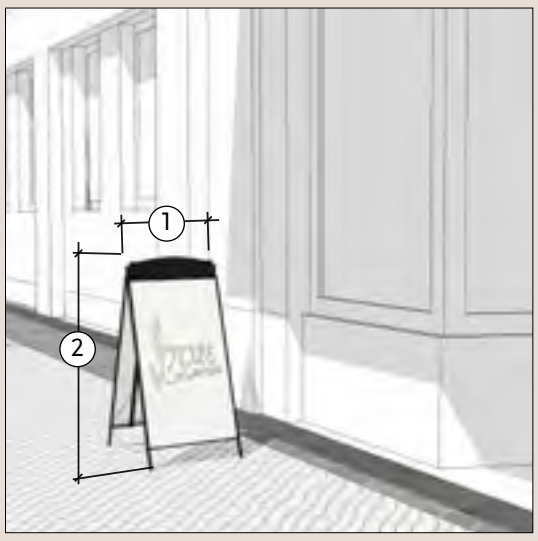
ii. Signs shall be placed in front of building/business identified on sign and shall not obstruct the minimum necessary ADA accessibility path clearance (four feet) along the sidewalk.

iii. Sign shall be constructed of high-quality, durable materials such as wood, wrought iron, fiberglass, and metal. Vinyl, plastic, breakable materials (such as glass), and lighting are prohibited.

iv. The design, graphics, colors and materials shall complement the design of the shopfront and business and present a finished appearance. Graphic symbols, utilizing images that convey the goods or services offered, are recommended.

v. Each display face shall be flat and smooth, with no moving parts or hinges. Sharp or jagged edges/corners and projections that extend beyond one-half (1/2) inch from the sign face are prohibited.

vi. Signs shall be of sufficient weight so as to withstand being overturned by wind or contact. Weights, if required, shall be concealed or incorporated into the design of the sign and not simply applied.





	Dimension	Min.	Max.
1	Width	none	30 in.
2	Height	none	36 in.
3	Horizontal clearance from curb	none	24 in.
4	Pedestrian clear path along sidewalk	none	5 ft.
5	Area	none	6 sf.

vii. Attention getting attachments such as posters, flyers, balloons, pennants, or flags, are prohibited.

viii. Sign must be stored indoors overnight and/or when business is closed.



10. Roof Sign

a. Definition. A sign erected upon, against, or directly above a roof or above the parapet of a building. Roof signs are intended to help emphasize the identity and presence of the particular Station Area and Downtown, especially to rail passengers and passing motorists.

b. Design Standards

i. Maximum one Roof Sign per block or a distance of 500 feet, whichever is less.

ii. Roof signs shall not project beyond the face of the building.

iii. No roof sign may cover, wholly or partially, any window or door openings.

vi. If illuminated, Roof Signs may be only illuminated by one of the following methods:

(a) External Illumination. Externally illuminated with concealed flood lighting.

(b) Exposed Neon. Individual letters may be internally illuminated with exposed neon tubes or a similar light source, but shall not have a translucent panel, lens, or face.

(c) Halo. The illumination of a sign by projecting light behind an opaque letter or emblem which results in the appearance of ring of light around the unilluminated letter or emblem.







	Dimension	Min.	Max.
1	Width	none	12 ft.
2	Height	3 ft.	20 ft.
3	Area	none	240 sf.

i. Roof signs up to 120 square feet in area are subject to Planning Commission review and approval, per RMC Section 18.12.090.

ii. Roof signs exceeding 120 square feet shall require a Conditional Use Permit and approval per RMC Section 15.36.100(F).

c. Review and Approval

11. Blade Sign

a. Definition. A vertically-oriented two-sided sign that projects from the building facade over a sidewalk, public open space, or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.

b. Design Standards

i. Limit of one (1) Blade Sign per building.

ii. Blade Signs permitted on buildings with commercial tenant space that have a minimum street frontage of 75 linear feet or more.

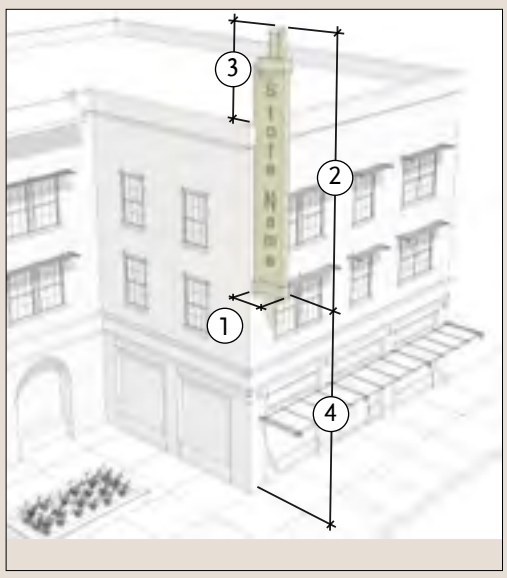
iii. Sign shall be vertically-oriented and placed within the top half of single-story buildings and on the upper floor(s) of multi-story buildings.

iv. Projecting signs shall be externally illuminated by a light mounted on the facade or by neon tubing used to illuminate letters, symbols, and accent frames.

v. An encroachment permit is required if sign projects within public right-of-way.

c. Review and Approval

i. Blade Signs are subject to Planning Commission review and approval, per RMC Section 18.12.090.



	Dimension	Min.	Max.
1	Width	none	5 ft.
2	Height	none	12 ft.
3	Height above eave or parapet	none	2 ft.
4	Clear height above sidewalk	8 ft.	none
5	Thickness	none	18 in.
6	Area	none	50 sf





12. Marquee

a. Definition. A sign that projects from the facade to express a figural design and message to motorists and pedestrians. Marquees may be configured as a Marquee Blade Sign, a Marquee Display Sign, or a combination of the two.

b. Design Standards

i. Maximum one Marquee Blade Sign and/or Marquee Display Sign per site.

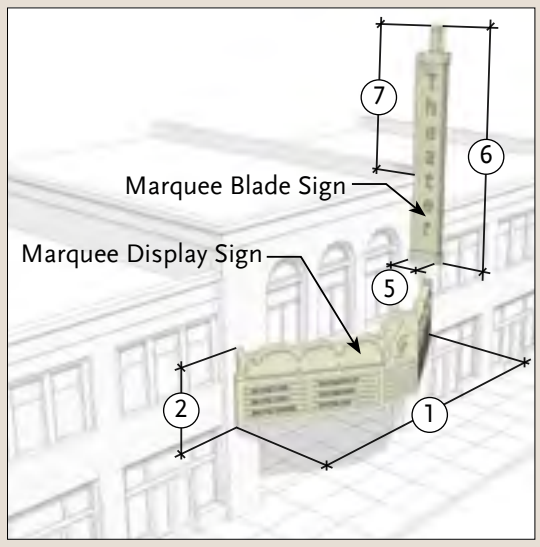
ii. Marquee Display Signs and Marquee Blade Signs are permitted for movie theaters, performance theaters, concert halls, convention centers, and similar uses characterized by human assembly and periodically changing programs.

iii. Changeable copy on Marquee Display Signs may occupy up to 75 percent of the area of a marquee display sign. Letters for changeable copy shall not exceed three inches (3") in height.

iv. No portion of the changeable copy section of the Marquee Display Sign shall be located higher than the eave line or parapet wall of a building.

v. Exterior poster cases shall be limited to a maximum size of thirty-nine inches (39") wide by fifty-two inches (52") high. Maximum of one (1) poster case for every two (2) screens. Poster sign area shall not be counted toward the maximum sign area.





c. Review and Approval

i. Marquee Display up to 120 square feet in area are subject to Planning Commission review and approval, per RMC Section 18.12.090.

ii. Marquee Display exceeding 120 square feet shall require a Conditional Use Permit and approval per RMC Section 15.36.100(F).

	Dimension	Min.	Max.
	Marquee Display		
①	Width	none	35 ft.
②	Height	none	8 ft.
③	Area	none	200 sf
④	Encroachment	within 2 ft. of curb	
	Marquee Blade		
⑤	Width	none	10 ft.
⑥	Height	none	20 ft.
⑦	Height above eave or parapet	none	15 ft.
⑧	Clear height above sidewalk	8 ft.	none
⑨	Thickness	none	2 ft.
⑩	Area	none	150 sf

13. Directory Sign

a. Definition. Directory Signs are small wall signs located at pedestrian eye level and intended to identify multiple tenants within a building or complex, particularly those that do not have a ground floor street frontage or that are located on upper floors of a building. Apartment intercom call boxes are considered Directory Signs. This Section 4.9.F.13 only applies to Directory Signs that are mounted on building walls that face adjacent public sidewalks and open spaces.

b. Design Standards

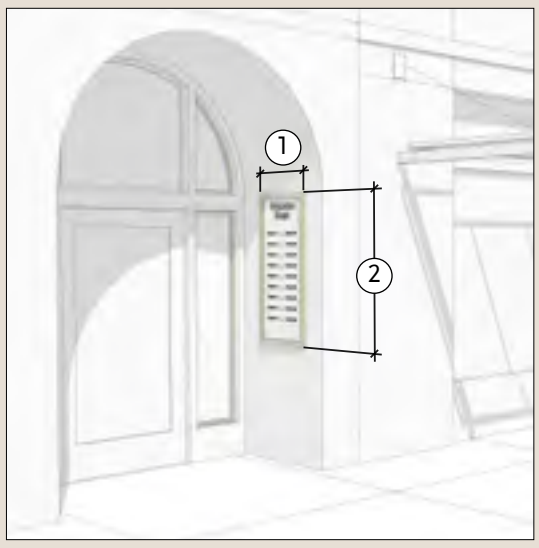
i. Directory Signs must be located at the ground level and adjacent to the entry to upper floors.

ii. There shall be no more than one (1) Directory Sign per ground level entrance.

iii. Letter height shall not exceed two inches.

iv. When tenancies are accessed via a building lobby or outdoor court, Directory Sign must be located within the lobby or court.

v. Directory Signs on street facades shall be located within an entry alcove and located on the alcove wall that is perpendicular to the sidewalk. Directory Signs facing the sidewalk (parallel to the sidewalk) may be approved by the Director upon a finding of special circumstances.



	Dimension	Min.	Max.
①	Width	none	30 in.
②	Height	none	36 in.
③	Thickness	none	18 in.
④	Area	none	6 sf.

vi. Directory Signs on street facades shall be externally illuminated. Internal illumination and neon lighting is prohibited.





14. Mural

a. Definition. A sign or graphic that is mounted to or painted on facades fronting an alley, pedestrian passage, or street.

b. Design Standards

i. Mural placement and content shall be at the discretion of the artists and the building owner.

ii. Mural placement, design, and content should be mindful of surrounding businesses and residents.

iii. Murals are prohibited from including off-site advertising, product placement, or business identification.

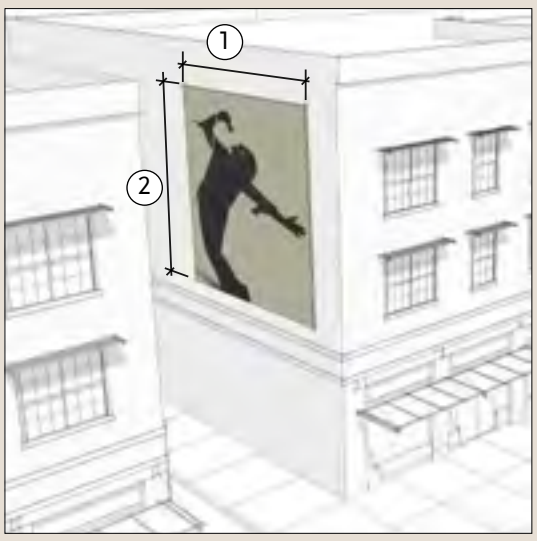
iv. A written contract between all parties involved, i.e. artist, building owner or leaser, and the funder if appropriate is highly recommended. The contract should, at the very least:

(a) Designate the lifetime of the mural to be left undisturbed, after which the mural can be painted over; and

(b) State who will maintain the mural if the work is damaged or needs touch-up.

v. In order to ensure a long life for the mural, it is recommended that the wall surface be properly prepared prior to mural application and that durable paints be used.

vi. All murals are subject to Cultural Arts Commission review.



	Dimension	Min.	Max.
1	Width	none	16 ft.
2	Height	none	2 ft.
3	Thickness	none	9 in.
4	Area	none	none





G. Miscellaneous Signs

1. Existing Historic Signs

a. Historically significant painted wall signs shall be retained or recreated when possible.

b. Mounted signs announcing the name of a business no longer in existence at the sign's location and having historical significance may be salvaged and relocated.

c. All architectural signage in place on the building announcing the original or historic name of the building, year of construction or insignias shall remain in place and shall not be removed, altered or covered under any circumstances.

d. Historic signage shall not be calculated as part of the overall signage permitted pursuant to this division.

2. Service entry wall signs.

a. Must be located adjacent to the ground level service entrance.

b. No more than one service entry wall sign per business.

c. The area of the service entry sign shall not exceed four square feet.

3. Temporary Signs. Temporary signs are permitted per Section 15.36, Article VIII (Temporary Signs) of the *Redlands Municipal Code*.

4. Credit Card and Trading Stamp Signs. Signs announcing credit card acceptance or trading stamps shall comply with the following:

a. No more than three such signs are allowed for each business.

b.. Such signs shall not exceed six inches by six inches (6" x 6") individually nor one (1) square feet collectively.

c. Such signs are permitted only in ground level windows.

5. Informational Signs. Signs that display time and temperature or similar public service displays (which are not considered signs), and rotating barber poles, shall comply with the following:

a. No more than one (1) sign per building;

b. Must be permanently attached to the building and follow the same standards for Marquee Signs and Projecting Signs.



Historic character sign.

4.10. SERVICES AND UTILITIES PLACEMENT AND SCREENING

A. Purpose. This Section establishes standards to ensure mechanical, electrical, plumbing, and venting systems and public utility connections are placed and/or integrated into the design of new buildings and their landscapes.

B. Applicability. All new development shall locate and design services and utilities in accordance with the requirements of this Section 4.10.

C. Design Standards.

1. Service Areas.

a. For lots with alley access, service entrances, waste disposal areas, and other similar service areas shall be located adjacent to the alley and take their access from it.

b. When an alley is not present, service entrances, waste disposal areas, and other similar service areas shall be located as far away from – and screened from views from – the Primary and Secondary streets as practical.

c. Noise- and/or odor-generating equipment and/or containers shall be located in areas that will not create a nuisance to adjacent properties. Services and garbage bins shall be located in a manner that does not impact single family neighbors.

d. Access openings to trash enclosures shall not be located within 50 feet of the Primary Street property line.

2. Mechanical and Electrical Equipment.

a. All mechanical and electrical equipment – including, but not limited to, air-conditioning units, antennas, garage door motors – whether roof-mounted, ground-mounted or otherwise, shall be screened from public view or located so as not to be visible from Primary or Side Streets. Such equipment and related screening shall be designed with materials and colors that conform to and are an integral part of the design of the building.

b. Satellite dishes shall be screened from view of Primary and Side Streets. Applicants shall work with satellite providers to locate satellite dishes out of view on building roofs and/or on rear yard or side yard facing facades. In multi-family and multi-tenant buildings, conduits shall be provided from satellite dish locations to each unit.

c. Air intake and exhaust systems, or other mechanical equipment that generates noise, smoke or odors, shall not be located on or within 10 feet of the Primary Street property line or any on-site common open spaces.

3. Utility Placement and Access.

a. For project sites provided with an alley, utility access and equipment such as back flow preventers, transformer boxes, gas and electric meters, and other utilities shall be placed within or adjacent to and be accessed from the alley, subject to the requirements and approval of the associated utility company, which shall not be unreasonably withheld.

b. When an alley is not present, these services shall be located in inconspicuous locations along the sides of project sites and shall be thoroughly screened from public view. Unless expressly required by a utility company, these services shall not be located within the front yard.

c. Utilities that must be located in a front yard due to utility requirements shall be located away from pedestrian and vehicular routes and screened from the view of the street by landscape. To the extent possible, utilities shall be located within interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view.



A utility box screened by landscaping and a low fence.



A back flow preventer that is located immediately adjacent to the building and is screened from the view of the sidewalk and street by shrubs.



A Utility Box in the public realm screened with supergraphics.

4.11. ON-SITE LANDSCAPE, OUTDOOR LIGHTING, AND PUBLIC ART STANDARDS

A. Purpose and Intent. This Section establishes standards for the provision of context-appropriate landscaping that incorporates plant materials, hardscape, and lighting that enhances the character of new buildings, addresses and mitigates the Redlands climate, and facilitates sustainable water use and drainage strategies.

B. Applicability. All new development shall provide landscape per the applicable requirements of this Section 4.11.

C. Design Standards.

1. Context Appropriate Landscaping

a. Required on-site open spaces shall incorporate landscape, hardscape, and site amenities per Section 4.4 (On-Site Open Space Standards).

b. Plant species should be selected based on their suitability for an urban environment, for their cleanliness, and for their ability to survive in a healthy state despite constrained growing conditions. Ease of maintenance should also be considered.

c. The majority of plant materials shall consist of drought tolerant and/or native plants with low water requirements.

d. Turf is discouraged in Parkways or in Front Street or Side Street setback areas between the sidewalk and building facade as shown in Figure 4-16. See Section 4.1.C.1.e for Parkway landscaping requirements.

e. The use of canopy trees for shading and cooling is encouraged where appropriate. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.

f. No artificial trees, shrubs, turf or plants shall be used as landscape within the public right of way, any parking area, or within an open space area directly visible to from the public right of way.

g. Decorative water features shall use re-circulating water and, where available, shall use recycled water.

2. On-site landscaping, including required yard areas, shall be installed or constructed in compliance with the applicable landscaping standards contained in Chapter 18.168 of the *Redlands Municipal Code*.

3. Irrigation.

a. Permanent and automatic irrigation systems shall be provided for all landscaped areas in compliance with the State of California model ordinance.

4. Site Lighting

a. Site lighting shall be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.

b. Site lighting shall illuminate parking areas, buildings, pedestrian routes, and public ways.

5. Public Art

a. Public art elements, in coordination with the City's "Art in Public Places" program, may be installed in on-site locations that are visible from public streets and/or open spaces.

b. Placement of public art subject to Site Plan Review.

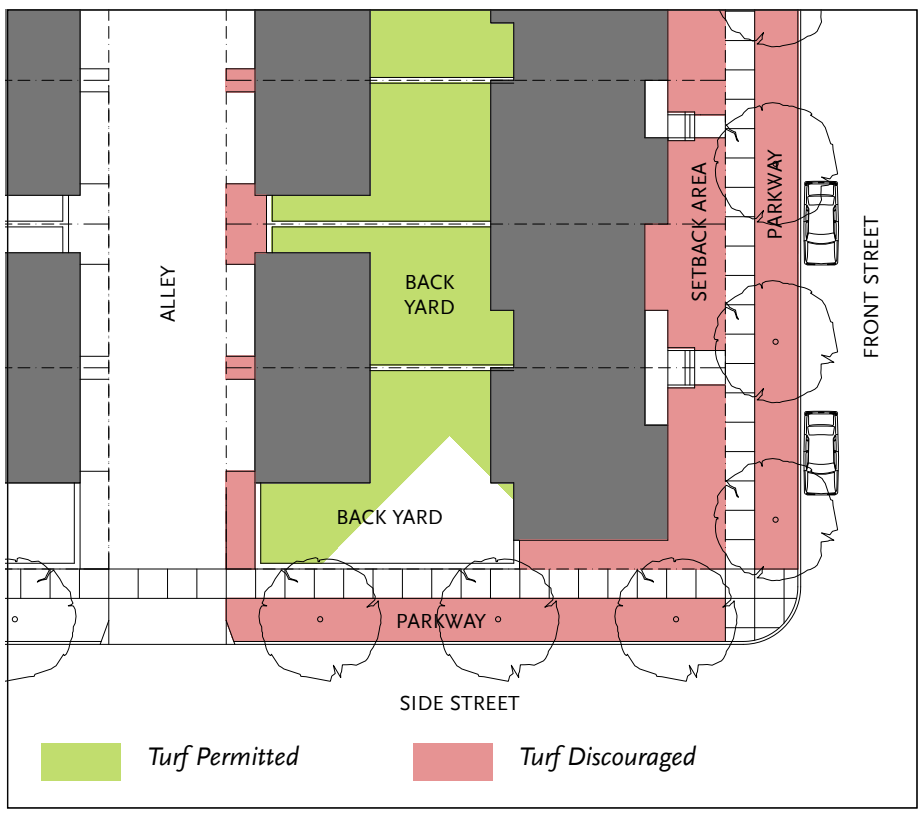
c. Art piece subject to Cultural Arts Commission Review.

D. Maintenance.

1. Front yard landscape and continuous planters between the curb and sidewalk along the primary and side streets shall be maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).

2. Continuous planters between the curb and sidewalk along the primary and side streets shall be maintained by the adjacent property owner.

FIGURE 4-16: AREAS WHERE TURF PERMITTED/DISCOURAGED.





Drought tolerant landscaping.



Landscaping that is suitable for an urban environment and can survive in constrained growing conditions.

4. DEVELOPMENT CODE

4.12. PARKING DESIGN STANDARDS

A. **Purpose and Intent.** This Section establishes standards to ensure that proposed on-site parking is accommodated and designed in a manner that is consistent with the City's goals for generating a multi-modal, pedestrian-oriented public realm.

B. **Applicability.** On-site parking shall be designed per the applicable requirements of this Section 4.12.

C. **Parking Requirements.** On-site parking shall be provided in compliance with the applicable parking standards contained in Chapter 18.168 of the *Redlands Municipal Code*, except as modified by the following:

1. **Dimensions of Parking Spaces.** Each off street parking space shall have dimensions not less than nine feet (9') in width and eighteen feet (18') in length, except parallel parking stalls which shall be a minimum of eight feet (8') in width and twenty four feet (24') in length. No part of the area of a required parking space shall be used for driveways, aisles, walkways or other required improvements.

2. **Tandem Parking.** In mixed-use buildings, tandem parking stalls are permitted subject to the following:

   a. Up to fifty percent (50%) of parking requirements for residential or live/work units may be satisfied by tandem parking.

   b. Tandem spaces shall be assigned to the same dwelling unit so that residential occupants may have unrestricted access and movement of vehicles.

   c. Guest spaces may not be tandem. Spaces for car share service, if any, may be tandem.

   d. Garaged or structured tandem parking spaces shall be no smaller than nine feet (9') in width and thirty eight feet (38') in length, as measured from the interior walls, and with no more than a one foot (1') encroachment by any columns or pillars.

3. **Compact Spaces.** Compact spaces are permitted per Section 18.164.260.B (Dimensions of Parking Spaces) of the *Redlands Municipal Code*.

4. **Spaces for multiple uses and mixed-use developments.** If more than one use is located on a site, including multiple uses under a single ownership:

   a. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use, unless a shared parking arrangement has been approved by the City.

   b. The number of parking spaces may be reduced if shared parking is approved based on the requirements of Section 4.12.C.8. (Reduction to Parking Requirements). However, in no case shall the combined required parking for the mixed-use development provide less than the minimum required for the residential use.

   c. In mixed-use projects, required on-site residential parking spaces may be reserved, but commercial parking spaces must be made available for visitors or overflow from residences. Up to one-hundred percent (100%) of the required guest parking spaces for the residential units may jointly use the required parking spaces for the commercial uses.

5. **Loading Spaces.** Loading spaces or loading zones shall be provided in compliance with the applicable development standards contained in Chapter 18.164 of the *Redlands Municipal Code*, except as modified by the following. “Loading space” or “Loading zone” means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.

   a. The number of loading spaces required shall be calculated for the primary use. For mixed-use buildings in mixed-use developments, the number of loading spaces required shall be calculated separately by type of use and gross floor area of each (commercial, residential, office, etc.).



A parking lot shaded by trees planted in uniformly-spaced rows.



A commercial parking lot that includes planting areas and semi-permeable paving to facilitate rainwater recharging.



A Low Impact Design strategy whereby a break in the curb allows water to flow into planters.



The parking court of a multi-family residential building is paved with terra cotta tiles.

b. In a mixed-use development where a single building contains a mix of uses, the calculation for the highest number of spaces (by type of use) shall be the minimum requirement for that mixed-use building. For example, if a mixed use building requires two loading spaces for the commercial square-footage, and three loading spaces for the residential square-footage, then only three loading spaces would be required for the entire building and all uses therein.

c. For mixed-use buildings within the Village Center (VC), Downtown (DT), and Village General (VG) districts only:

   i. On-street loading spaces or loading zones (not within a vehicle travel lane) may be provided and utilized in lieu of providing up to three (3) on-site loading spaces that are required for the adjacent mixed-use building. Such on-street loading spaces shall be limited to one (1) on-street loading zone per street frontage that abuts the adjacent mixed-use building it is intended to serve.

   ii. Such on-street loading zones shall include appropriate curb painting, and shall be signed and readily identifiable. These loading zones may be used for passenger loading/unloading by ride hailing or rideshare services, autonomous vehicles, and other alternative transportation modes.

6. **Off-Site Parking.** Required on-site parking may be accommodated in parking garages or lots located within five-hundred (500) feet of the subject property.

7. **Parking for Historic Buildings.**

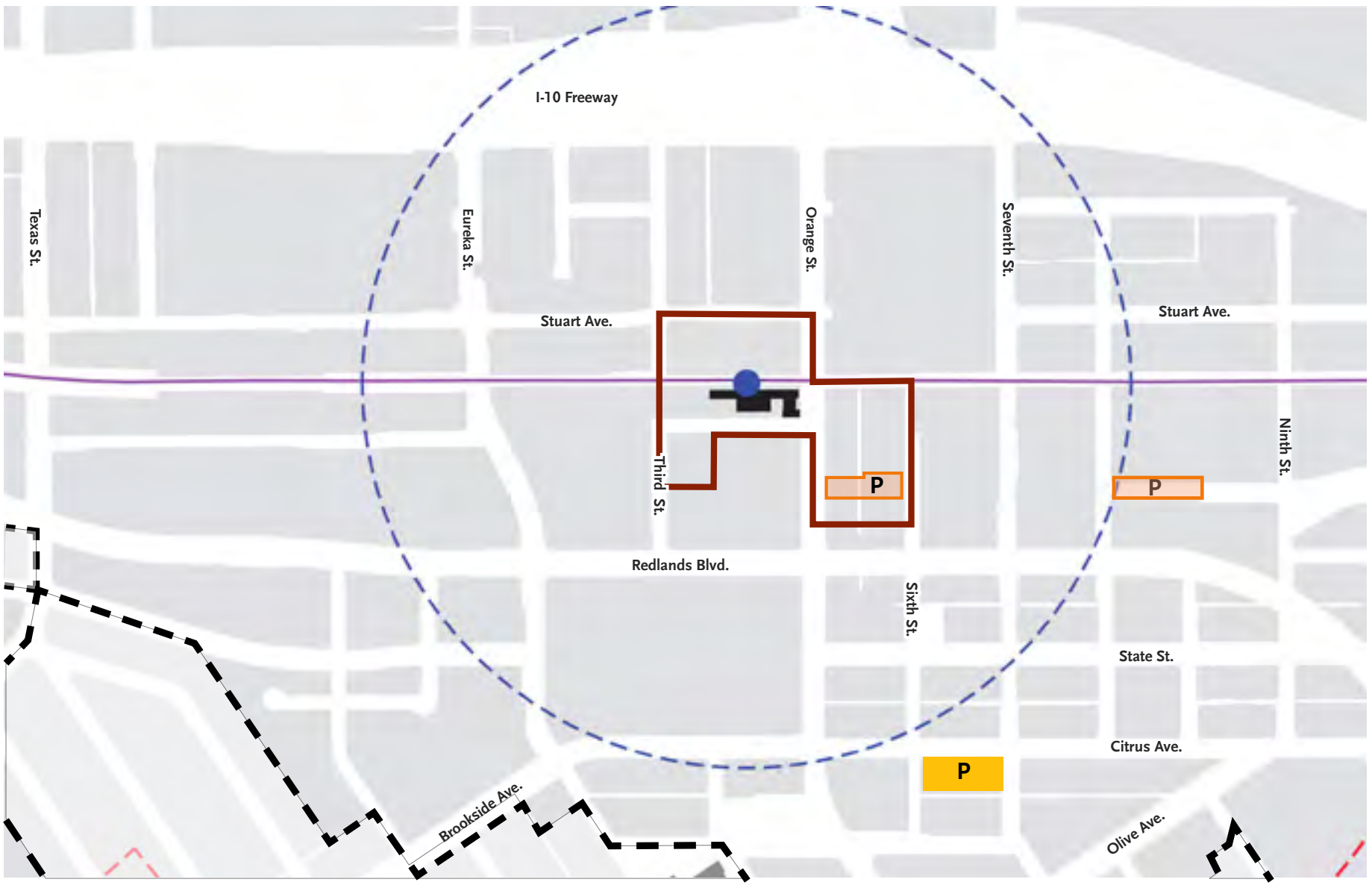
   a. **Historic Building Parking Exemption Area.** Uses located in historic buildings that are either designated, contributing, or eligible structures over 50 years of age and are located in the on-site parking exemption area for historic structure shall not be required to comply with the Transit Villages Specific Plan parking standards or the parking requirements of Section 18.164.240 of the *Redlands Municipal Code*. The on-site parking exemption area is shown in Figure 4-17 and defined as follows: beginning at the intersection of Orange Street and the railroad tracks, running east along the railroad tracks to Fifth Street, then running south along Fifth Street to the northern property lines of the parcels fronting Redlands Boulevard, then running west to Orange Street, then running north along Orange Street to Shopper's Lane, then running west along Shoppers lane until reaching the historic Mutual Orange Distributors (MOD) Packinghouse, including the packinghouse property, then running north along Third Street to the historic Santa Fe Depot property, including the Santa Fe Depot property, then running north again to Stuart Avenue, then running east along Stuart Avenue to Orange Street, and then running south along Orange Street back to its intersection with the railroad tracks.

   b. **Historic Building Parking Modifications.** Parking for historic structures on the city's Register of Historic and Scenic Properties, list of individually designated historic resources, or a state or national listing of historical significance may be modified per Chapter 18.168, Article V of the *Redlands Municipal Code*.

8. **Reduction to Parking Requirements.** The required parking for a use shall be the combined total for all applicable uses listed (customers, employees, residents, places of assembly, etc.), except if a parking reduction for shared parking is granted pursuant to this section.

   a. Joint use parking agreements may be approved subject to the provisions of Section 18.164.320 (Joint Use Agreements) of the *Redlands Municipal Code*.

FIGURE 4-17: *PARKING EXEMPTION FOR HISTORIC BUILDINGS*



4.12. PARKING DESIGN STANDARDS (CONTINUED)

b. Shared parking agreements may be approved subject to the provisions of Chapter 18.164 of the *Redlands Municipal Code*.

c. Off-site parking agreements may be approved subject to the provisions of Chapter 18.164 of the *Redlands Municipal Code*.

d. Adjustments to parking requirements for mixed use projects may be approved subject to the provisions of Chapter 18.164 .325 (Adjustments to Off-Street Parking Requirements for Mixed-Use Projects within the Transit Villages Specific Plan, the C-3 and C-4 Districts) of the *Redlands Municipal Code*.

e. The Planning Commission may also grant a reduction in the amount of required parking when a mixed-use development or institution provides carpool spaces, public transit incentives, flex-car sharing programs, secure bicycle parking with shower and clothing locker facilities, and/or other transportation demand management measures when it is demonstrated that such measures will result in reduced parking demands. The maximum reduction shall be two percent (2%) of the required parking for each such program/measure.

D. Surface Parking Lot Design Standards. Surface parking lots shall be designed in compliance with the applicable standards contained in Chapter 18.168, Article III and Sections 18.168.210 of the *Redlands Municipal Code*, except as modified by the following:

1. Screening.

a. Street-Adjacent Parking Lots.

i. All surface parking lots shall be screened from the view of the street and sidewalk by buildings and/or low walls or hedges up to three feet (3') high.

i. Walls shall be made of or clad in brick, stone, or stucco and shall be compatible in design with the design of the principal building.

ii. Walls shall be minimum of eight (8) inches thick and shall be capped by a smooth mortar cap or a brick, terra cotta, or similar cap that overlaps the wall below by a minimum of one half inch on each side of the wall.

iii. Landscaped berms are prohibited.

b. Neighboring Parcels. Views from neighboring properties shall be screened with trees.

2. Landscape. Water conserving plant materials shall be applied in compliance with the applicable parking lot landscape standards contained in Chapter 18.168.210 of the *Redlands Municipal Code*, except as modified by the following:

a. Amount of Landscaping. Landscaping within or around the parking area shall cover a minimum ratio of 7% of the gross area of the parking lot. A minimum of one shade tree shall be provided for each four (4) parking spaces, or trees shall be provided to achieve 50% canopy coverage of paved area at maturity, whichever is greater.

b. Location and Type.

i. Landscaping shall be evenly dispersed in a parking areas with trees planted around the perimeter.

ii. Landscape materials may include groundcover, shrubs, decorative colored rock, and hardscape.

iii. Groundcover may include decorative, colored rock or hardscape and shall not exceed 50% of the parking lot landscape area.

c. Size. Shrubs and trees shall be planted according to the following size requirements:

i. Shrubs: 5 gallon minimum.

ii. Trees: 15 gallon minimum. or 50% 5 gallon, 25% 24inch box, and 25% 36 inch box.

d. Irrigation. Appropriate irrigation and drainage shall be provided for all landscaped areas.

3. Shade Structures. In addition to trees, shade may be provided with the following structures and should match the architectural character of the adjacent structures.

a. Arbors, trellises, pergolas, mesh and overhead canopies.

b. Solar Shade Structures. For lots without public frontage and out of public view, standalone solar structures may be used. For lots within public view, individual solar panel may be applied to existing shade structures.

4. Lighting.

a. Outdoor light fixtures shall be no taller than 15 feet as measured from the bottom of the base of the light standard or the adjacent grade of the building on which the light is mounted.

b. Lighting shall be shielded or recessed so that:

i. The light source (i.e., bulb, etc.) is not visible from off the project site; and

ii. Glare and reflections is confined to the maximum extent feasible within the boundaries of the project site. Each light fixture shall be directed downward and away from adjoining properties and the public right-of-way. Shielding and/or high cut-off lens may be required.

c. All parking lots shall be illuminated with a lighting system designed to provide an average horizontal illumination of greater than one (1.0) foot-candle of light and a minimum horizontal illumination of not less than 0.25 foot-candle of light on the parking surface. Applicants are encouraged to meet these illumination levels with light fixtures mounted on light standards placed in close proximity to each other rather than with light fixtures on buildings, and with less powerful lamps than what would otherwise be required if light standards were placed farther apart.

5. Paving. To reduce stormwater run-off and water pollution, and to allow for the replenishment of groundwater, consider utililzing Low Impact Design (LID) design strategies (see Section 4.13.C).

6. Wheel Stops. As approved by the Director of Development Services and Public Works Director, wheel stops are permitted in parking spaces in front of planters where the curb is omitted to enable stormwater run-off into the planter.

7. Finishes. Parking lot materials, finishes, fixtures, and colors shall be designed in a manner that is consistent with the architectural character of surrounding buildings.

8. Improvements. Parking lot improvements shall be constructed in compliance with the applicable parking lot development standards contained in Chapter 18.164.310 of the *Redlands Municipal Code*.



An existing parking lot screened by a low wall and landscaping, benches, and a vine-covered trellis.

4.13. SUSTAINABLE STORM WATER MANAGEMENT GUIDELINES

A. Purpose and Intent. When fully implemented, the vacant and underutilized parcels surrounding the passenger rail stations will be developed with medium- to high-density residential buildings, multi-story office and mixed use buildings, and surface, structured, or underground parking. In some cases, buildings could approach 100 percent coverage of the site. This section provides guidance for the provision of stormwater treatment facilities that are functional and visually attractive and that avoid the use of surface infiltration basins, which are not conducive to an urban setting.

B. Applicability. All new development is encouraged to provide stormwater management strategies per the applicable requirements of this Section 4.13.

C. Design Guidelines. In preparing mandated Water Quality Management Plans (WQMPs) the following design guidelines shall be considered and implemented to the greatest extent possible:

1. Consider the full range of BMP alternatives for addressing drainage, infiltration, and stormwater quality for the site, including drainage from roofs, plazas, courtyards, and any surface parking areas.
2. Utilize Low Impact Development (LID) design principles and practices to address infiltration of runoff through the use of:
   a. Pervious surfaces in lieu of impermeable surfaces in plazas, courtyards, and surface parking areas where technically feasible. Acceptable pervious surfaces include: landscaping; pervious pavers including pervious interlocking pavers and permeable concrete; etc.; as approved by the Director of Development Services and Public Works Director.
   b. Landscaped areas integrated into the drainage design where runoff can be directed into planters with subsurface features to further enhance storage or towards permeable surfaces where technically feasible.
   c. Amended soils can be utilized where technically feasible to enhance infiltration, to provide water quality improvement, and to maintain healthy plant life in an urban setting where plants are subject to additional stresses and restricted growing areas.
3. On-site surface infiltration basins are not allowed, unless:
   a. They are not located within the Primary Street or Side Street setback, are not visible from a street or public open space, and they are not located within the On-Site Open Space required by Sections 4.3.1.E, 4.3.2.E, 4.3.3.E, 4.3.4.E, 4.3.5.E, and 4.3.6.E.
   b. They are incorporated into an active or passive park or open space that can be closed during flood events.



Pervious Pavement



Runoff from the street is directed into planters.



Rain Garden



A break in the curb allows water to flow into planters.

4. DEVELOPMENT CODE

4.14. BLOCK AND SPECIAL LOT DESIGN STANDARDS

A. Purpose. This Section establishes standards to ensure new development on sites over certain sizes and configurations are consistent with the City's goals for an interconnected and walkable network of streets and blocks that support new development that consists of ensembles of buildings of various scales and character, rather than monolithic, overwhelming, place-less buildings.

B. Definitions. The following terms are used in this Section:

1. **Site.** A legal parcel as shown in Figure 4-10 on page 4:69.
2. **Building Site.** Smaller sites within the legal parcel, as shown in Figure 4-11 on page 4:69, subdivided per the building size requirements of Sections 4.3.1.F, 4.3.2.F, 4.3.3.F, 4.3.4.F, 4.3.5.F, and 4.4.6.F. Building Sites are established for design purposes in order to meet the minimum and maximum area requirements needed to effectively design buildings that meet the intended physical character of the applicable zone. The permanence of the building site lines as legal lots is not required by these standards.

C. Applicability.

1. The requirements of this Section 4.14 shall apply to all sites and/or developments that meet any one or more of the following criteria:
   a. Megablocks over 3.5 acres in area, including sites smaller than 3.5 acres in area that are located on megablaocks larger than 3.5 acres in area;
   b. Sites two (2) acres or more in area;
   c. Sites with street frontage over 150 in length in the Village Corridor (COR), Neighborhood General 1 (NG1), and Neighborhood General 2 (NG2) zones.
   d. Sites with street frontage over 200 feet in length in the Village Center (VC), Downtown (DT), and Village General (VG) zones; and/or
   e. Through sites that extend from one street to a second, parallel street.

D. Block and Special Lot Conditions. This Section provides a description and design standards for each special parcel condition identified in above Section 4.14.C.



Streets and blocks introduced on site over 3.5 acres area.



Site over two acres in size developed with buildings of different massing and architectural character arranged around a transit plaza.



Individual buildings on a site over 150 feet in length designed with varied roof forms and different wall colors.



Two buildings on the same site designed with varied frontage elements and different wall and window treatments and colors.

1. Megablocks over 3.5 Acres in Area

a. Definition. Blocks (whether containing a single parcel or multiple parcels) or sites larger than 3.5 acres in area.

b. Design Standards. Blocks within Downtown Redlands and the surrounding historic neighborhoods range in area between approximately two acres in the Downtown commercial district (300 x 300 foot blocks) to approximately 3.5 acres in the pre-World War II neighborhoods to the south of Downtown (265 x 585 foot blocks). These block sizes provide a comfortable environment for pedestrians to walk from one place not another, while accommodating automobiles, bicycles, and other emerging transportation technologies. They also disperse traffic by providing a variety of vehicular and pedestrian routes to various destinations. To ensure new development on parcels or blocks large than 3.5 acres are consistent with Redlands' historic street and block network, the following development standards shall apply.

i. New Streets and Alleys

(a) New development on blocks or sites larger than 3.5 acres in size shall provide new streets, curbs, gutters and sidewalks as shown in Figure 4-18 and Figure 4-19.

(b) New Streets, curbs, gutters, and sidewalks shall be designed per the requirements of Chapter 5, Section 5.6 (Street Types) and Section 4.15 (Street and Streetscape Design Standards). Street trees shall be provided and specified per the requirements of Chapter 7, Sections 7.4 (Streetscape) and 7.5 (Trees and Planting).

(c) Alleys may be introduced to provide access to parking and services as shown in Figure 4-20 below.

(d) All new and modified blocks shall be designed per the following requirements:

(i) Length: 585 ft. max.

(ii) Width: 585 ft. max.

(iii) Maximum Area: 3.5 acres

(iv) Blocks longer than 300 ft. shall provide a pedestrian passage or alley that connects the Front Street to the Rear Street or the Side Street to the opposite Side Street.

(g) The location of new streets and blocks shall be generally consistent with Chapter 5, Figure 5-1 (Proposed Street Network Improvements).

(h) The location of streets and rights-of-way may be adjusted provided:

(i) The altered block size(s) conform to the block size standards of above Section 4.14.D.1.b.i.(d).

(ii) The assigned street type per Chapter 5, Section 5.6 (Street Types) remains unchanged.

(iii) A Street Plan and Site Plan that illustrates compliance with the requriements of this Section 4.14, along with the other requirements of this Specific Plan, is submitted per Section 4.1.1.I (Submittal Requriements).

ii. Site and Building Site Design. The design of the resultant Building Sites, as shown in Figure 4-20 below, shall be subject to the following additional standards:

(a) Building Sites two (2) acres or larger: see Section 4.14.D.2.

(b) Building Sites in the Village Corridor (COR), Neighborhood General 1 (NG1), and Urban Neigborhood General 2 (NG2) zones that are 150 feet or longer: see Section 4.14.D.3.

(c) Building Sites in the Village Center (VC), Downtown (DT), and Village General (VG) zones that are two-hundred feet or longer: see Section 4.14.D.3.

(d) Building Sites that extend from one street to a second, parallel street: see Section 4.14.D.4.



A pedestrian street through a megablock.



A new street and central promenade.

***FIGURE 4-10. ORIGINAL** SITE*

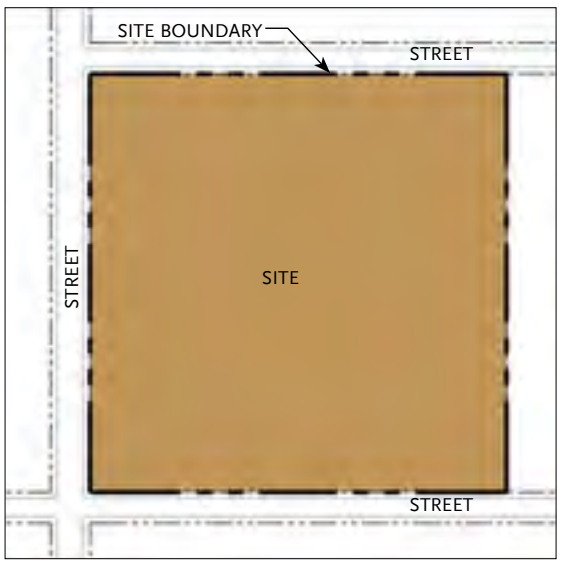


***FIGURE 4-11.** INTRODUCE STREETS*

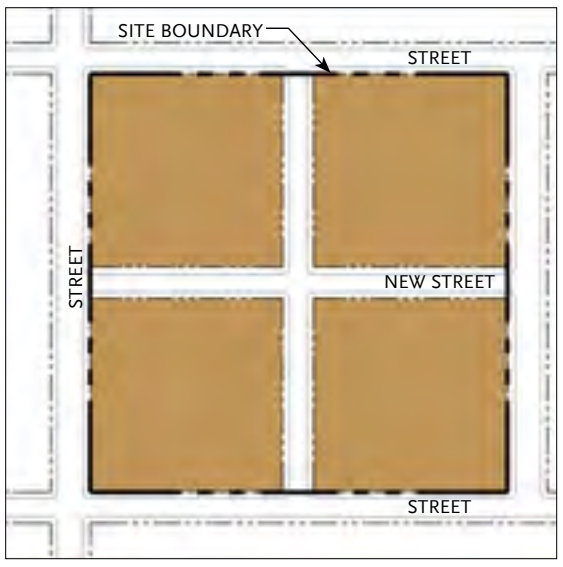


***FIGURE 4-12.** INTRODUCE ALLEYS PASEOS, PEDESTRIAN CORRIDORS*



4.14. BLOCK AND SPECIAL LOT DESIGN STANDARDS (CONTINUED)

2. Sites over Two Acres in Area

a. Definition. A contiguous site that is two (2) acres or more in area.

b. Design Standards. Approximately two acres in size (300 x 300 feet), Downtown Redlands' historic blocks contain multiple parcels that have been developed incrementally over time with a variety of pedestrian-oriented buildings. These blocks, their eclectic mix of buildings, and the tree-lined streets they face, are the essential components of Redlands' small-town character. The Development Standards in Sections 4.3 – 4.7 of this Development Code are designed to guide the design of new buildings that are compatible with the town-scale and eclectic character of these urban blocks. Development on sites larger than this – especially if the exact same building design is repeated multiple times without variation – can, however, be detrimental to this town-scale. To ensure new development on sites two (2) acres or more in size is consistent with Redlands' town-scale character, the following development standards shall apply.



Individual buildings designed with different heights and wall colors.



Individual buildings designed with different massing, frontage elements, and wall and window colors. Taller buildings are at rear of site.

i. Conceptual Subdivision. Divide the parcel into smaller "design" parcels in order to establish a framework that accommodates town-scale urban buildings (see Figure 4-21). Parcels are intended for design purposes, but may be recorded as separate, legal parcels.

ii. Multiple Buildings. Introduce multiple buildings and open spaces according to the development standards of Sections 4.3 – 4.7 (see Figure 4-22).

iii. Building Differentiation. Differentiate individual buildings and their open spaces according to the following design strategies:

(a) Vary the design of each open space (plant species, path and landscape placement, amenities, etc.), per Section 4.4 (On-Site Open Space Standards).

(b) Use varied articulation and massing strategies for each building, per Section 4.5 (Building Articulation and Massing Standards).

(c) Vary each building's frontage element type, design, and/or detailing, per Section 4.6 (Frontage Standards).

(d) Assign unique architectural styles or design treatments to individual buildings. See Section 4.7 (Building Design Standards).

(e) Accentuate corner buildings and/or provide corner plazas, per Section 4.7 (Building Design Standards).

iv. Relate to Public Realm and Neighbors. Design buildings to be compatible with the massing and scale of neighboring buildings and building across the street, especially historic character buildings. See Section 4.7 (Building Design Standards).

v. Building Length.

(a) Within the Village Center (VC), Downtown (DT), and Village General (VG) zones: only one (1) lined "black box" building (parking garage, movie theater, or big box store) per total site may exceed the maximum building length allowed by Section 4.3.1.F (VC Zone), Section 4.3.2.F (DT Zone), and 4.3.3.F (VG Zone). Street-facing facades of black box buildings must be lined with occupiable commercial or residential uses.

(b) Within the Village Corridor (COR), Neighborhood General 1 (NG1), and Neighborhood General 2 (NG2) zones: all buildings must adhere to the maximum building length standards of Section 4.3.4.F (COR Zone), Section 4.3.2.F (NG1 Zone), and 4.3.3.F (NG2 Zone).

vi. Residential Types. A minimum of 30% of residential buildings must be designed with direct access to each ground floor dwelling unit via a stoop or porch frontage type, per Section 4.5.D (Frontage Standards). Remaining residential buildings units may be accessed via common lobbies.

vii. Building Fronts and Backs. All building fronts (the building face with public rooms such a living rooms, dining rooms, and entry lobbies) shall face other building fronts. Under no circumstances shall a building front face the rear of another building dominated by service uses and garages.

FIGURE 4-21. *CREATE "DESIGN PARCELS"*



FIGURE 4-22. *INTRODUCE BUILDINGS*



3. Long Sites

a. **Definition.** A continuous development site that is over 150 feet in length in the Village Corridor (COR), Neighborhood General 1 (NG1), and Neighborhood General 2 (NG2) zones, and over 200 feet in length in the Village Center (VC), Downtown (DT), and Village General (VG) zones.

b. **Design Standards.** Historic parcel within Downtown Redlands and its surrounding neighborhoods typically range between 25 and 200 feet in width, establishing the framework for Redlands' small-town urban form. To ensure development on parcels above this size range are compatible with Redlands' built urban fabric, the following additional development standards shall apply.

i. **Multiple Buildings.** Introduce multiple buildings and opens spaces according to the development standards of Sections 4.3 – 4.7.

ii. **Building Differentiation.** Differentiate individual buildings and their open spaces. Appropriate strategies include:

(a) Vary the design of each open space (plant species, path and landscape placement, amenities, etc.), per Section 4.4 (On-Site Open Space Standards).

(b) Use varied articulation and massing strategies for each building, per Section 4.5 (Building Articulation and Massing Standards).

(c) Vary each building's frontage element type, design, and/or detailing, per Section 4.6 (Frontage Standards).

(d) Assign unique architectural styles or design treatments to each building. See Section 4.7 (Building Design Standards).

(e) Accentuate corner buildings and/or provide corner plazas, per Section 4.7 (Building Design Standards).

iii. **Relate to Public Realm and Neighbors.** Ensure buildings are compatible with prevalent setbacks and respectful of the massing and scale of neighboring buildings, especially historic character buildings, per Section 4.7 (Building Design Standards).



Long site.



Long site with development.

4. Through Parcels

a. **Definition.** A Site that extends from one street to a second, parallel street.

b. **Design Standards.** In cases where a Site extend between two parallel streets, the character of the urban form along each street in terms of building setbacks, massing, and building types can be very different. To ensure new development is in character with these two contexts, the following additional development standards shall apply.

i. **Relate to Public Realm and Neighbors.** Ensure buildings are compatible with prevalent setbacks and respectful of the massing and scale of neighboring buildings, especially historic character buildings, per Section 4.7 (Building Design Standards).

ii. **Building Differentiation.** Differentiate individual buildings and their open spaces. Appropriate strategies include::

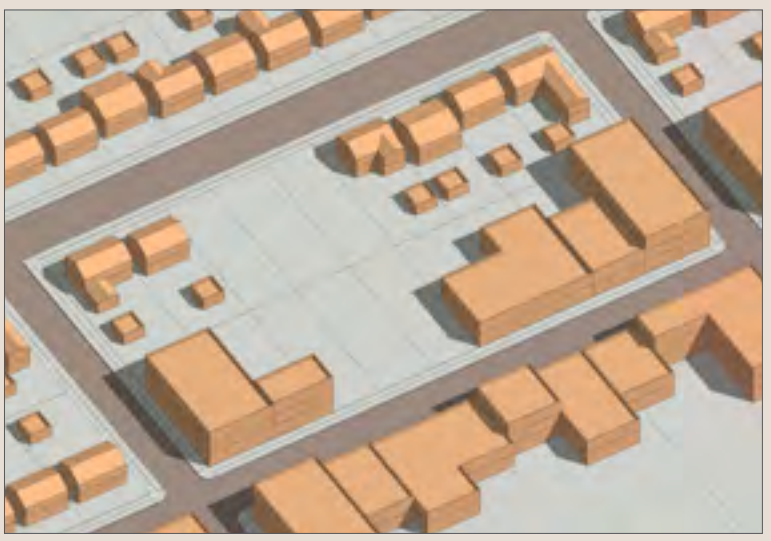
(a) Vary the design of each open space (plant species, path and landscape placement, amenities, etc.), per Section 4.4 (On-Site Open Space Standards).

(b) Use different articulation and massing strategies for each building, per Section 4.5 (Building Articulation and Massing Standards).

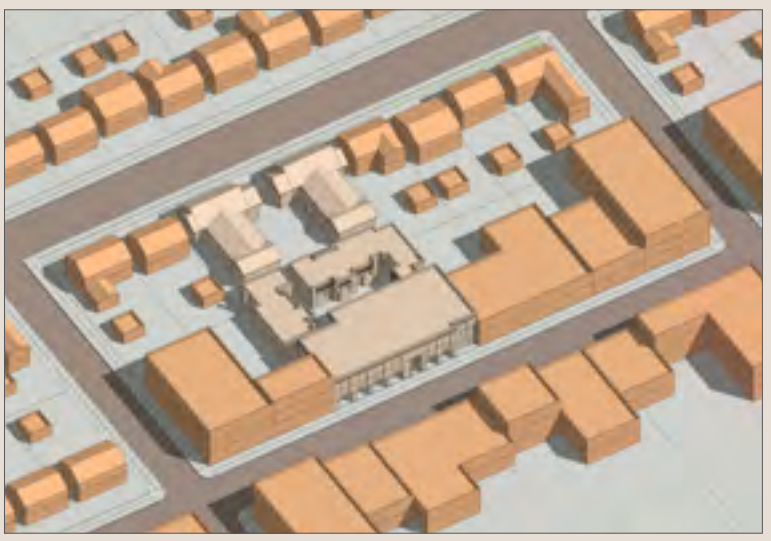
(c) Vary each building's frontage element type, design, and detailing, per Section 4.6 (Frontage Standards).

(d) Assign unique architectural styles or design treatments to each building, and in response to frontage types on neighboring buildings. See Section 4.7 (Building Design Standards).

(e) Accentuate corner buildings and/or provide corner plazas, per Section 4.7 (Building Design Standards).



Through parcel.



Through parcel with development.

4.15. STREET AND STREETSCAPE DESIGN STANDARDS

A. Purpose. This Section establishes standards to ensure new streets and new streetscapes along existing streets are consistent with the City's goals for walkable streets that support the intended physical character, land use activity, and quality envisioned by this Specific Plan.

B. Applicability. This section 4.15 shall apply to all new streets, new buildings, and additions that are twenty (20) percent or more of existing floor area in size.

1. All news streets and all new streetscape along existing streets shall be designed in compliance with the applicable requirements of this Section 4.15, Chapter 5, Section 5.6 (Street Types), and Chapter 7, Sections 7.4 (Streetscape) and 7.5 (Trees and Planting).

2. New buildings and additions that are 50 percent or more of existing floor area in size shall remove and replace dead or overgrown landscaping, construct sidewalks per the requirements of this Section 4.15 and Chapter 5, Section 5.6 (Street Types), and plant street trees per the requirements of Chapter 7, Sections 7.4 (Streetscape) and 7.5 (Trees and Planting).

3. All other projects requiring planning permits/approval shall remove and replace missing or dead landscaping (including street trees).

C. Street and Streetscape Design Standards.

1. Street Trees and Parkways. Proposed development shall include sidewalks and street trees as follows:

a. Street Tree Spacing. Tree spacing is determined by the mature canopy spread of the species selected. Street tree spacing shall be between 20 feet and 45 feet on center with adjustments in spacing according to acular tree species and pursuant to City standards.

b. Street Tree Location. Street trees shall be planted according to the following location requirements:

Streetscape Element	Distance
i. Curb line of perpendicular street at intersection	25 ft. min.
ii. Street Light	Midway between adjacent trees but 10 ft. min.
iii. Stop or yield sign	20 ft. min.
iv. Directional Signage	10 ft. min.
v. Fire Hydrant	10 ft. min.
vi. Alley margins and driveway	5 ft. min.
vii. Underground utilities	5 ft. min.

b. Tree Species. Street trees shall be specified for each street as indicated in Chapter 7 (Public Realm of Open Space and Landscape), Figure 7-11 (Street Tree Plan: New York Street/Esri Station Area), (Figure 7-12 (Street Tree Plan: Downtown Station Area), and Figure 7-13 (Street Tree Plan: University Street Station Area).

c. Tree Size at Initial Planting. Street trees at initial planting shall be a minimum 24 inch box size.

d. Runoff. All runoff from public right-of-way shall be treated per the current water quality standards of the San Bernardino County Stormwater Program Water Quality Management Plan, and as approved by the City.

e. Parkways and Tree Wells.

i. Irrigation to parkways or tree wells shall be provided as an extension of the on-site system and is the responsibility of the property owner.

ii. Tree wells shall be a minimum of 4 ft. x 6 ft. with the long side oriented parallel to the curb. Tree well widths may be reduced to ensure that the sidewalk between the edge of the tree well and the adjacent building face is a minimum of 5 ft. wide.

iii. Parkway landscape materials.

(a) Plant materials shall not be installed within 24 inches of public street trees as measured from the base of the street trunk. Only mulch is allowed within this area.

(b) Plant materials must not present a danger to the public; they shall not be poisonous, noxious, or invasive.

(c) Plant materials must not have exposed, rigid spines; spikes; barbs; or thorns.

(d) Plant materials shall be maintained to keep their height at 24 inches maximum.

(e) No edible plant materials are allowed.

(f) No boulder, or any rock over six inches in height, is allowed.

(g) Non-vegetative groundcover and/or flat stone paving materials shall provide uniform, firm, even, and reasonably walkable surface. Examples include bark chips, mulch, decomposed granite, gravels, or decorative pavers.

(h) Bark, mulch, or decomposed granite is only permitted in parkway areas with a slope less than 5% in any direction. They shall not run off into the street.

(i) Decorative pavers are not allowed within three feet of any public streetlight pole, pull box, or other utility facilities.



Benches are placed perpendicular to the curb between the pedestrian throughway and parked cars.



A mid-block crosswalk leads to mid-block pedestrian passage.

(j) Synthetic (artificial) turf must be maintained, cleaned, re-brushed and replenished with new approved infill per the manufacturer's recommendations.

2. Street Lights.

a. Pedestrian-scaled street lighting shall be provided along public sidewalks and public park pathways. The bottom of pedestrian-scaled lamps along a sidewalk or other path being lighted should not be more than 14 feet above the sidewalk or path finished grade.

3. Street Furnishings

a. Street furnishings are allowed within the public right-of-way (R.O.W.) as pedestrian amenities within the Village Center (VC) zone, the Village General (VG) zone, and within all parks and open spaces.

b. Street furnishings include but are not limited to: benches, waste receptacles, bicycle racks and similar items that help to define pedestrian use areas. Additional and optional amenities include: tables, chairs, umbrellas, kiosks, and planters.

c. The following materials should be used for street furnishings:

i. Benches should be made of wood, metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite materials that resemble wood.

ii. Trash cans and bike racks should be made of metal.

iii. Planters and pots should be made of metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite material that resemble wood.

iv. Outdoor restaurant chairs and tables may be wood, metal, stone, or high quality plastic, subject to approval of Director of Development Services.

d. Street furnishings such as tables and chairs should not be stored in a location that is visible from the street.

e. Advertising on street furnishings within the public right-of-way is prohibited.

f. The following street furnishings are not permitted within the public right-of-way or open space area(s):

i. Vending machines;

ii. Photo booths;

iii. Automated machines such as, but not limited to, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, or make noise, or have flashing lights.

4. Outdoor Seating Areas, Cafes, and Restaurants

a. Outdoor seating areas, cafes, and restaurants on private property are encouraged provided they do not interfere with pedestrian flow and circulation along adjacent sidewalks, from public ways to building entries, or with amenities, such as bicycle racks and benches.

b. Required or proposed railings for outdoor areas, sidewalk cafés, and outdoor restaurants shall be designed to complement the adjoining buildings.

5. Crosswalks and Curb Extensions

a. Crosswalks should be clearly marked with high contrast "zebra" or "continental" striping, or materials with contrasting colors and textures such as unit pavers and colored concrete.

b. Curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.



Dog Park.



Metal outdoor restaurant chairs and tables.

4.16. PARK, PLAZA, AND OPEN SPACE DESIGN STANDARDS

A. Purpose. This Section provides standards for the design of parks, plazas, and open spaces that are safe, accessible from adjacent public streets and transit, conveniently-located, and are compatible with the urban form of adjacent buildings and land uses.

B. Applicability. All new public open spaces, including parks and plazas, shall comply with the applicable requirements of this section and with the general open space locations identified in Figure 7-1 (Public Realm Plan) and the applicable requirements of this Section 4.16.

C. Park and Plaza Design Standards

1. Location and Size

a. Parks, plazas, and open spaces shall be provided per the general locations shown in requirements Figure 7-1 (Public Realm Plan).

b. Parks, plazas, and open spaces shall remain open to the public year-round and in perpetuity, and shall be accessible to pedestrians. All such spaces shall comply with ADA accessibility standards.

c. Parks, plazas, and open spaces shall have a minimum width of 40 ft. and a minimum length of 125 ft.

d. The size and location of parks, plazas, and open spaces may deviate per the requirements of Section 4.1.2.C (Minor Deviations).

2. Access from Public Streets

a. Access shall be provided from the adjacent sidewalk(s) by accessible paths that are consistent with the design theme for the particular park, plaza, or open space.

b. Adjacent pedestrian crossings shall coordinate with the access points of the park, plaza, or open space.

3. Frontage

a. Parks, plazas, and open spaces shall front at least one (1) public street.

b. Visibility from one side of the plaza, park, or open space to the other is required. Hedges and low walls shall not exceed 36 inches in height.

c. Adjacent buildings shall front the plaza with windows, doors, and appropriate frontage types.

4. Parking

a. On-street parking is permitted along park, plaza, or open space street frontages.

b. On-site parking is strongly discouraged.

5. Landscape and Lighting

a. Variations of landscape, hardscape, and public art elements in coordination with the City's "Art in Public Places" program should be used to improve the quality of public parks, plazas, and open spaces.

b. The majority of plant materials shall consist of drought tolerant and/or native plants with minimum water requirements. Ease of maintenance should also be considered.

c. The use of canopy trees for shading and cooling is encouraged to mitigate the urban heat island effect. Sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth should be provided.

d. Artificial trees, shrubs, turf, or plants are prohibited.

e. Pedestrian scaled light fixtures are required along paths within all parks, plazas, and open spaces.

f. Paving materials.

i. Paving materials shall be permanent in nature (such as brick, stone, permeable pavers, and scored concrete).

ii. Asphalt is not permitted.

iii. Unnecessarily complicated and distracting paving patterns are discouraged.

g. Decorative water features shall use re-circulating water and, where available, shall use recycled water.

h. Public art, in coordination with the City's "Art in Public Places" program, is encouraged as an integral part of the design approach to these spaces.

6. Interactive Elements. Tables, chairs, umbrellas, trellises, water features, etc.

7. Building and Improvements

a. Commercial Plazas:

i. Permitted amenities: pedestrian and bicycle amenities such as benches, tables, garbage cans, drinking fountains, bike racks, public art or a water features.

ii. Permitted buildings and structures: kiosks, a bandstand, an informal stage (a raised area that could be used as a stage).

b. Parks:

i. Amenities: Pedestrian amenities (benches, tables, drinking fountains, etc.), bike racks, playground equipment, informal athletic courts, water features that provide a focus to the park may be provided.

ii. Buildings and structures: pergolas, picnic shelters may be provided.



Neighborhood Park.



A small neighborhood park.

4.17. DEFINITIONS

A. Purpose. This Section provides definitions of terms and phrases used in this Development Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in *RMC Chapter 18.08 (Definitions and Construction)*, these definitions shall control for the purposes of this Development Code. If a word is not defined in this Section, refer to *RMC Chapter 18.08 (Definitions and Construction)* for the applicable definition.

B. Definitions of Specialized Terms and Phrases.

Alley: a low capacity thoroughfare with one shared lane and no parking lanes, designed and intended for service and/or secondary access purposes (the rural version of an alley is a 'lane').

Apartment: a dwelling sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Arcade: a facade with a ground floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the storefront glass, preventing glare that might obscure views of merchandise

Awning: a cloth cover fastened to a building or structure and supported by a frame that is used to protect pedestrians from the sun or rain.

Awning Sign: a sign in which a tenant's name and/or logo that is applied to the lower vertical portion ("valance") of a canvas awning projecting from a facade.

Back Yard: a private, landscaped open space located behind a single family or multi-family building that is for the use of the residents of one or more dwellings. For buildings with two or more units, Backyards may be divided into separated private yards, provided each private yard is located directly adjacent to the dwelling unit.

Base Flood Plain Elevation: the level surface water is anticipated to reach during a base flood. "Base flood" refers to a flood that has a one percent chance of being either equaled or exceeded in a given area in a given year.

Bay Window: a large window or series of windows projecting from the outer wall of a building and forming a recess within.

Balcony: a platform enclosed by a wall or balustrade on the outside of a building, with access from an upper-floor door.

Blade Sign: a vertically-oriented two-sided sign that projects from the facade over a sidewalk, public open space, or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.

Block: the aggregate of private lots, passages, common drives and, lanes, circumscribed by thoroughfares. Block dimensions are measured along private property lines.

Block Face: the aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Building Height: the vertical extent of a building. Building Height shall be measured at the front of the building between the finished sidewalk, Finished Grade, and/or the Base Flood Plain elevation and the Top of Plate of the top floor of the building. For buildings located at the back of Sidewalk, Building Height shall be measured from the adjacent Sidewalk and/or the Base Flood Plain Elevation. For building located behind front yard setbacks, Building Height shall be measured from the average elevation of the Finished Grade and/or Base Flood Plain elevation. Building height shall be measured every 60 feet along the building frontage. Chimneys, elevator shafts, and vents may project beyond the maximum building height as allowed by the California Building Code.

Building Identification Sign: A wall sign placed at the top floor of a multi-story commercial building on the parapet or just below the eve. Building identification signs identify the building name or the principal tenant.

Building Length: The length of the building as measured parallel to the front property line.

Building Placement: the maximum horizontal envelope available for placing a building on a lot.

Building Site: smaller sites within the legal parcel (see "Site"). Building sites are established for design purposes in order to meet the minimum and maximum area requirements needed to effectively design buildings that meet the intended physical character of the applicable zone. The permanence of the building site lines as legal lots is not required by this Development Code.

Bulkhead: a low partition located between the grade and the glazed opening(s) for the display of merchandise.

Building Footprint: The area resulting from the application of building placement requirements and as further articulated by particular building design. In calculating the area, only the conditioned floor space shall be counted for purposes of calculating allowable upper floor area, the area occupied by covered passages may be counted as "ground floor/footprint."

Canopy: a flat, metal awning that extends perpendicular from the building and parallel to the sidewalk. The canopy's frame is connected to the wall and spanned by a variety of materials, including metal lattice, glass, and metal slats.

Canopy Sign: A pedestrian-oriented sign that is mounted on top of a horizontal awning parallel to the sidewalk.

Cantilevered Room: an upper floor room or rooms that projects from the building facade providing additional upper floor square footage and contributing to the articulation of the facade.

Civic: the term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.

Colonnade: a series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

Context: the particular combination of elements that creates a specific environment. A neighborhood zone (e.g. NG-1 Zone) is administratively similar to the land-use zones in conventional zoning ordinances, except that in addition to specifying the building use, density, height and setback, all the relevant elements and characteristics of the intended environment are integrated. The integration includes the characteristics of the private lot and building as well as those of the enfronting public streetscape. This approach is applied accordingly to the other components of this plan: open space types, streetscapes and public realm; thoroughfare types and the street network; building types and block types.

Court: A semi-public, shared open space within a lot, for use by more than one resident or tenant. It is a well-defined, coherent area that is an essential component of the project's design, not merely space left over after the building mass is placed. Courts generally provide visitor access from the street to dwellings, retail or office spaces, and/or buildings within the lot that lack direct frontal access from the street.

4.17. DEFINITIONS (CONTINUED)

Curb: the edge of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

Density: the number of dwelling units within a standard measure of land area, usually as units per acre.

Directory Sign: Directory signs are small wall signs located at pedestrian eye level and intended to identify multiple tenants within a building or complex, particularly those that do not have a ground floor street frontage or that are located on upper floors of a building. Apartment intercom call boxes are considered directory signs.

Dooryard: an elevated or at-grade garden or terrace that is located in the front yard setback and that is enclosed by a low wall located at or near the property line. For elevated Door Yards, access from the sidewalk to the Door Yard is via a stair or ramp. The Door Yard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Door Yard and in the case of raised Door Yards, by the terrace height.

Driveway: a vehicular lane within a lot, usually leading to a garage.

Elevation (Building): the exterior walls of a building not along a frontage. Also referred to as 'Facade' when the elevation is along a frontage line.

Entrance (Building): the principal point of access of pedestrians to a building. In the support of pedestrian activity, the Principal Entrance should face the frontage rather than the parking.

Facade: The exterior wall of a building adjacent to a street or public open space.

Facade increment. a portion of a long building facade that has been divided into smaller, visually discrete design compositions that extend from the ground floor to the top of the facade. Individual facade increment designs may incorporate multiple bays as well as various architectural elements, such as balconies, bay windows, projecting rooms, loggias, and trellises, to articulate the increment and to distinguish individual increments from one another.

Fenestration: Transparent glass openings in a building face.

Farmers Market: open air markets, approved by the County Agricultural Commissioner and County Health Department, in which farmers sell their crops directly to the public. Certified Farmers Markets are generally conducted once weekly. To participate in these markets, farmers must obtain a certificate from the County Agricultural Commissioner verifying that they grow the items they sell.

Finished Grade: the elevation of the surface of the ground adjoining the building after final grading and normal settlement.

Frontage Line: those lot lines that coincide with a public frontage line. One shall be designated as the Principal Frontage Line. Facades along Frontage Lines define the public realm and are therefore more highly regulated than the elevations that coincide with other lot lines. Frontage lines are subject to the Urban Standards (Section 5.4), Architectural Standards (Section 5.5), Sign Standards (Section 5.6), and Subdivision Standards (Section 5.8).

Frontage Type: the architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape.

Front Yard: the area between the Primary Street facing building facade and the Primary Street property line and/or back of sidewalk. On corner lots, the Frontyard also includes the area between the Side Street facing facade and the Side Street property line up to the fence enclosing the back yard. Frontyards provide a physical separation between the street and buildings on the site, while presenting a place to greet one's neighbors and for informal play. Access to buildings from the sidewalk also occurs through the front yard. Frontyards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge.

Gallery: a facade with ground floor colonnades that support a cantilevered shed roof or a deck that covers the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

Gross Area: the sum of the gross horizontal areas of all floors, mezzanines and lofts of the building. Horizontal dimensions shall be taken from the exterior faces of the exterior walls of the building and shall include all enclosed and conditioned areas except stairways and elevators.

Ground Floor: the floor of a building located nearest to the level of the existing grade around the building.

Historic Resource: A building, site or feature that is a local, State, or National historic landmark, or anything that is determined to be a Historic Resource under CEQA.

Lot: a separately platted subdivision of land held privately, usually intended for the purposes of building.

Lot Width: the frontage of a parcel which is used to identify the parcel for street address purposes, and the physical dimension necessary for allowed building type. For corner lots, the width is measured along the narrower street frontage.

Marquee Sign: A sign that projects from the facade to express a figural design and message to motorists and pedestrians. Marquees may be configured as a Marquee Blade Sign, a Marquee Display Sign, or a combination of the two. .

Mural: A sign or graphic that is mounted to or painted on facades fronting an alley, pedestrian passage, or street.

Park-Once Garage or Lot: a garage (below or above-grade) or surface lot which provides the public with parking spaces for commercial, service and office uses.

Paseo: a pedestrian passage or walkway, covered or uncovered

Pedestrian Passage: an at-grade pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages.

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy pace from its edge to its center in approximately 5 minutes. This distance is used to determine the size of a neighborhood. This dimension averages one quarter of a mile or approximately 1400 feet for generally flat terrain.

Planter: The element of the public streetscape that accommodates landscaping, including street trees. Planters may be continuous or individual (Tree Well).

Podium: a raised building platform that serves as a courtyard for access to uses above subterranean, ground floor, or first floor uses or parking garage.

Porch: A roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard. .

Porch Sign: a pedestrian-oriented sign that is attached to the porch and hangs or is otherwise suspended between columns supporting the porch roof. The sign is prominent within a bay created by the porch columns without obstructing view from inside the building or from the porch.

Primary Street: the street where the highest level of vehicular and/or pedestrian activity is anticipated, relative to the other streets immediately around it. It also generally is the street where the building's primary address is assigned.

Projecting Sign: A double-sided, pedestrian-oriented sign that projects perpendicular to the building facade from a mounted wall brace or from the ceiling of a balcony or arcade. Projecting signs typically project into the public right-of-way, plaza, or pedestrian passageway, and are intended for viewing by pedestrians approaching the shop.

Public Open Space: Off-street outdoor space that is either owned by the City and intended for public use, or is on a private parcel, immediately adjacent to a right of way, and functions as a public space.

Public Realm: all publicly owned and Publicly Accessible streets, sidewalks, pathways, paseos, passages, alleys, open spaces (such as neighborhood parks, plazas, and greens) and civic and public buildings (such as City Hall, public libraries, and neighborhood community centers). The public realm is the space between privately owned buildings and is where people travel from one place to another and interact with one another.

Publicly Accessible: open spaces or streets that are open / available to the public. Whether publicly or privately owned, publicly accessible streets are generally available during all times, where as open space availability may be limited to certain times of the day.

Regulation Plan: a zoning map that shows the zones, overlays, special districts, streets, and required intersections subject to regulation by the Design and Development Standards in this chapter.

Roof Deck: A rooftop open space that may be assigned to individual units or a shared open space available for use by all residents or tenants. Amenities can include trellises, landscaping, seating areas, BBQ islands, and/or outdoor fireplaces, and the like. .

Roof Sign: a sign erected upon, against, or directly above a roof or above the parapet of a building. Roof signs are intended to help emphasize the identity and presence of the particular Station Area and Downtown, especially to rail passengers and passing motorists.

Setback: the area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor

level) which are permitted to encroach into the Setback.

Shopfront: large openings in a building facade that are enclosed with large transparent windows and doors that provide direct, at-grade access to ground floor commercial/retail uses. The basic required architectural elements of shopfronts include large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, canopies, signage, lighting, and cornices.

Side Garden: A landscaped open space along one side of a lot. Side Gardens may be semi-private spaces through which occupant and visitor access is provided to one or more buildings or dwellings. Side Gardens of single-family dwellings are private, primarily landscaped open spaces. For multi-family buildings, Side Gardens may be designed for the shared use of all residents.

Side Street: a street on which lower levels of vehicular or pedestrian activity is anticipated, relative to the nearby Primary Street it connects to.

Sidewalk: the paved area of the public frontage dedicated exclusively to pedestrian activity.

Sidewalk Sign: A two-sided, non-illuminated, portable and temporary sign placed outside a storefront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by retailers, office tenants, theaters, restaurants, cafes, and other food-oriented businesses.

Site: a legal parcel.

Stoop: a stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Accordingly, stoops are ideal frontage types for ground floor housing that is near the street.

Streetscape: The elements of a street that combine to form the street's character. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians), street trees, street lighting, and other elements such as benches and landscape planters.

Streetwall: an opaque, freestanding wall built along the Frontage Line, or coplanar with the facade, often for the purpose of masking a parking lot from the adjacent thoroughfare. Street walls are between 3.5 and 8 feet in height, and constructed of a material matching the adjacent building facade. The wall may be replaced by a hedge, subject to City Approval. Street walls may have openings no larger than necessary to allow automobile and pedestrian access.

Through Lot: a lot having a frontage on, and rights of vehicular access to, two parallel or approximately parallel streets. For the purposes of determining vehicular access to parallel streets pursuant to this definition, alleys are not streets.

Top of Plate: the top horizontal member of a building frame to which the rafters are fastened. Building Height is measured to the Top of Plate.

Trellis: A wood or metal frame that supports thin overhead wooden or metal strips or latticework. Trellises provide shade and can support climbing plants. They may be free-standing or affixed to buildings over balconies, porches, window and door openings, pedestrian passages, or roof decks.

Urban Fabric: The physical makeup of an urban setting, including buildings, streets and their streetscape, and open spaces.

Vernacular: the common language of a region, particularly in reference to the architectural tectonics. Through time and use, the vernacular has intrinsically resolved the architectural response to climate, construction technique, and to some extent, social mores.

Wall Sign: a sign painted or applied directly to the wall, typically above the storefront. This type consists of a single externally illuminated panel or individual letters and/or logo and does not include cabinet signs. This type of sign is intended for viewing from across the street, along the sidewalk, or from an internal plaza or pedestrian passageway.

Window Sign: A temporary or permanent sign painted or applied directly to the storefront window(s) and/or door(s). Window signs also include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos.

Yard Sign: A pedestrian-oriented sign that is located within the front yard and is supported by a post or posts.

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CHAPTER 5: TRANSPORTATION AND CIRCULATION

5.0. INTRODUCTION

This Chapter describes the Transit Villages Specific Plan strategy for creating multi-modal streets that accommodate a variety of users, including pedestrians, cyclists, transit riders, and motorists. It describes improvements that will make connections to the three transit stations and between various destinations within and around the Plan area – Downtown, Esri, the University of Redlands, Sylvan Park, Smiley Park safe – convenient, safe, and enjoyable for all users.

This Transportation and Circulation Chapter is comprised of the following sections:

5.1. Transportation Objectives 5:2
5.2. Transportation and Circulation Improvements 5:2
5.3. Pedestrian Improvements 5:4
5.4. Bicycle Improvements 5:6
5.5. Transit Network 5:9
5.6. Street Types 5:13



A downtown street with on-street parking and active sidewalks.



A bike rider unloading his bike from a bus.



An sidewalk activated with storefronts and sidewalk dining.



A dedicated bike lane separated from traffic with a planter.

5. TRANSPORTATION AND CIRCULATION

5.1. TRANSPORTATION OBJECTIVES

Capitalizing on the coming Redlands passenger rail system, the Redlands Transit Villages Specific Plan provides a framework for the development of a walkable, mixed-use environment that connects people to trains at the New York/Esri, Downtown, and University Street stations. A key component of this framework is a network of complete, multi-modal streets that provide a positive environment for all users, including pedestrians, cyclists, transit patrons, and motorists; generate a unique sense of place; calm traffic in pedestrian-oriented areas; maintain vehicular flow capacity; and accommodates emergency vehicles. The principal characteristics of this kind of network are:

- Interconnected streets that enable a variety of alternative paths of movement between destinations.
- A diversity of individual thoroughfare types, each designed according to the adjacent building intensities and uses and each with its own unique character.
- Short block lengths and strategically located street offsets to calm traffic without the need for post-construction interventions (such as speed bumps). Offset blocks also provide an opportunity to introduce buildings on parcels that occupy the terminus of the offset, enhancing the overall sense of place.
- Streets that accommodate two-way traffic and on-street parking to facilitate navigation, provide convenient parking in front of stores and residences, reduce the amount of required off-street parking, and calm traffic speeds.
- Narrow lane widths, tight curb radii, and short street crossings to calm traffic and provide a more comfortable and safe environment for pedestrians, cyclists, and automobiles.
- Ample sidewalks, street trees, and generous streetscapes that provide shady, comfortable, and inviting places for pedestrians to walk, while defining the Village's unique and memorable sense of place.
- Lighting that generates an inviting and safe environment for pedestrians, cyclists, and commerce.
- Convenient access to the train stations, whether by foot, bicycle, scooter, bus, car, or transit network companies such as Uber and Lyft.

5.2. TRANSPORTATION AND CIRCULATION IMPROVEMENTS

Based on robust input from stakeholders, the community, City staff, and City review bodies, the following transportation improvements have been identified for each station area:

A. New York Street/Esri Station.

- Transform New York Street north of the New York Street/Esri Station into a gateway into a new transit-oriented residential neighborhood and/or office district.
- Provide east-west bicycle connectivity by introducing bike lanes along Redlands Boulevard, Colton Avenue, and completing the Orange Blossom Trail through Downtown.
- Provide north-south bicycle connectivity by accommodating bicycles along New York Street and Texas Street.
- As large blocks redevelop, introduce new streets to generate walkable blocks in keeping with Redlands traditional street and block pattern.
- Improve pedestrian connectivity by introducing pedestrian safety improvements, including introducing a crosswalk at the intersection of Redlands Boulevard and New York Street, upgrading existing crosswalks, and introducing pedestrian bulb-outs at key intersections (See Section 5.3).



An arterial street with two lanes in each direction, a center median, and on-street parking



A mixed-use street with parallel parking along both sides.



A boulevard with a landscaped median down its center.



Lively sidewalk with outdoor dining.

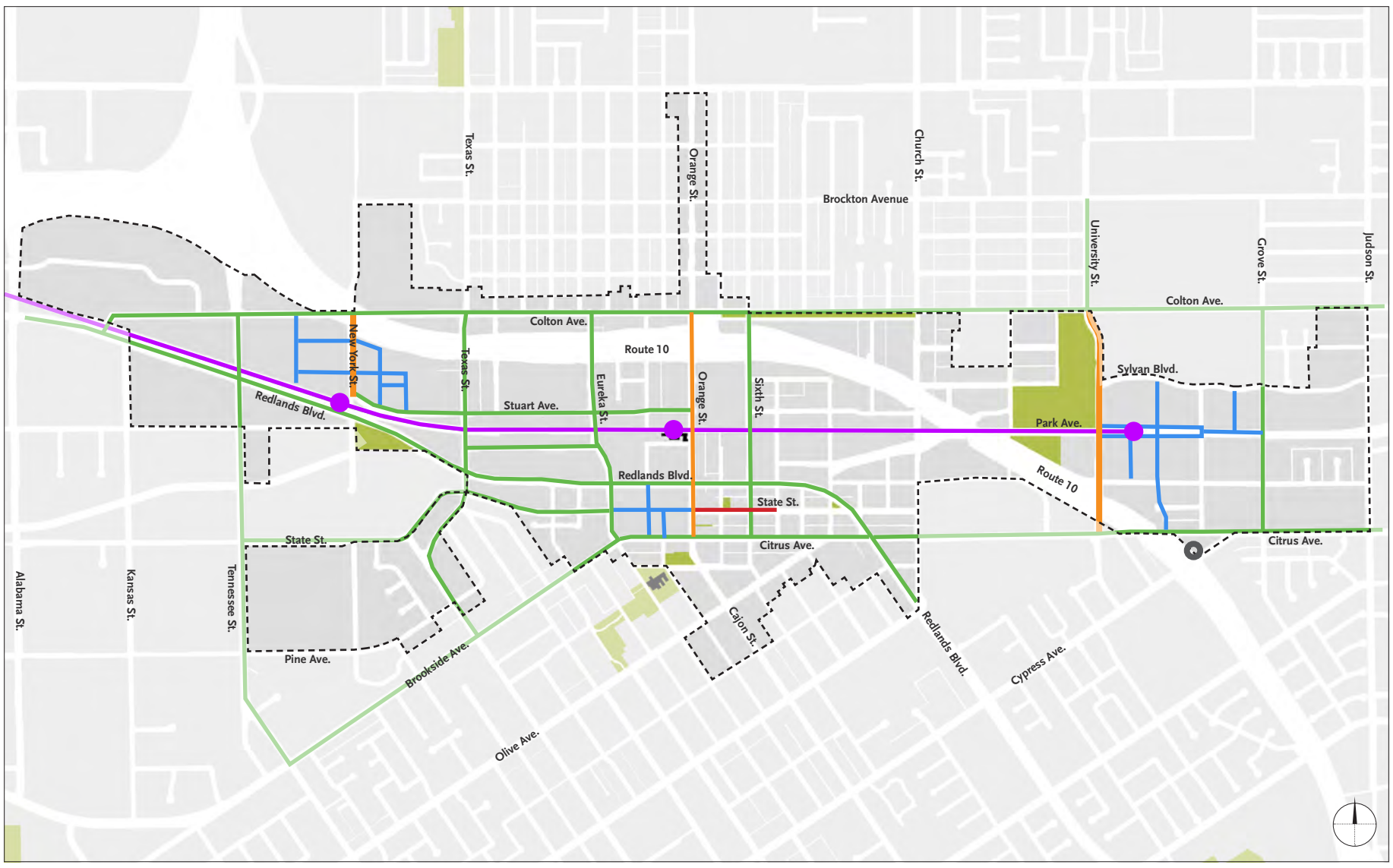
B. Downtown Station.

- Transform Orange Street into a gateway street into Downtown by introducing a landscaped median down its center. Also consider reducing the number of vehicular travel lanes from two in each direction to one, and introducing buffered bike lanes.
- Restore the historic street network on the existing Redlands Mall site by reintroducing State Street and Third into and through the site.
- In conjunction with the introduction of streets within the Redlands Mall site, turn State Street between Orange Street and Seventh Street into a two-way street to provide more efficient circulation and facilitate access to businesses along the entire length of State Street.
- Work with the owner of the Studio Movie Grill Theater to detail the parking aisle along the Shoppers Lane alignment between Third Street and Eureka Street as a street with sidewalks and street trees in order to provide a more formal, urban connection between Eureka Street, future development that occurs west of Eureka Street, and the Downtown Station.
- Provide east-west bicycle connectivity by introducing bike lanes along Redlands Boulevard, Colton Avenue, and completing the Orange Blossom Trail through Downtown.
- Provide north-south bicycle connectivity by introducing bike lanes along Orange Street, or if Orange Street retains two vehicular lanes in each direction, along Sixth Street and along Eureka Street.
- As large blocks redevelop, introduce new streets to generate walkable blocks in keeping with Redlands traditional street and block pattern.
- Improve pedestrian connectivity by introducing upgraded crosswalks, introducing pedestrian bulb-outs at key intersections (designed in conjunction with bike lanes, where present), and introducing improved lighting in the underpasses (see Section 5.3).
- Reroute existing bus transit so it provides direct access to trains arriving and departing from the Downtown Station (see Section 5.5).
- Introduce a traffic signal at the intersection of Orange Street and Shoppers Lane to enable convenient and safe pedestrian access to the Downtown Station, and depending on the bus routing, enable buses to turn left onto or off of Orange Street.
- Preserve the Third Street right-of-way across the railroad tracks as a pedestrian crossing – see Chapter 7 (Public Realm).

C. University Station.

- Transform University Street into a gateway to the University of Redlands.
- Introduce new streets that generate an interconnected network of walkable blocks.
- Improve east-west bicycle connectivity by completing the Orange Blossom Trail.
- Improve north-south bicycle connectivity by introducing bike lanes along University Street and designating Grove Street a bike route.
- Improve pedestrian connectivity by introducing new and/or upgrading existing crosswalks (especially along University Street) and making the freeway underpasses more appealing for pedestrians (see Section 5.3).
- As University Village develops, work with Omnitrans to reroute existing bus transit to provide direct access to the Village and/or the University Station (see Section 5.5).
- Explore the potential benefits of introducing a roundabout at Cypress Avenue and the terminus of the westbound Cypress Avenue off-ramp.

FIGURE 5-1. *FUTURE STREET NETWORK IMPROVEMENTS*



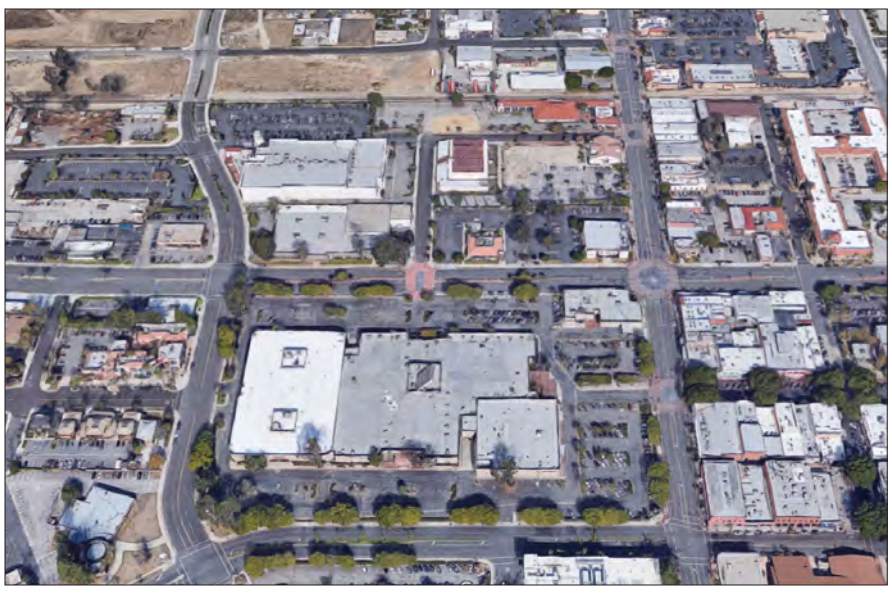
5.3. PEDESTRIAN IMPROVEMENTS

A. Existing Pedestrian Facilities. Portions of the Plan Area – primarily within the historic Downtown east of Orange Street – consist of an interconnected street network that facilitates walking. However, the majority of the Plan Area is characterized by a number of challenges and deficiencies, including:

- **Megablocks.** Substantial portions of the Plan Area consist of megablocks (blocks measuring more than 500 feet by 500 feet) that contain vacant and underutilized land or suburban developments with large, street-facing parking lots. These megablocks create hostile environments for pedestrians, who must walk long distances with limited crossing opportunities. Megablocks also limit connectivity for cars, buses, and bicycles by reducing opportunities for turning movements.
- **Car-oriented Intersections.** Many intersections, especially along Redlands Boulevard, Eureka Street, and University Street are wide, have large turning radii (which enable cars to take turns at higher speeds), poorly-marked crosswalks, and signal timing that favors automobiles.
- **Unwelcoming Underpasses.** The I-10 underpasses are inhospitable to pedestrians due to inadequate lighting and the placement of the sidewalk immediately next to fast-moving traffic.
- **Missing sidewalks.** Sidewalks are absent from several streets within the Plan area, including Redlands Boulevard adjacent to the New York Street/Esri Station and University Street next to the University Street Station.
- **Deficient sidewalks.** Sidewalks within the Plan Area tend to be narrow and in many instances are located immediately adjacent to the curb.

B. Pedestrian Facility Improvements. To enhance the pedestrian environment within the Specific Plan area, the following improvements, shown in Figure 5-2, should be implemented:

- **Pedestrian-scaled blocks.** New development built on the Plan Area's megablocks includes new streets that form blocks less than 500 feet by 500 feet. These streets provide sidewalks and ample street trees.
- **Intersection Improvements.** Intersection improvements are recommended at intersections along corridors with higher vehicular volumes, many of which consist of older pedestrian crossing designs. At a minimum these should be updated to continental stripes, which improve the visibility of the crossing. Other features to be considered include: bulb-outs (to reduce crossing distances and increase pedestrian visibility at intersections) and pedestrian priority signal intervals (pedestrian crossings begin before the light for cars turns green).
- **Mid-block Intersection Crossings.** Visibility of existing mid-block crossings or crossings at unsignalized intersections should be improved with better lighting and the installation of pedestrian activated caution lights (high-intensity activated crosswalk or "HAWK" beacons). New mid-block crossings should provide continental striping, adequate lighting, and HAWK beacons.
- **New Signalized Intersections.** New signals should be introduced to provide safer pedestrian crossing opportunities and facilitate vehicular turn movements, such as at the intersection of Shoppers Lane and Orange Street. This would facilitate station access and improve pedestrian connectivity by creating crossing opportunities every 400 feet along Orange Street between Redlands Boulevard and Stuart Avenue.



The Redlands Mall and its parking lots was built over six Downtown city blocks.



A crosswalk with continental striping, bulb-outs, and drought-tolerant landscaping.



Missing sidewalks along University Street and the inadequately lighted freeway underpass.



A central median provides an area of respite for pedestrians crossing street.

- **Highway Underpass Improvements.** While public art has been introduced in the Eureka Street, Orange Street, and Sixth Street underpasses, additional improvements – especially better lighting – should be implemented to improve the experience of pedestrians and cyclists crossing through the underpasses. Unimproved underpasses should be enhanced with public art and lighting and should be conceived as gateways.
- **Downtown Rail Crossing.** A pedestrian crossing of the railroad tracks at Third Street is provided, enabling direct and convenient pedestrian circulation between the future parking structure located north of the tracks, bus transfer areas north and/or south of the tracks, and the rest of Downtown. The width of the right-of-way between Shoppers Lane and Stuart Street – 54 feet – is the same as the rest of the Third Street right-of-way.
- **New Sidewalks.** Missing sidewalks along University Street and Redlands Boulevard, enabling safe and convenient access to the New York Street/Esri and University Street stations.

The above improvements provide a safe, inviting environment for pedestrians, facilitate walking, and – in areas such as Downtown – encourage people to park their cars one time and walk to multiple destinations.

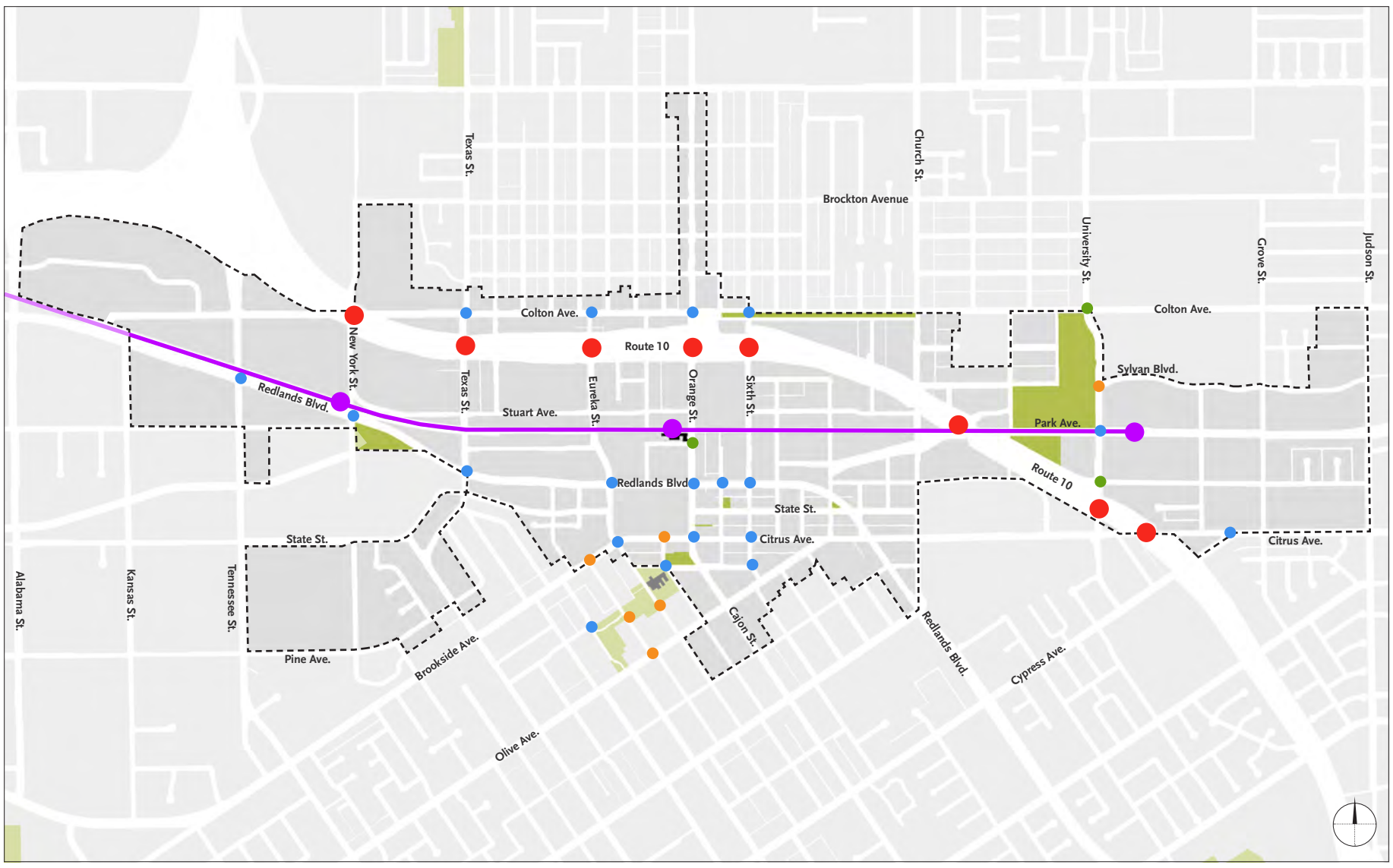


A freeway underpass with creative lighting and artwork.



A freeway overpass designed as a traditional bridge. Pedestrian circulation is separated from the roadway by columns and railings.

FIGURE 5-2. *FUTURE PEDESTRIAN FACILITY IMPROVEMENTS.*



5.4. BICYCLE IMPROVEMENTS

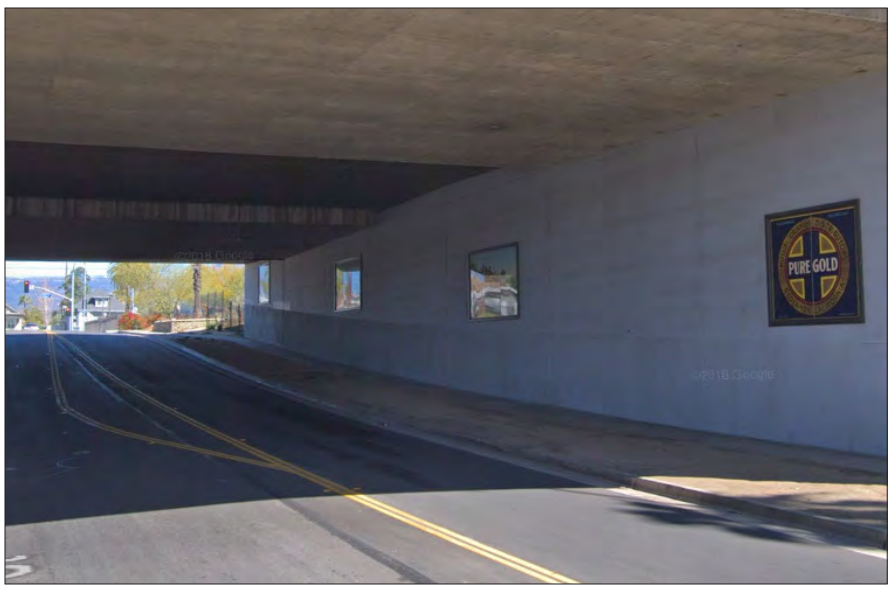
A. **Existing Bicycle Facilities.** As shown in Figure 5-3, the existing bicycle network outside the Plan Area – particularly to the south – is relatively well developed. However, bicycle facilities within the Plan Area are noticeably deficient:

- **Incomplete Bicycle Facilities.** Aside from the western segment of the Orange Blossom Trail, there are no existing bicycle facilities within the New York Street Transit Village. Within the Downtown Station Area, east/west facilities exist along Colton Avenue and Citrus Avenue, however, these facilities are located at the outer edges of the Plan Area and do not provide access to the Downtown Station. The only bicycle facilities within the University Street Station Area are bike lanes along Citrus Avenue and the eastern terminus of the Orange Blossom Trail at Grove Street. Like the other two station areas, there are no bicycle facilities providing access to the University Street Station.
- **Unfinished Orange Blossom Trail.** The Orange Blossom Trail, a Class 1 facility, has been built at the western and eastern edges of the Plan Area, however, the connection through Downtown has yet to be built.
- **Narrow Freeway Underpass Roadways.** Some of the freeway underpasses, such as the Eureka Street underpass, have narrow roadways, resulting in a hostile environment for cyclists.

B. **Bicycle Facility Improvements.** The completion of the Orange Blossom Trail and the introduction of bicycle facilities within the Plan Area will greatly improve access to the stations and other destinations, such as Downtown, the Redlands Bowl, Esri, the University of Redlands, and schools and parks within and adjacent to the Plan Area. Figure 5-3 shows the recommended bicycle network with the following facilities:

- **Class I Trails.** Class I trails are off-street facilities located in a separate right-of-way from the roadway and for the exclusive use of bicycles and pedestrians. The Orange Blossom Trail is a Class I facility. The Orange Blossom Trail is extended westward from Grove Street in the University Village to 9th Street in the Downtown Station Area. Connection to the existing Class I portion of the Trail west of Texas Street is provided via a Class II bike land along Redlands Boulevard.
- **Class II Lanes.** Class II lanes are on-street facilities dedicated to bicycles and identified with lane striping and pole signs. Class II facilities may be further separated from vehicular lanes and or parking lanes by buffers indicated with angled striping. At intersections, vehicles may encroach into the bike lanes to make right turns. New Class II facilities are introduced within the Plan Area along Colton Avenue between Orange Street and Redlands Boulevard; Redlands Boulevard; Tennessee Street; Texas Street; Center Street; Eureak Street; Sixth Street; University Street; Grove Street; and State Street west of Eureka Street.

  New bike lanes along Sixth Street, Colton Avenue, Redlands Boulevard, and University Street are built in the short term.
- **Class III Routes.** Class III facilities are on-street bike routes shared with motorists. They lack striping, are identified with pole signs, and often, in the form of a sharrow, are indicated with a stenciled logo of a cyclist painted on the pavement. Class III lanes also include bike boulevards, which are Class III facilities that pass through neighborhoods on local residential streets. Class III routes are introduced within the Plan Area along New York Street and Church Street.



The travel lanes that pass through the Eureka Street underpass do not provide much room for bicycle riders.



The existing terminus of the Orange Blossom Trail at Grove Street.



A dedicated Class I multi-use path accommodates cyclists and pedestrians.



A Class II bike lane is separated from moving and parked cars by painted buffers.

Consistent with the General Plan and the 2015 Bicycle Master Plan, this Specific Plan recommends comfortable bike facilities that encourage use by a broad range of riders, not just seasoned cyclists. These include:

- Bike facilities along Sixth Street and Eureka Street, which are lower volume corridors, have less complicated freeway on- and off-ramp configurations, and accordingly provide a more comfortable environment for cyclists.
- Lower traffic streets within the Plan Area's residential neighborhoods not designated as "official" bicycle facilities, but due to lower traffic volumes and lower vehicular speeds provide safe, comfortable environment for cyclists of all ages and abilities.

Please refer to Section 5.6 (Street Types) for cross sections of each street.

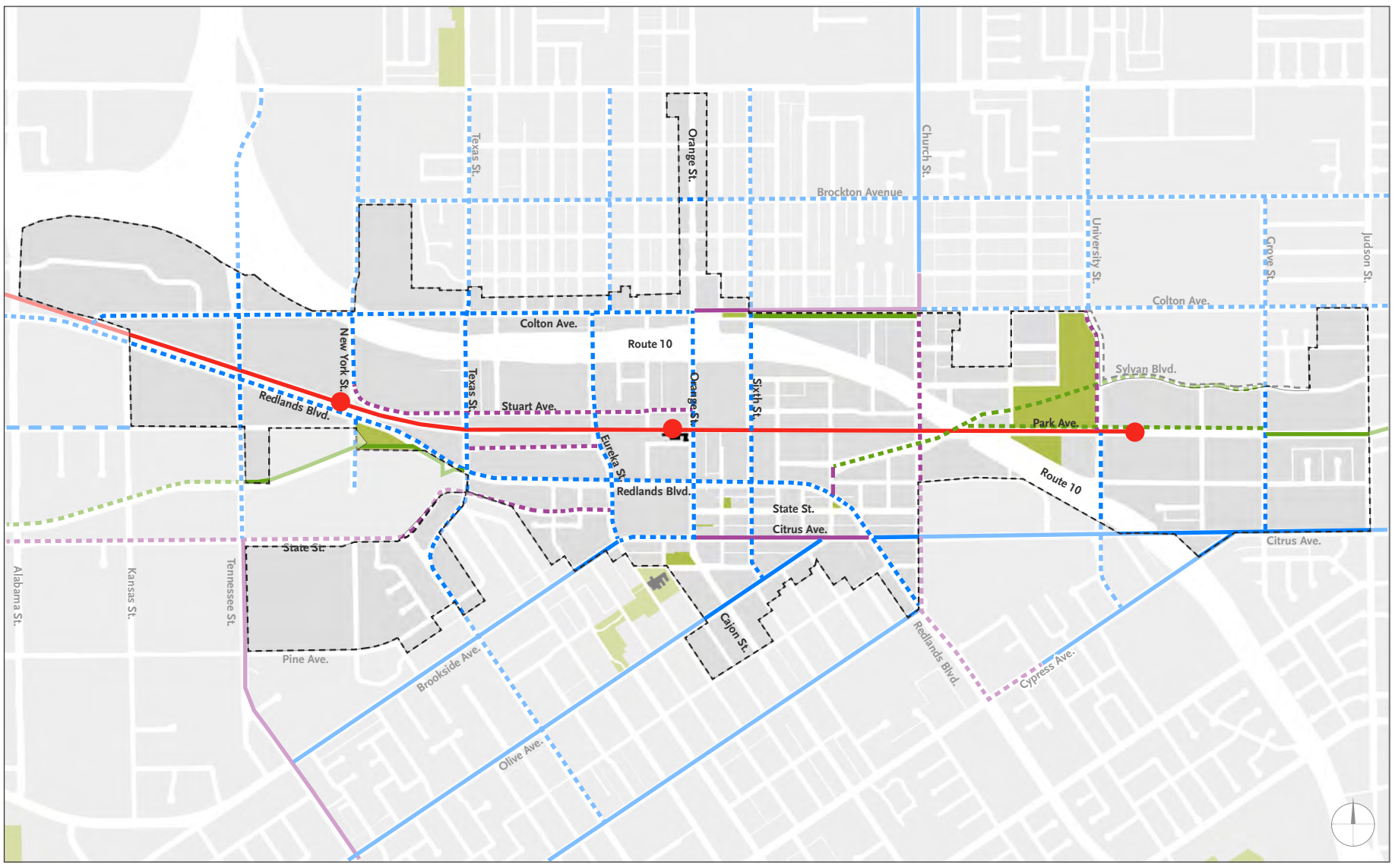


A Class III bike boulevard passes through a residential neigborhood.



A Class II bike lane passes through a neighborhood-serving commercial district.

FIGURE 5-3. *FUTURE BICYCLE NETWORK IMPROVEMENTS.*



C. **Bicycle Amenities.** Providing the same level of access, security, and amenity typically given to cars will encourage bicycle use by future residents, workers, transit riders using bicycles as a first/last mile solution, and visitors. Key amenities include Bicycle parking, bike repair facilities, and on-site changing facilities.

1. **Bicycle Parking.** The provision of abundant and well placed bicycle racks within the Plan Area will encourage residents, workers, and visitors to use their bicycles to get to and from the rail stations and to the Plan Area's various destinations.

   a. **Short-term parking.** Bike racks should be provided as follows:

      i. Bicycle racks parking should be provided in the various parks and open spaces shown in Figure 4-1 (Public Realm Plan).

      ii. Bicycle racks may be provided along key retail streets in corner or mid-block bulb-outs (if provided) or within the area between the curb and the sidewalk pedestrian-way.

      iii. As the Plan Area intensifies over time and bicycle use increases, parking can also be accommodated on the street by converting a vehicular parking space into an area for bicycle parking. The on-street space sacrificed for bicycle parking is compensated for by the reduced parking demand due to the use of transportation modes other than cars.

   b. **Long-term parking.** Long-term bicycle parking should also be provided at the Downtown station to encourage rail commuters who live within the Plan Area and nearby residential neighborhoods to ride their bikes to the station and leave them there for the day. Covered or sheltered bicycle parking should also be provided in residential and office buildings. Long-term bicycle parking should be accessible 24 hours a day, be identified by clear signage, have convenient access to and from surrounding streets, and be safe and secure.

2. **Bike Repair Facilities.** Do-it-yourself bicycle repair stands provide essential support amenities for cyclists, including tire gauges, air pumps, wrenches, and other tools for minor repairs. A bicycle repair stand can fit in a small space in a parking garage or on the ground floor of a building. While not a required component of this Specific Plan, do-it-yourself bicycle repair facilities are a minimal investment that help keep bicycles in circulation and reduce automobile parking demand.

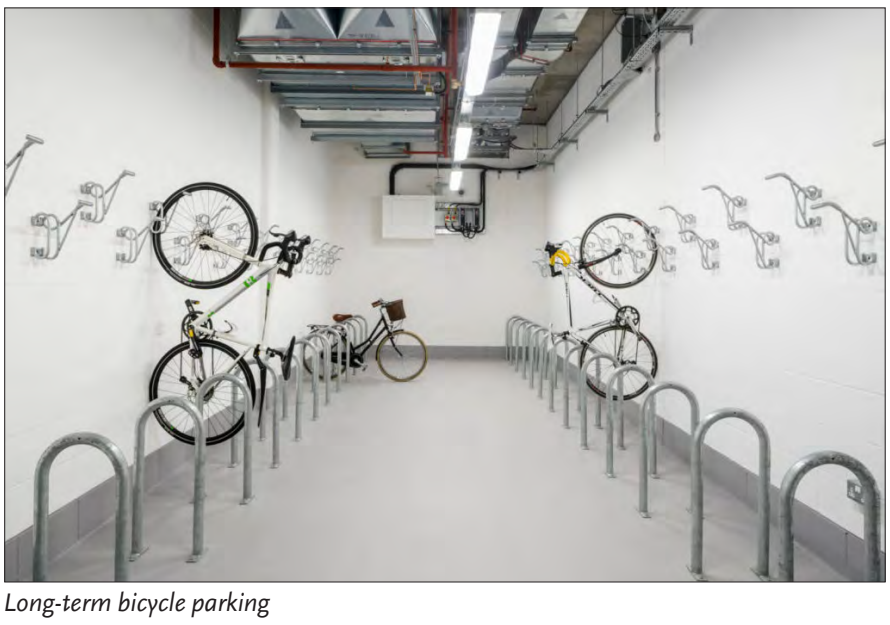
3. **On-Site Changing Facilities for Bicyclists.** Providing facilities within office and institutional buildings for employees to shower and change into fresh clothes is an effective way of incentivizing employees to ride bikes to work, rather than drive their cars. Simple secure facilities are an easy addition to on-site bathrooms.



A do-it-yourself bicycle repair stand located in the public right-of-way.



Bicycle parking in area between curb and sidewalk pedestrian-way.



Long-term bicycle parking



A parking space converted to bicycle parking.

5.5. TRANSIT NETWORK

A. Existing Transit Facilities. Redlands is served by Omnitrans, the primary transit operator in San Bernardino County. Currently, four routes provide service to the Plan Area, as shown in Figure 5-4:

- **Route 8**, which provides service between to San Bernardino and Crafton Hills College. It travels through the center and western half of the Plan Area via Orange Street, Redlands Boulevard, and State Street. Route 8 directly serves the Esri campus along State Street, Downtown at the Redlands Mall, and passes approximately 0.8 miles north of the University Street Station along Lugonia Avenue. Route 8 provides a short route, running every 30 minutes between the San Bernardino Transit Center and the Redlands Mall and a long route which continues east every 60 minutes to Crafton Hills College.
- **Route 15** provides service between Fontana and Downtown Redlands, travelling along Orange Street, Redlands Boulevard, and Eureka Street. Route 15 terminates in Downtown Redlands at the Redlands Mall.
- **Route 19** provides service between Fontana, the San Bernardino Transit Center, and Yucaipa. Route 19 serves Downtown Redlands, including a stop at the Redlands Mall, and passes about a quarter mile south of the University Station along Citrus Avenue.

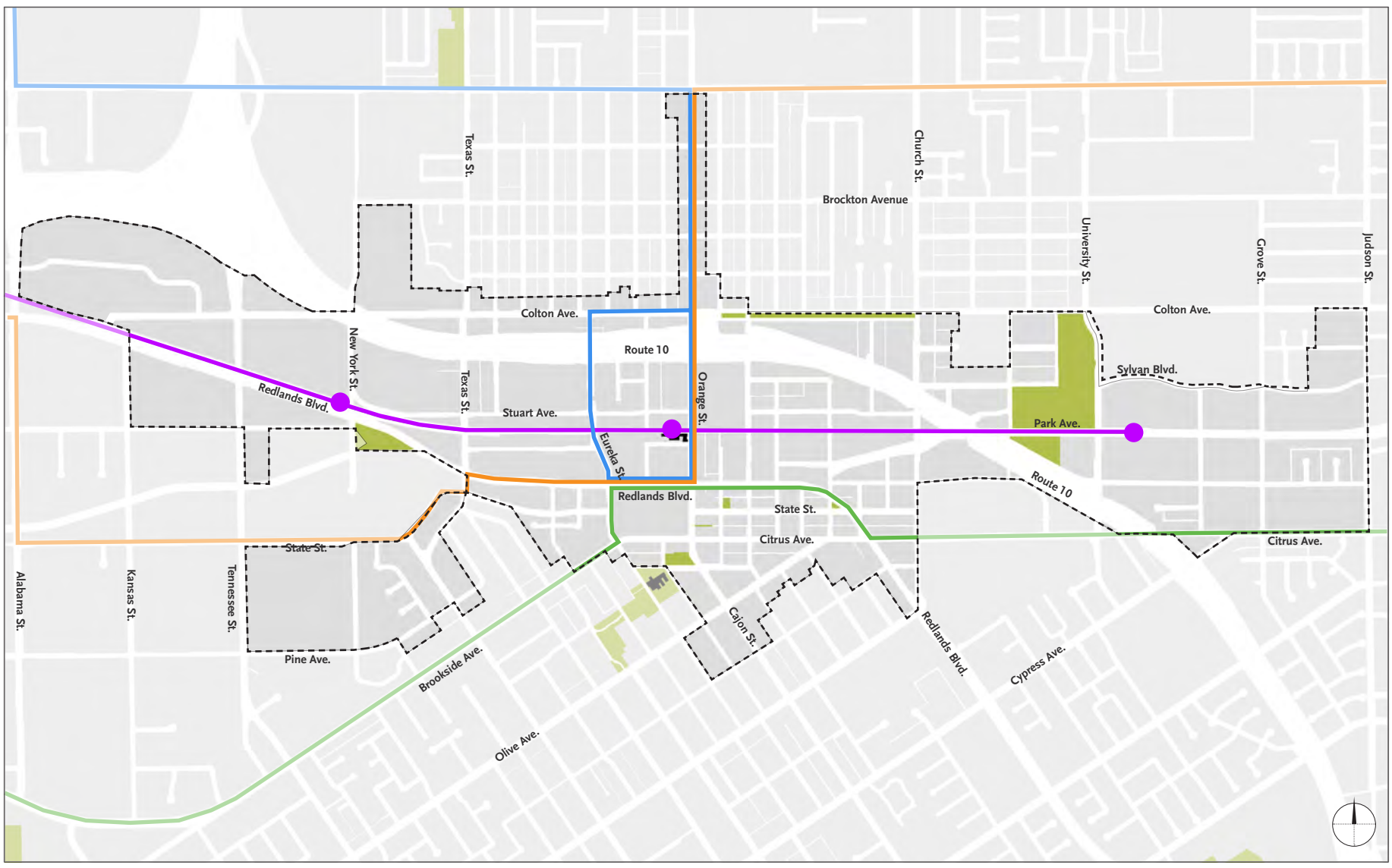
Omnitrans anticipates a system-wide study will be necessary to identify long terms solutions to serve the region once Arrow passenger rail service begins operation.





Bus canopies at the Reldands Mall. Canopies provide shelter for passengers, but there are no layover facilities for bus drivers.

FIGURE 5-4. *EXISTING BUS CIRCULATION*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Omnitrans Route 8
- Omnitrans Route 15
- Omnitrans Route 19
- Arrow Passenger Rail and Station

5.5. TRANSIT NETWORK (CONTINUED)

B. Transit Facility Improvements. With the arrival of Arrow Passenger Rail to Redlands, the following transit facility improvements are recommended:

1. **New York Street/Esri Station.** Since Omnitrans will be focusing bus transfers at the Downtown Station, no adjustments to Route 8 as it passes through the New York Street/Esri Station Area are recommended. The closest bus stops to the New York Street/ Esri Station, both located within approximately a quarter mile of the station, are lcoated at the intersection of Texas Street and Redlands Boulevard and along State Street in front of Esri.

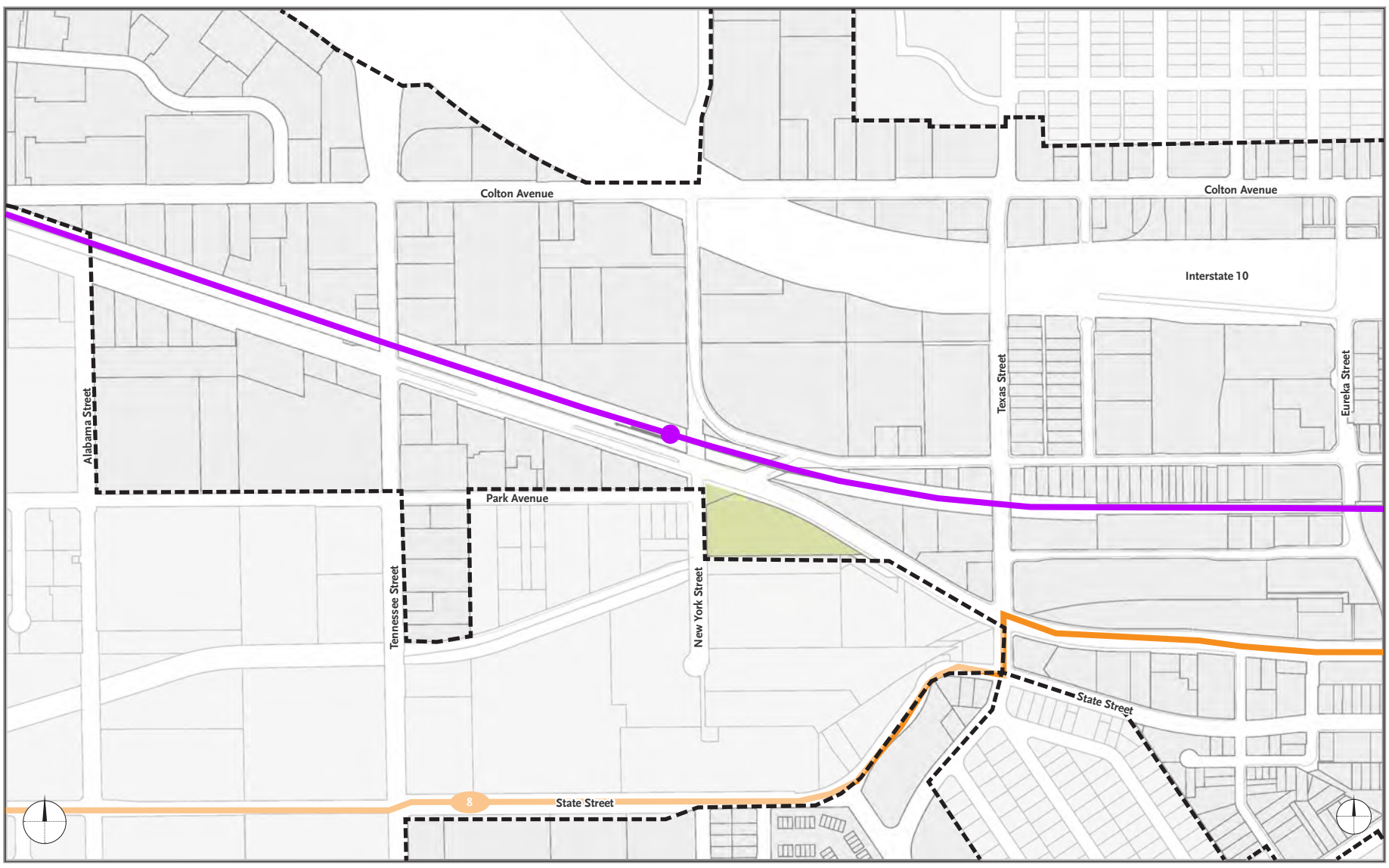


View of the Omnitrans Route 8 bus stop on Redlands Boulevard just east of Texas Street.



View of the Omnitrans Route 8 bus stop on State Street in front of Esri.

FIGURE 5-5. *EXISTING BUS CIRCULATION - NEW YORK STREET/ESRI STATION AREA*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Arrow Passenger Rail and Station
- Existing Omnitrans Route 8

2. **Downtown.** All four bus routes currently converge in Downtown along Redlands Boulevard in front of the Redlands Mall approximately one block south of the future Downtown rail station (see Figure 5-6). Since Redlands is the terminus of Route 15 and the short route of Route 8, the ability for bus drivers to layover at the route's terminus should be considered. To provide direct access to the Downtown Station, select bus routes should be rerouted to provide convenient transfers between buses and rail. Following are two alternatives for rerouting buses within the Downtown: one along Stuart Avenue and a second along a combination of Stuart Avenue and Redlands Boulevard.

   a. **Alternative 1: Bus Circulation Along Stuart Avenue.** Alternative 1 redirects routes 8, 15, and 19 along Stuart Avenue (see Figure 5-7). Buses could be routed in either direction since existing stoplights on both Eureka Street and Orange Street enable any necessary left turns, although locating bus stops along the south side of Stuart Avenue would ensure riders do not have to cross Stuart Avenue to get to the train station. To facilitate the flow of vehicular traffic during bus stops and/or layovers, either a bus pullout should be considered or curb space should be designated and clearly identified for buses. Consideration should also be given to dedicate curb space for the pick-up and drop-off needs of Transit Network Companies (such as Uber and Lyft).

   b. **Alternative 2: Bus Circulation Along Stuart Avenue and Redlands Boulevard.** Alternative 2 redirects route 15 to the north of the station, along Stuart Avenue (see Figure 5-8). Route 8, which currently passes by the Downtown Station along Orange Street, retains its current routing. In order to avoid increasing run times, the routing of Route 19 along Redlands Boulevard is also retained, with pedestrian access via Third Street (approximately 800 feet from the Station a 1,000 ft. from Route 15 bus stop on Stuart Avenue). Like Alternative 1, either a bus pullout should be considered or curb space should be designated and clearly identified for buses. Consideration should also be given to dedicate curb space for Transit Network Companies. Additionally, a new signal would be required at the intersection of Shoppers Lane/Orange Street to facilitate traffic flow.

   c. **Alternative 3: Bus Circulation Along Stuart Avenue and Redlands Boulevard.** Alternative 3 redirects Route 15 along Shoppers Lane and down Third Street to Redlands Boulevard (see Figure 5-9).

FIGURE 5-7. ALTERNATIVE 1: BUS CIRCULATION ALONG STUART AVENUE

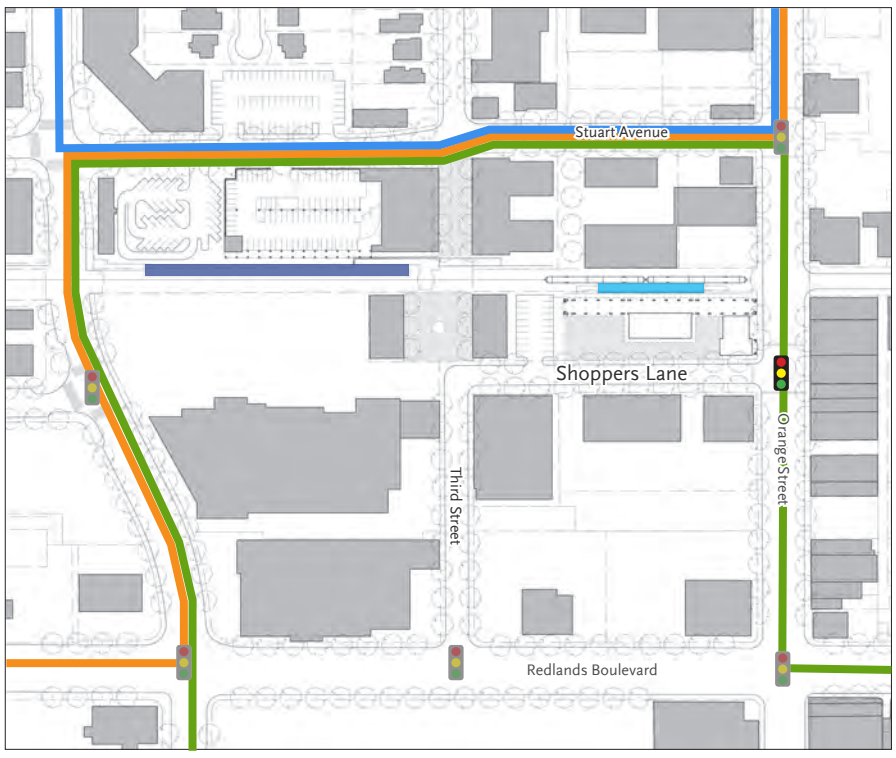


FIGURE 5-8. ALTERNATIVE 2: BUS CIRCULATION ALONG STUART/REDLANDS

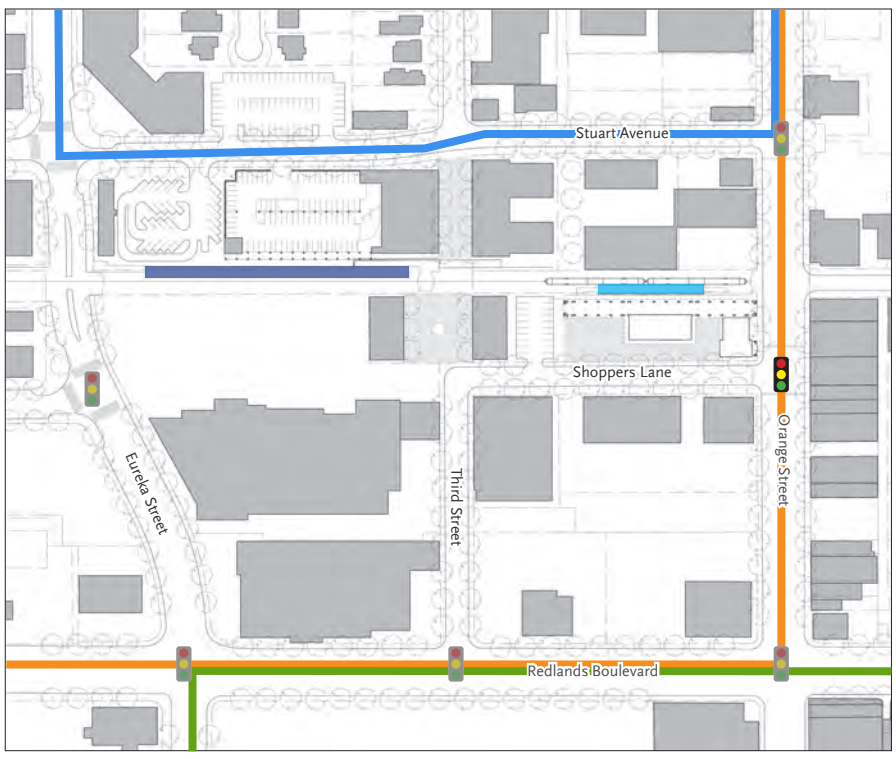


FIGURE 5-6. EXISTING DOWNTOWN BUS CIRCULATION

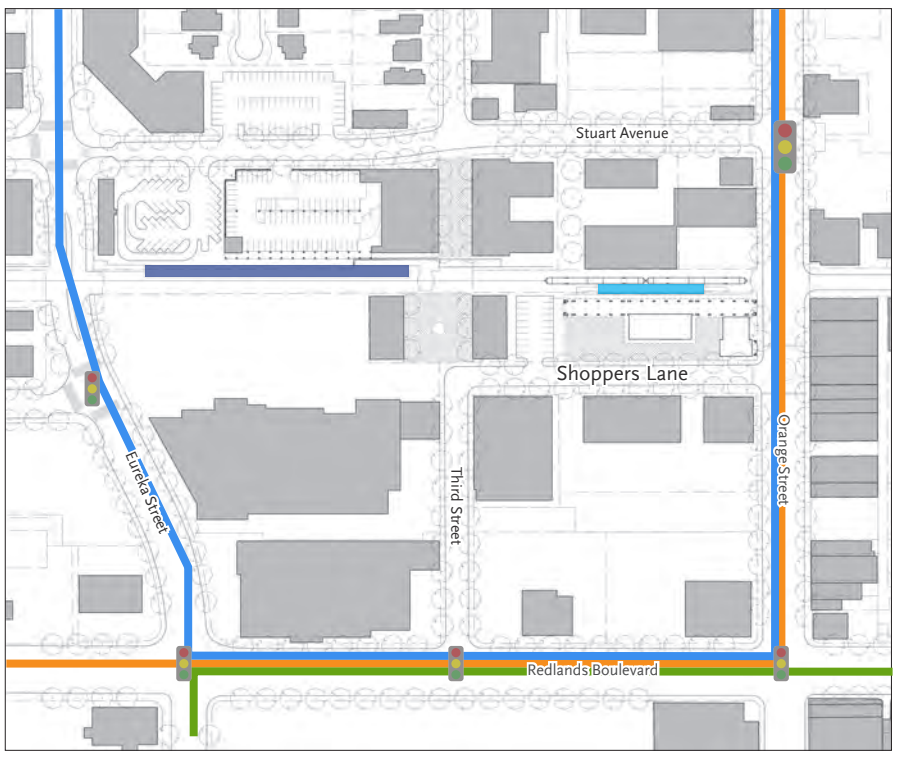
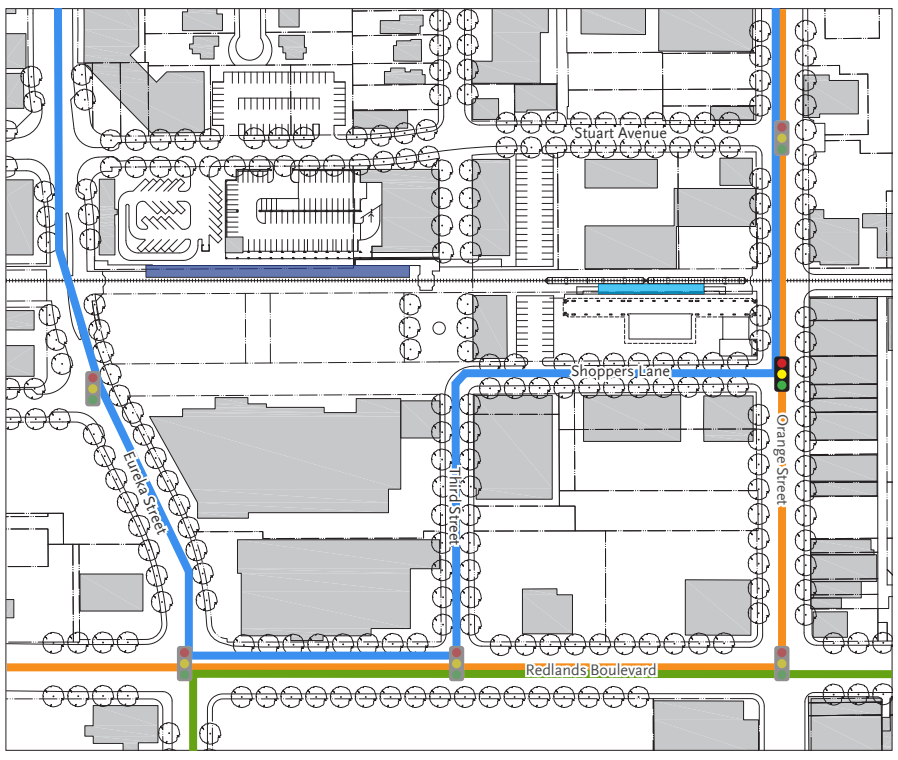


FIGURE 5-9. ALTERNATIVE 3: BUS CIRCULATION ALONG SHOPPERS LANE



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Omnitrans Route 8
- Omnitrans Route 15
- Omnitrans Route 19
- Arrow Passenger Rail
- Future Metrolink Platform
- Future Arrow Platform
- Existing Traffic Signal
- Future Traffic Signal

Like Alternative 1, either a bus pullout should be considered or curb space should be designated and clearly identified for buses. Consideration should also be given to dedicated curb space for Transit Network Companies. Additionally, a new signal would be required at the intersection of Shoppers Lane/Orange Street to facilitate traffic flow.

3. **University Village.** As of the writing of this Specific Plan (2019), Omnitrans is focusing bus transfer service to the Arrow Passenger Rail at the Downtown Station. However, as the University Village begins to develop, consideration should be given to providing direct bus transit service to the Village. Potential solutions, as shown in Figure 5-10, may include:

   - **Route 19.** Modifying the current route so it runs up University Street to Central Avenue, along Central Avenue to Grove Street, and then back down to its original route. A bus stop along Central Avenue would provide access to most future development, and would only be about a five-minute walk to the center of campus. Additionally, the modified route would result only in a quarter mile detour, adding only about three minutes to the existing run time.
   - **New Route.** Consider installing bus docks along University Street near Park Avenue adjacent to the University Village train station. This could be accomplished by rerouting an existing bus line or introducing a new one.

FIGURE 5-10. *EXISTING AND FUTURE BUS CIRCULATION - UNIVERSITY STREET STATION AREA*



5.6. STREET TYPES

A. Existing Conditions

1. **New York Street/Esri.** Currently, streets within the New York Street/Esri Station Area are generally car-oriented. Sidewalks within the New York Village area are generally located next to the curb and lack street trees, although trees are sometimes planted in front yards of adjacent properties. There are several locations where continuous planters are provided between the curb and the sidewalk (along Tennessee Street and portions of Colton Avenue and State Street), providing separation between pedestrians and passing automobiles, although street trees are either absent or are palm trees, which do not provide shade or generate a sense of enclosure to the street.

2. **Downtown.** Blocks located east of Orange Street, including within Downtown, are small and conducive to walking, while those located west of Orange Street are larger. State Street, lined with buildings that face and are accessed from the sidewalk and shaded by stately ficus trees, is Redlands' prime pedestrian-friendly street. Surrounding streets within the historic Downtown are fronted with street-facing and sidewalk-accessed buildings, but could be improved with street trees. Sidewalks within the rest of the Downtown Village are typically 8 feet wide and located adjacent to the curb, making it a challenge to introduce trees). Consideration on these streets should be given to planting trees in the parking lane between parking spaces.

   Streetscape improvements, including lighting and street trees, have recently been introduced along Orange Street, Sixth Street, and Eureka Street.

3. **University Street.** Blocks within the University Street Station Area, especially near the future station site, are large. Freeway access is via University Street and Cypress Avenue. Church Street, University Street, and Citrus Street pass beneath the freeway and, like the other freeway underpasses, are pedestrian and bicycle unfriendly. Many streets within the Village, particularly those surrounding the station area, are missing sidewalks. Sidewalks within the surrounding residential neighborhoods tend to be separated from the curb by continuous planters planted with trees.

   Substantial portions of each Station Area are megablocks. As these blocks and parcels develop, new tree-lined streets need to be introduced to generate a street and block structure that accommodates pedestrians, cyclists, and motorists.

B. Street Types.

This Transit Villages Specific Plan provides a wide palette of street types, including modifications to existing arterial and collectors streets within the Plan Area, as well as designs for new streets to be introduced within the Plan Area. Design standards, as indicated in Figure 5-11 (New York Street/Esri), Figure 5-12 (Downtown), Figure 5-13 (University Street), and in the associated cross sections are illustrated on the following pages. These standards show the intent of creating pedestrian-friendly, multi-modal streets that are generally consistent with the General Plan and subject to the following:

1. Street cross sections shown in this Section 5.6 are conceptual, and may be adjusted to accommodate alternative on-street parking configurations or to conform to unforeseen circumstances that are encountered during their implementation or construction design, subject to review by the Municipal Utilities and Engineering Director and/or the Director of Development Services.

2. New streets, as shown in Figure 5-11 (New York Street/Esri), Figure 5-12 (Downtown), and Figure 5-13 (University Street) are conceptual street locations. The location of actual new streets may vary, provided they meet the street and block standards of Section 4.13 (Block Design Standards) of the Development Code.



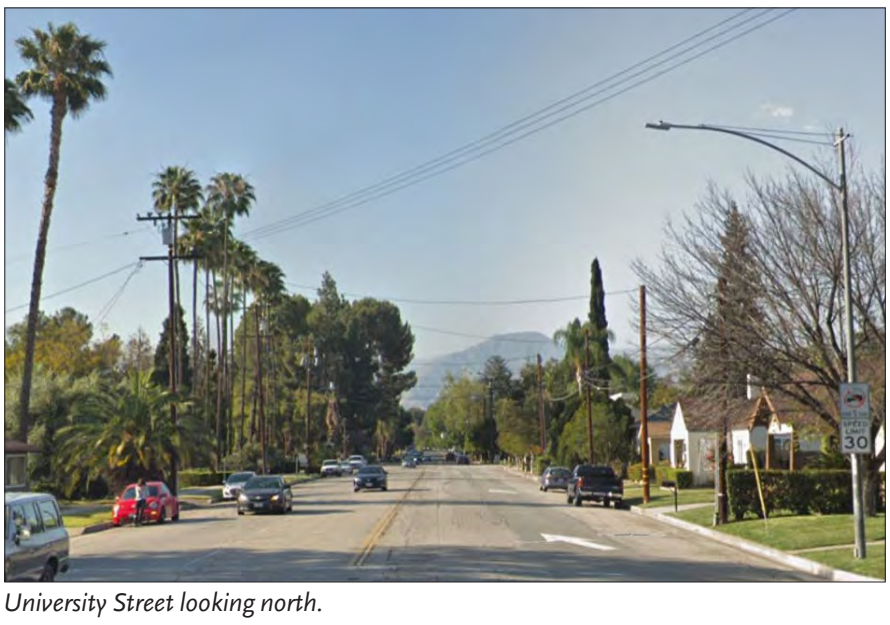
New York Street looking north towards station site.



State Street east of Orange Street.



Redlands Boulevard in front of Redlands Mall.

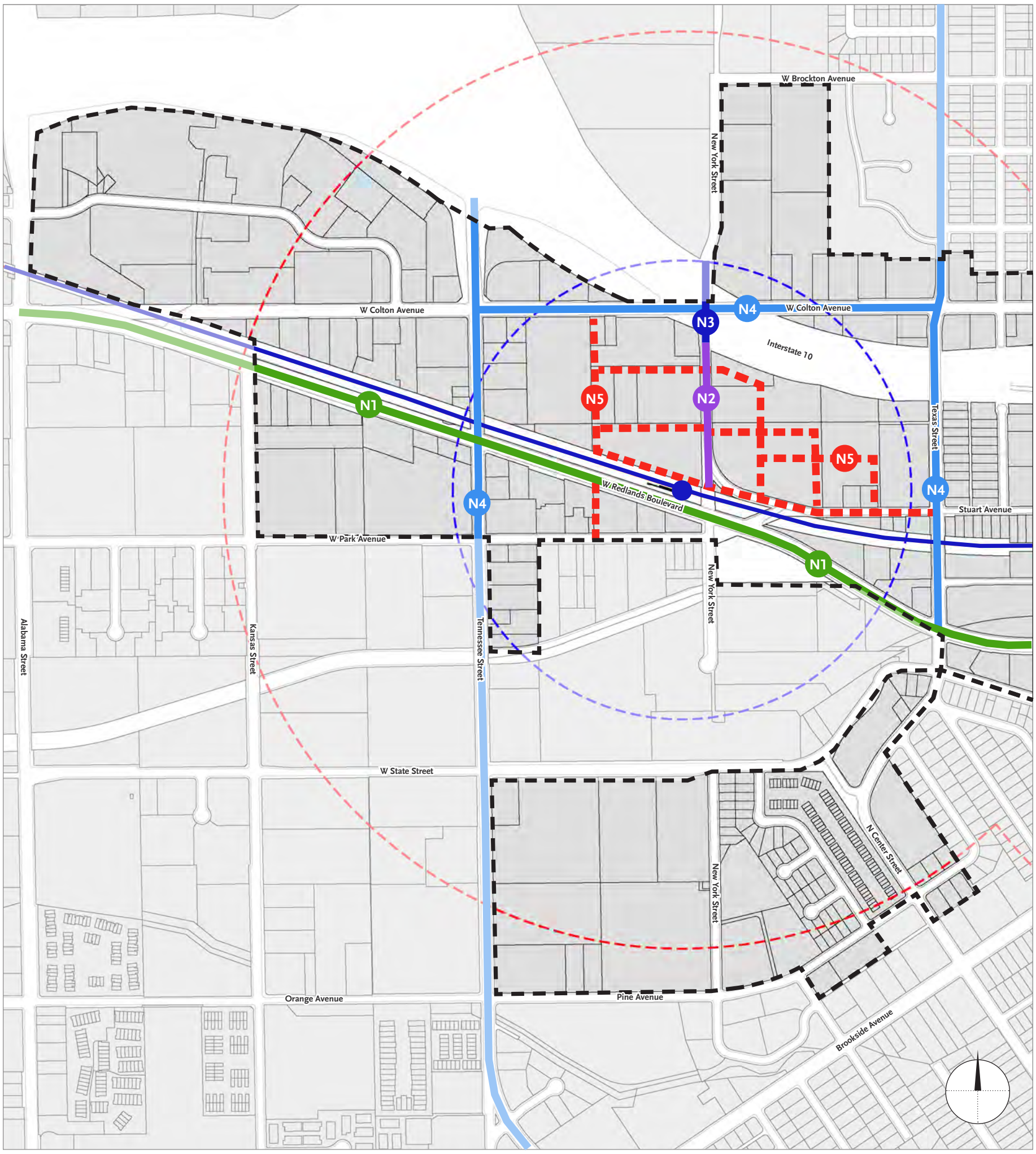


University Street looking north.

5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

FIGURE 5-11. *FUTURE STREET TYPES - NEW YORK STREET/ESRI STATION AREA*

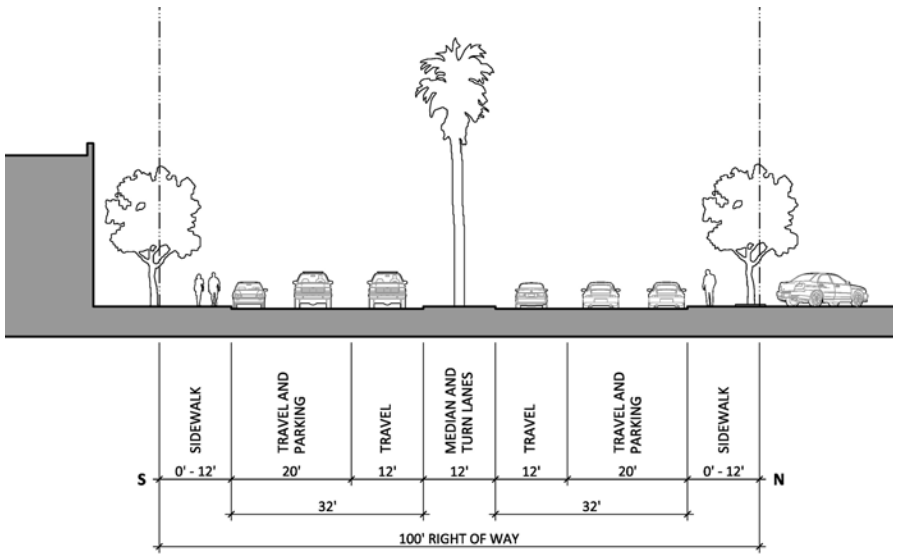


LEGEND

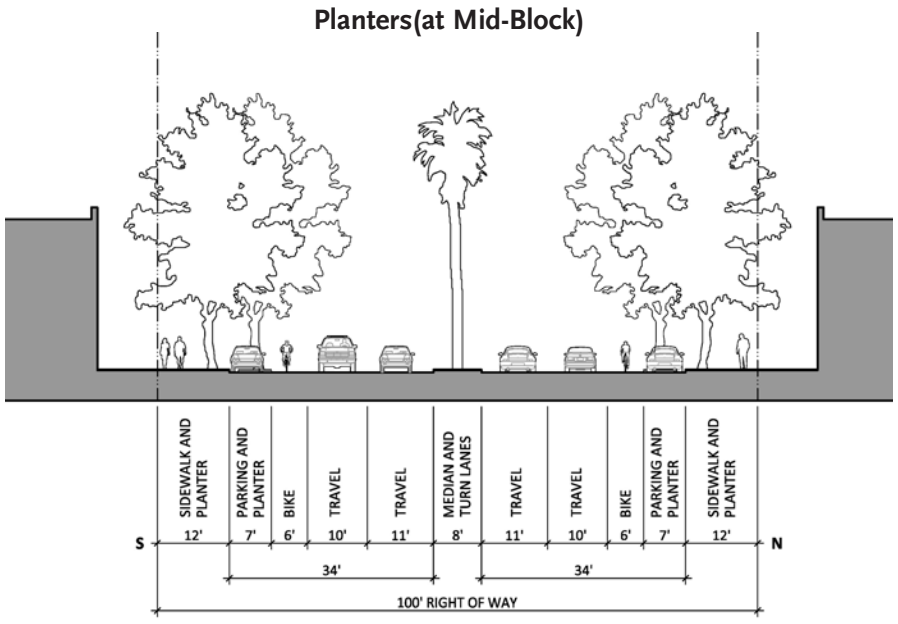
- Specific Plan Boundary
- 1/4 mile Pedestrian Shed (5-minute Walk)
- 1/2 mile Pedestrian Shed (10-minute Walk)
- Arrow Passenger Rail and Station
- N1 Redlands Blvd.
- N2 New York St.: South of I-10
- N3 New York St.: Under I-10
- N4 Texas St., Tennessee Street, and Colton Ave.
- N5 Potential New Street

N1 Redlands Boulevard

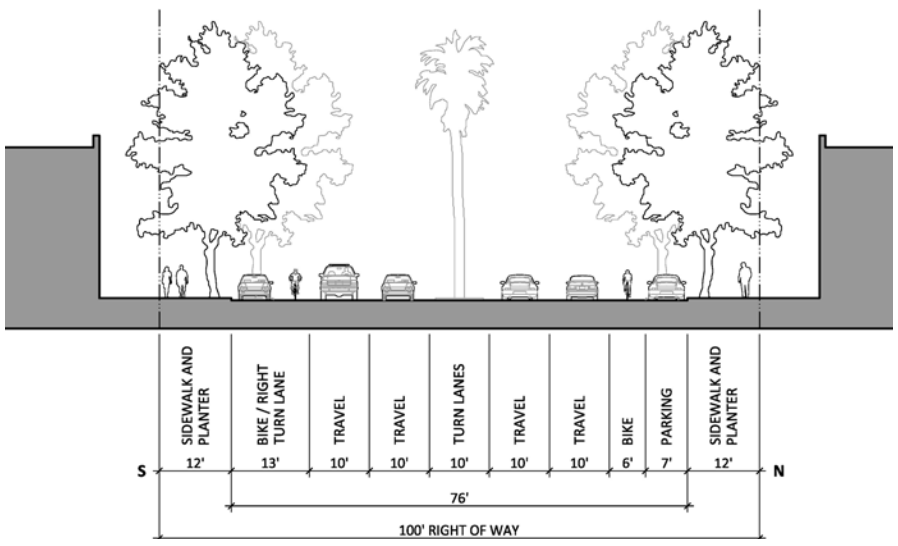
Existing

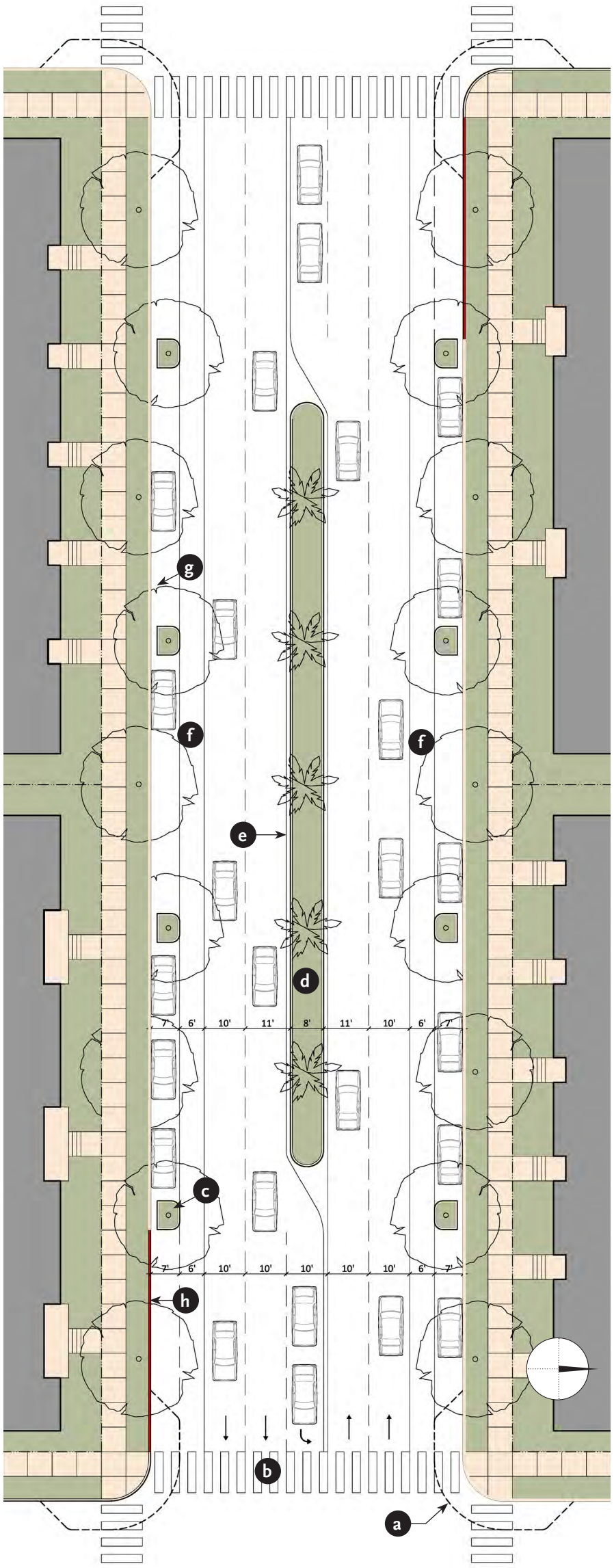


Future
Reduced Median and Introduce Class II Bike Lanes and In-Street Planters(at Mid-Block)



(at Intersections with dedicated left turn lanes)





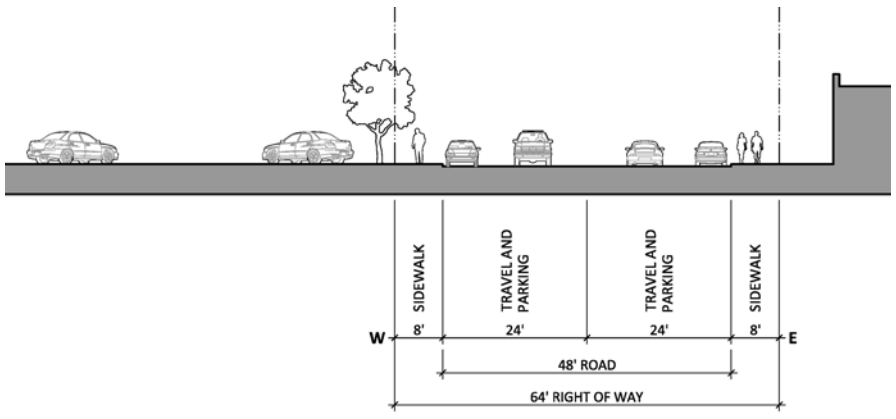
LEGEND

- a Curb extensions (optional)
- b Crosswalk
- c In-street tree planter
- d 8' ft. wide median
- e Striping delineating 10 foot wide lane
- f Bike lane
- g Parallel Parking
- g Red striping at right utrn (where occurs)

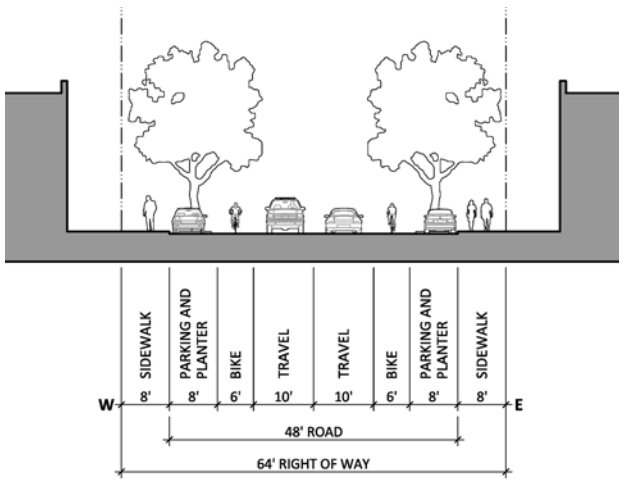
5.6. STREET TYPES (CONTINUED)

N2 New York Street South of I-10 Freeway

Existing

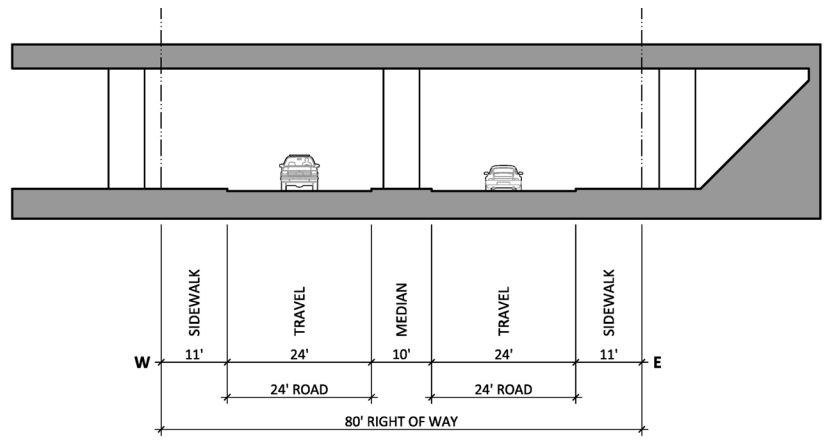


Future
Introduce Class II Bike Lanes and In-Street Planters

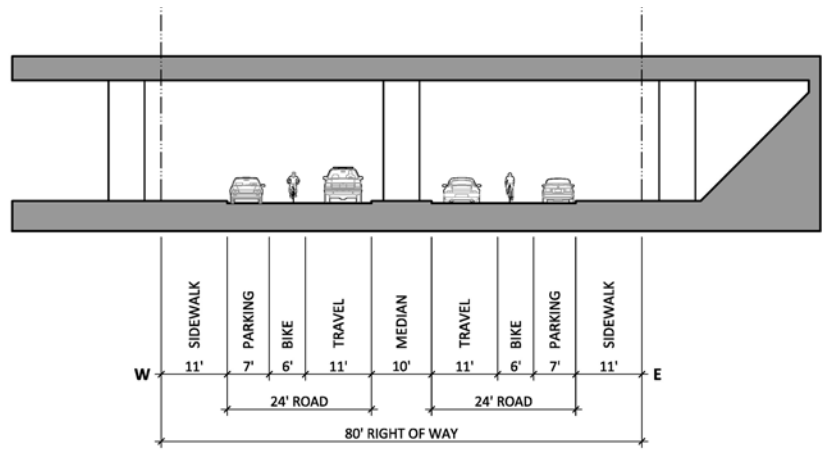


N3 New York Street Under I-10 Freeway

Existing

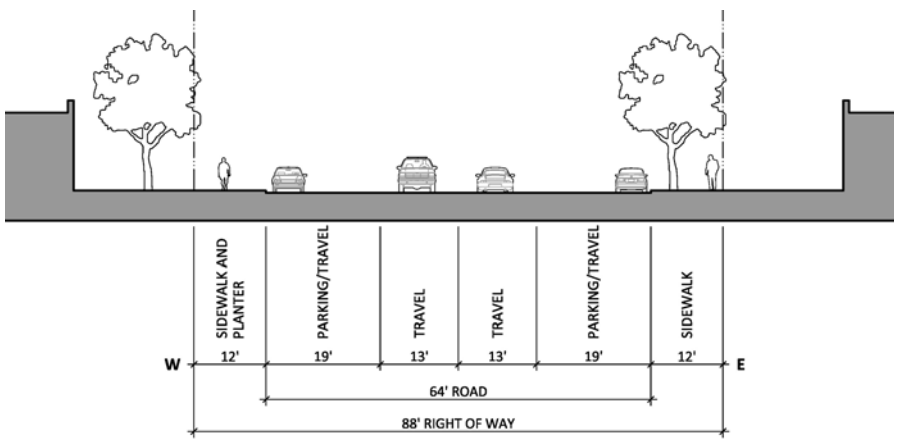


Future
Introduce Class II Bike Lanes and Parallel Parking

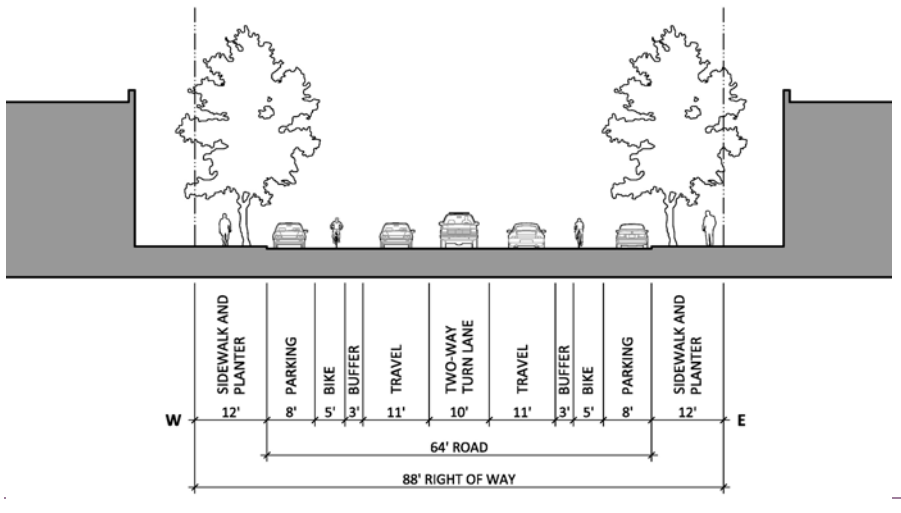


N4 Texas Street, Tennessee Street, and Colton Avenue between Texas Street and Tennessee Street

Existing



Future
Road Diet with Buffered Class II Bike Lanes



N5 Potential New Street

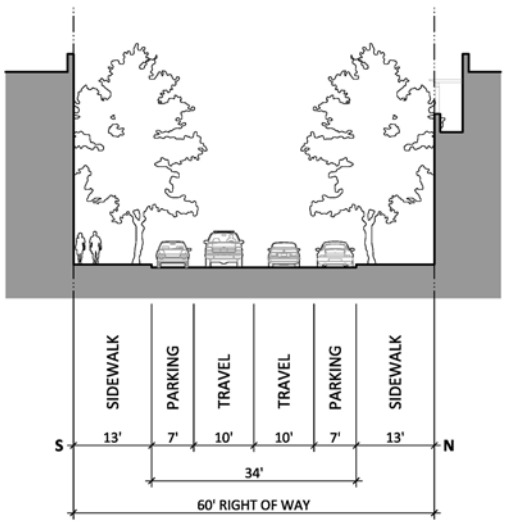
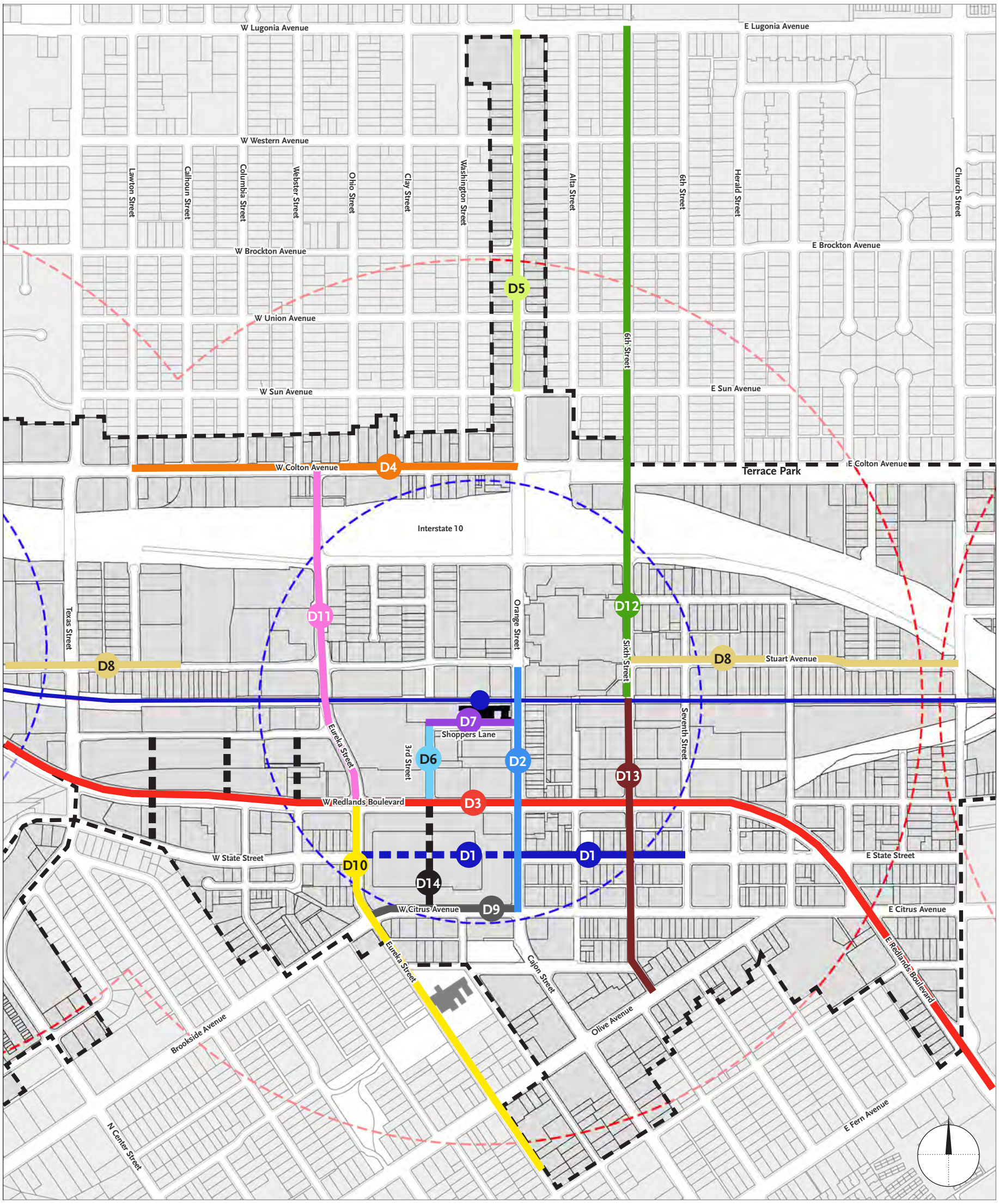


FIGURE 5-12. *FUTURE STREET TYPES - DOWNTOWN STREET STATION AREA*



LEGEND

- Specific Plan Boundary
- 1/4 mile Pedestrian Shed
- 1/2 mile Pedestrian Shed
- Arrow Passenger Rail and Station

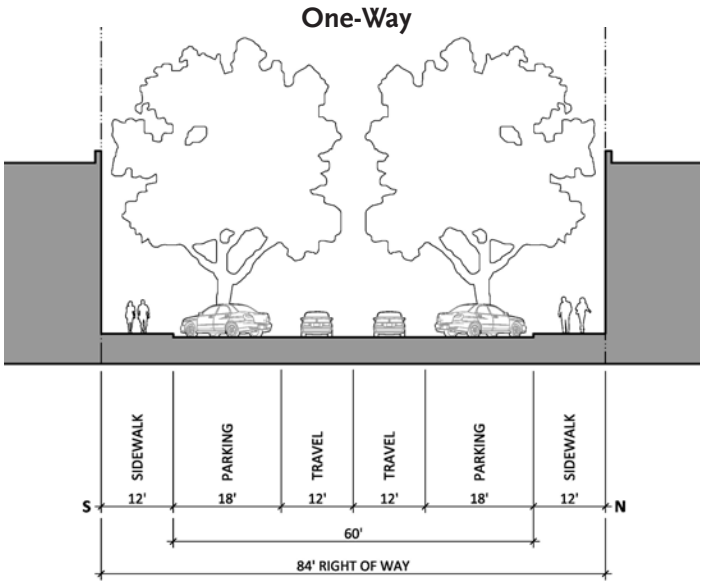
- D1 State St.
- D2 Orange St.: South of Stuart Ave.
- D3 Redlands Blvd.
- D4 Colton Ave.: Texas St. to Orange St.
- D5 Orange St.: North of Sun Ave.
- D6 Third St.: South of Shoppers Ln.
- D7 Shoppers Ln.
- D8 Stuart Ave.
- D9 Citrus Ave.: Cajon St. to Eureka St.
- D10 Eureka St.: South of Redlands Blvd.
- D11 Eureka St.: North of Redlands Blvd.
- D12 Sixth St.: North of Tracks
- D13 Sixth St.: South of Tracks
- D14 Potential New Street

5. TRANSPORTATION AND CIRCULATION

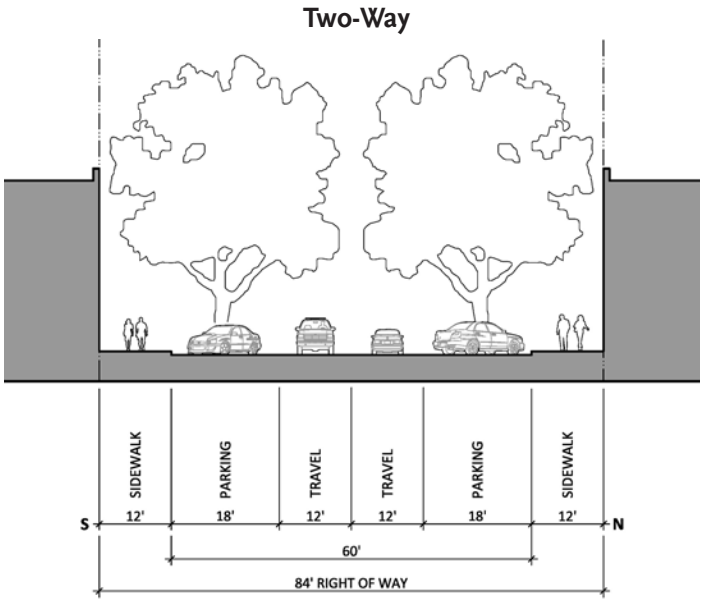
5.6. STREET TYPES (CONTINUED)

D1 State Street East of Orange Street

Existing (Orange Street to Seventh Street)
One-Way

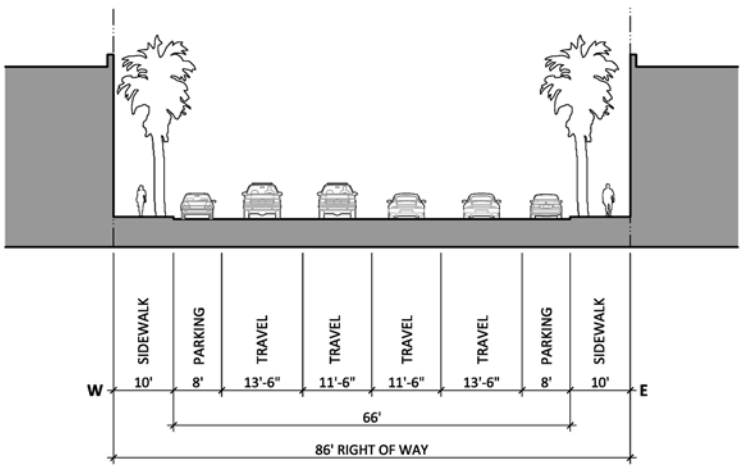


Future (Orange Street to Seventh Street;Eureka Street to Orange Street)
Two-Way

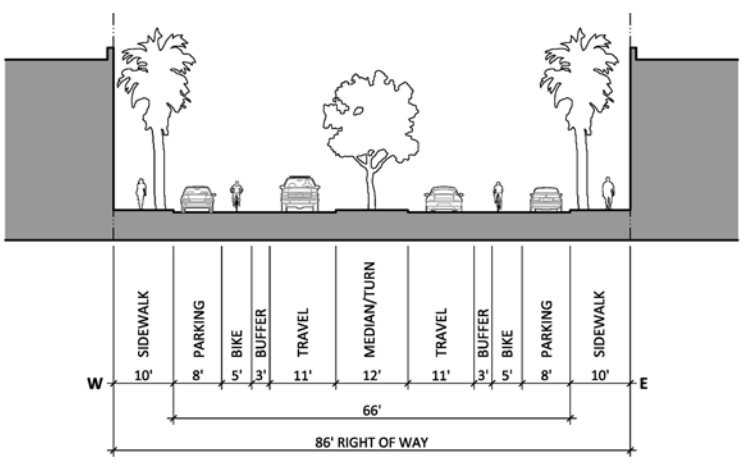


D2A Orange Street South (Stuart Ave. to Redlands Blvd.)

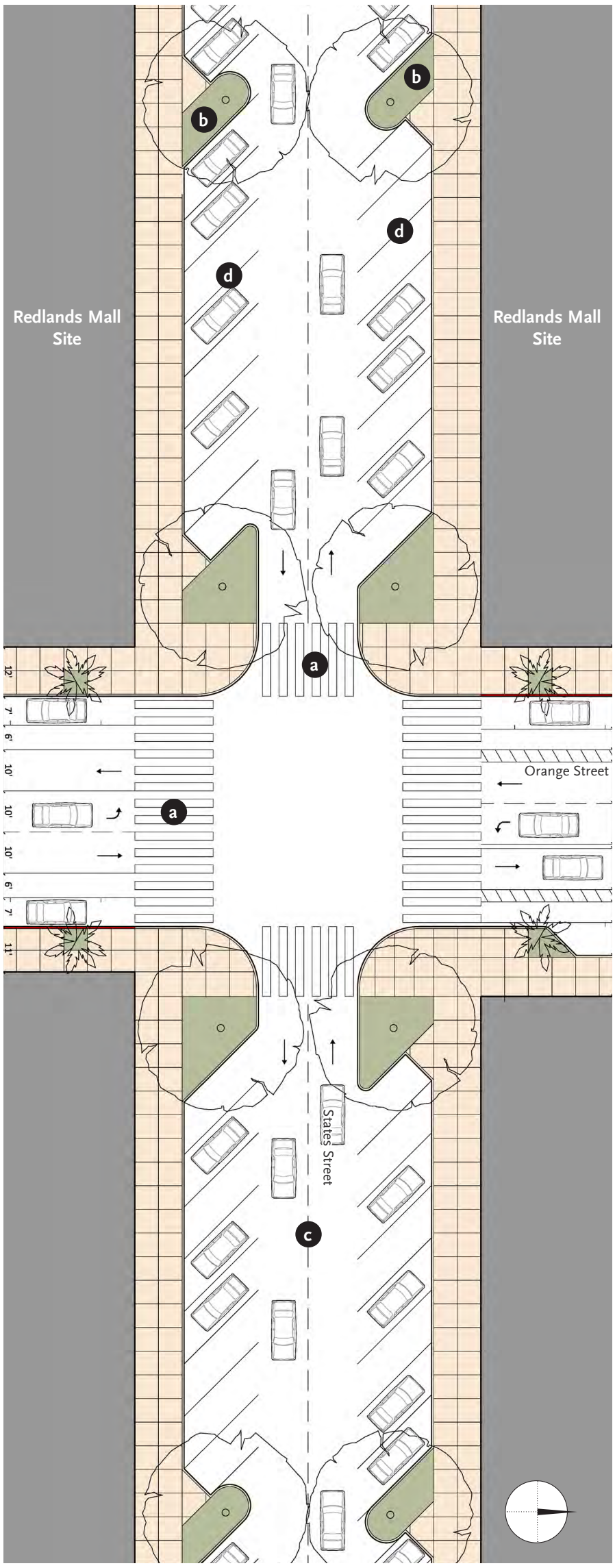
Existing



Future
Road Diet with Median and Bike Lanes



State Street at Orange Street
Future

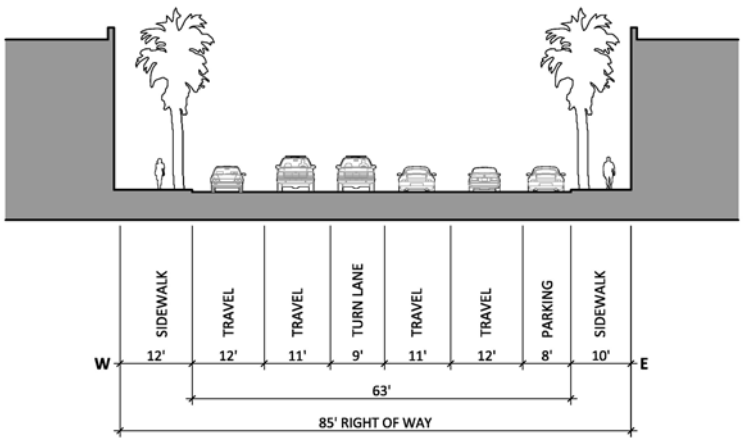


LEGEND

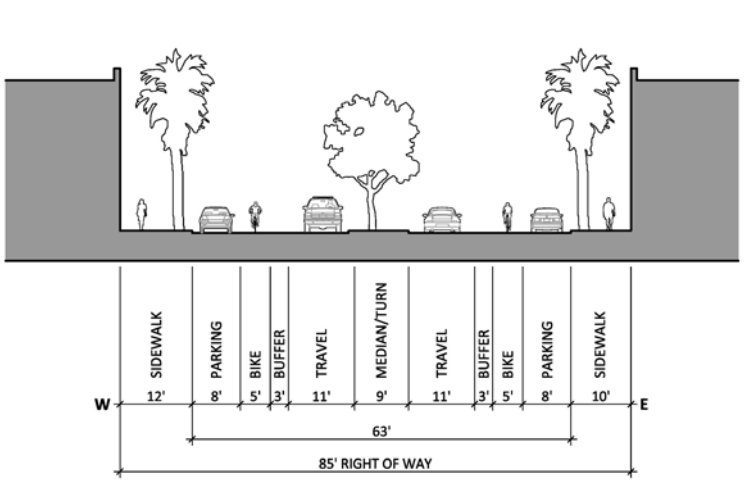
- a Crosswalk
- b In-street tree planter
- c 2-way lane configuration
- d Angled Parking

D2B Orange Street (Redlands Blvd. to State St.)

Existing

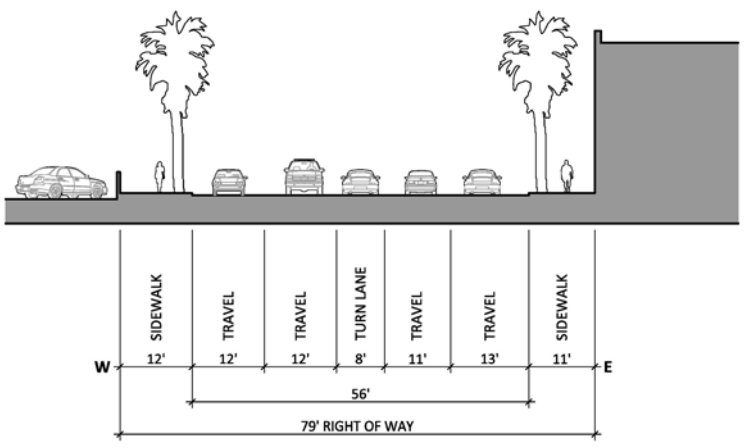


Future
Road Diet with Median and Bike Lanes

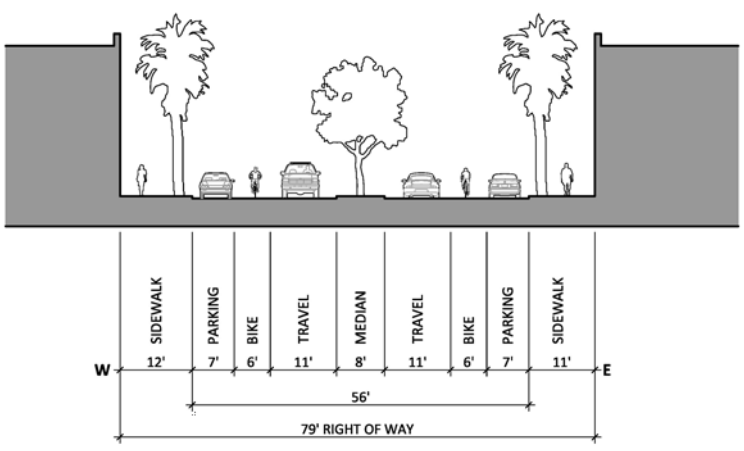


D2C Orange Street (Redlands Blvd. to State St.)

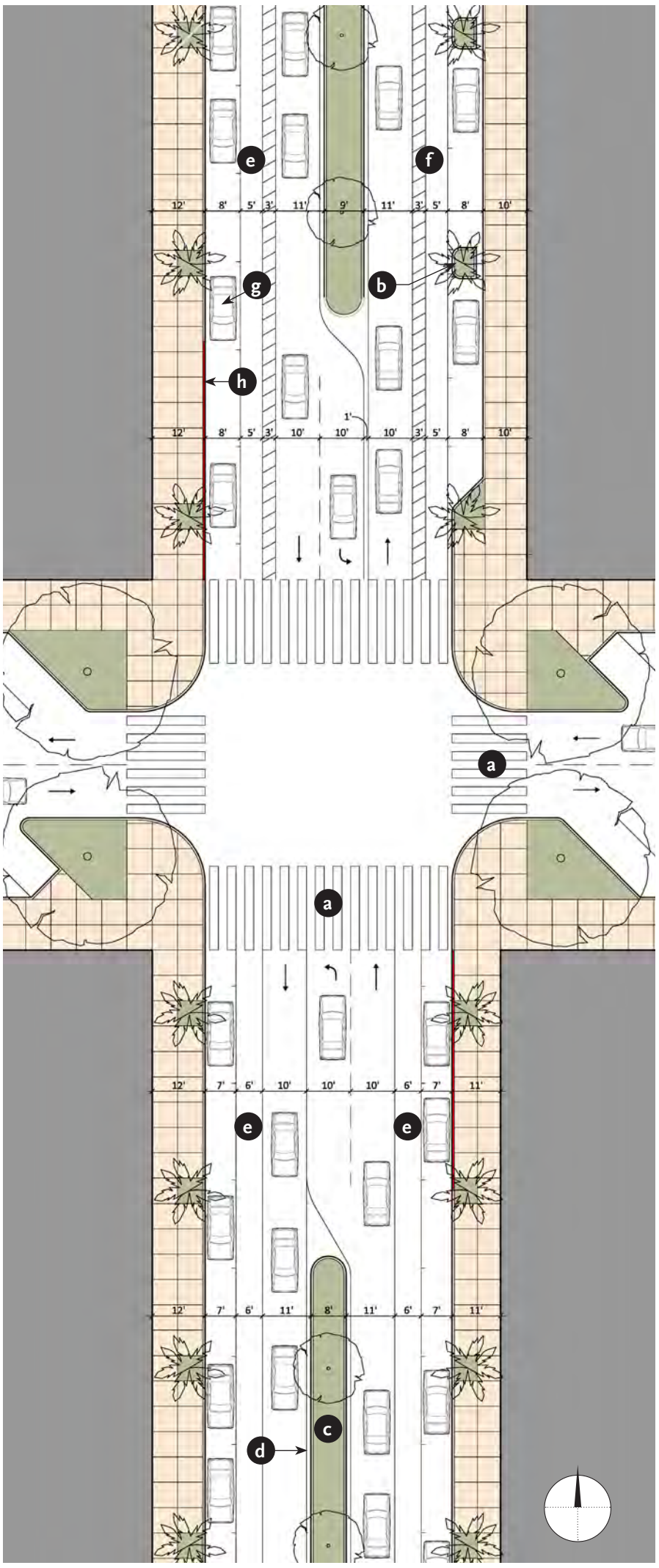
Existing



Future
Road Diet with Median and Bike Lanes



Orange Street at State Street
Future

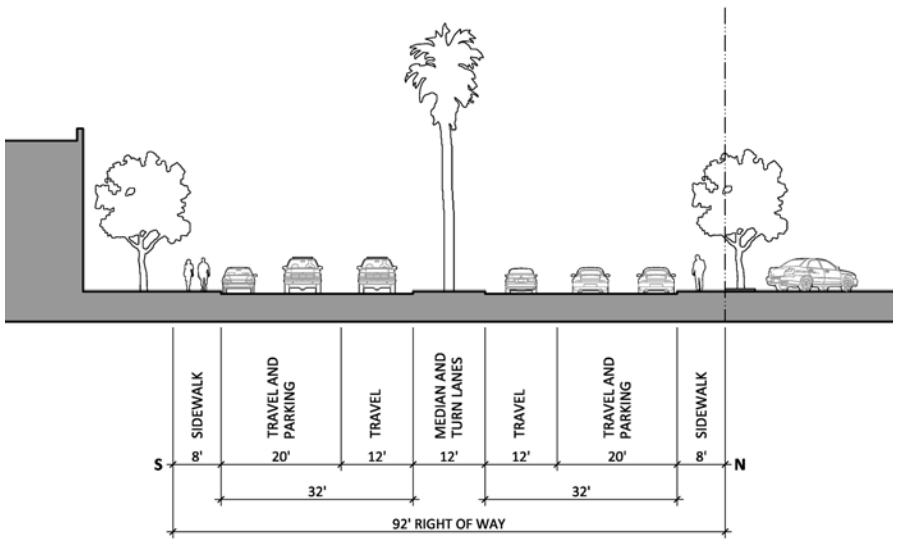


LEGEND

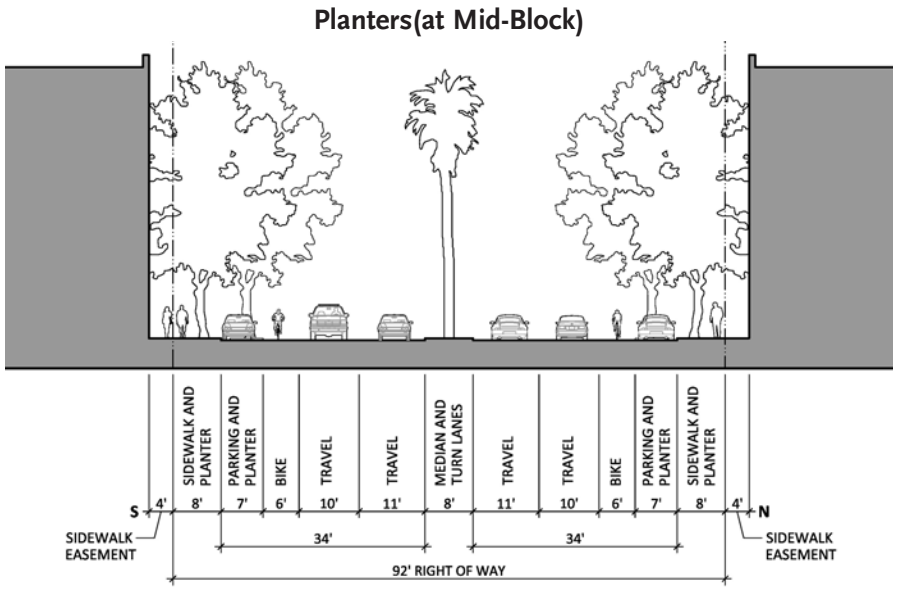
- a Crosswalk
- b In-street tree planter
- c 8' ft. wide median
- d Striping delineating 10 foot wide lane
- e Bike lane
- f Bike lane + buffer
- g Parallel Parking
- h Red striping at right turn (as needed)

D3 Redlands Boulevard in Downtown Station Area

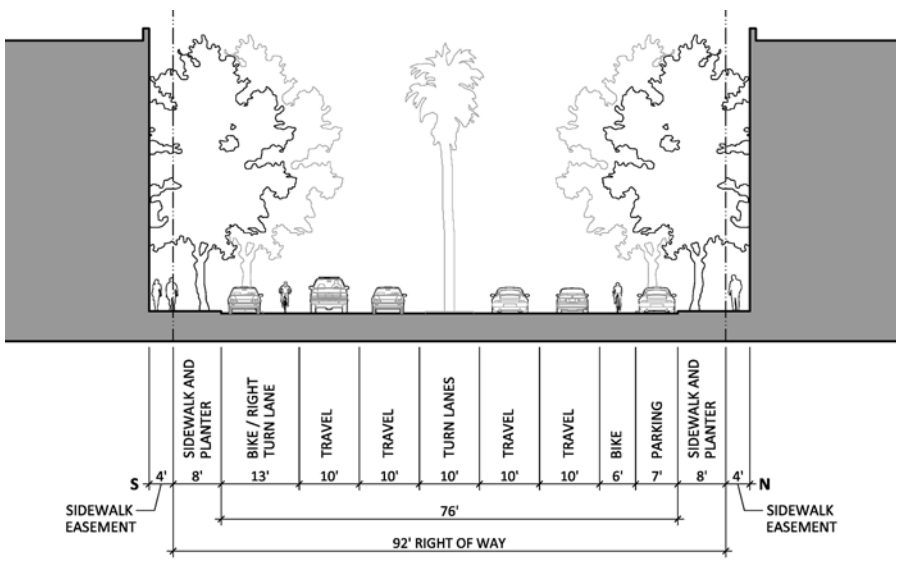
Existing

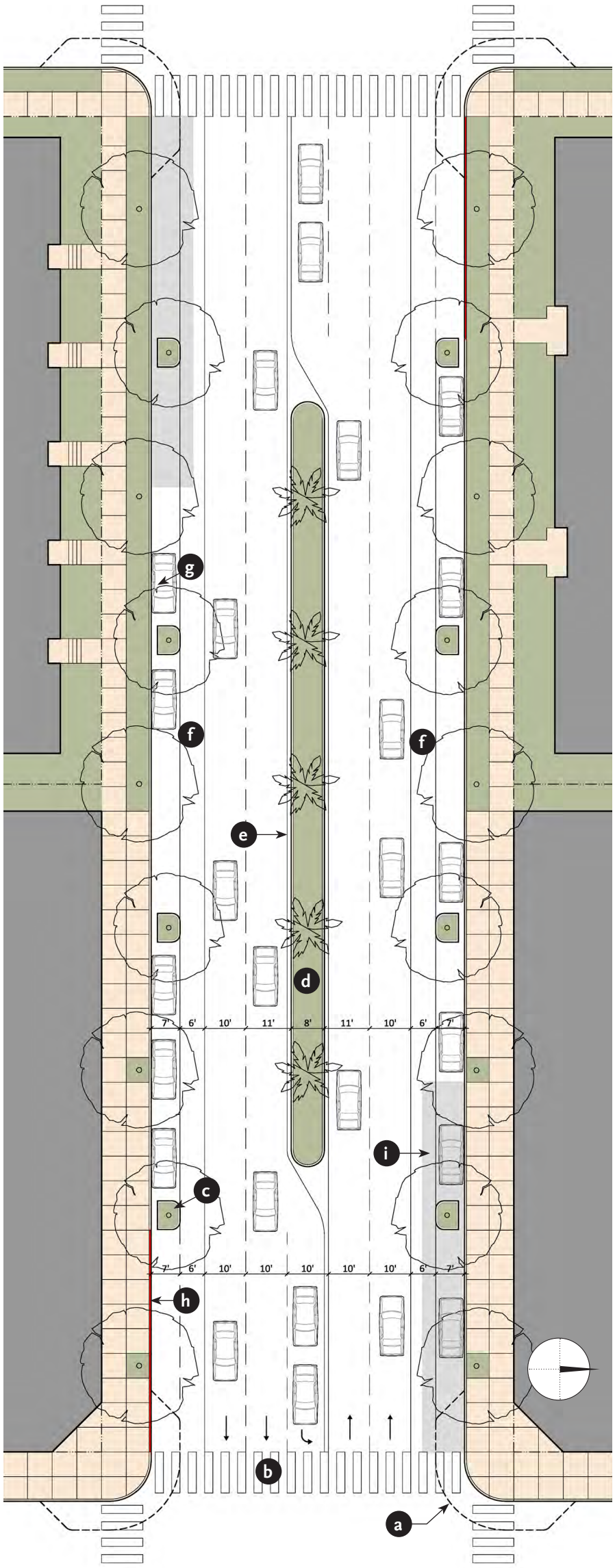


Future
Reduced Median and Introduce Class II Bike Lanes and In-Street Planters(at Mid-Block)



(at Intersections with dedicated left turn lanes)



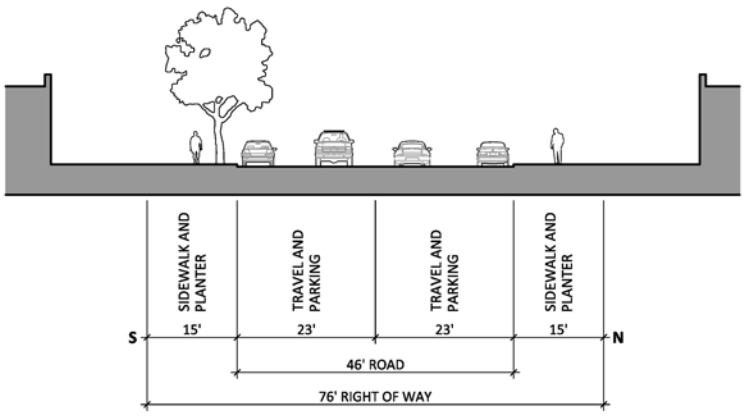


LEGEND

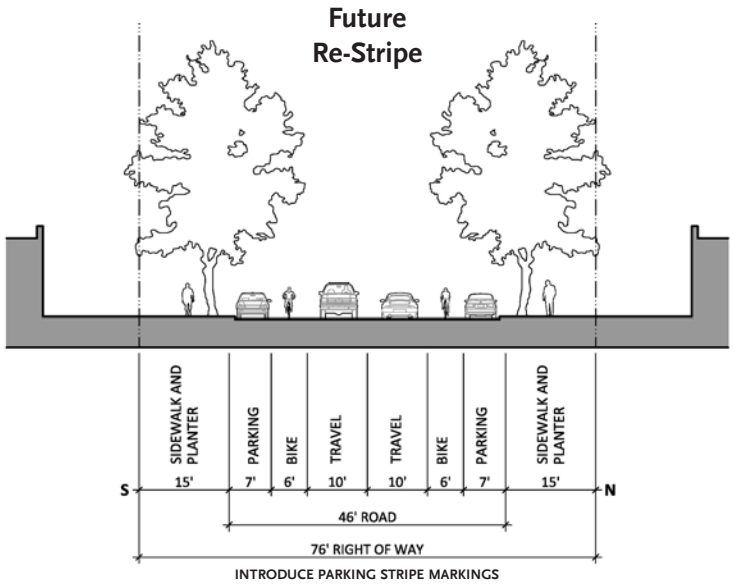
- a Curb extensions (optional)
- b Crosswalk
- c In-street tree planter
- d 8’ ft. wide median
- e Striping delineating 10 foot wide lane
- f Bike lane
- g Parallel Parking
- h Red striping at right utrn (where occurs)
- i Bus loading zone (where occurs): no in-street planter or parallel parking when if bus loading zone present

D4A Colton Avenue between Texas Street and Orange Street

Existing

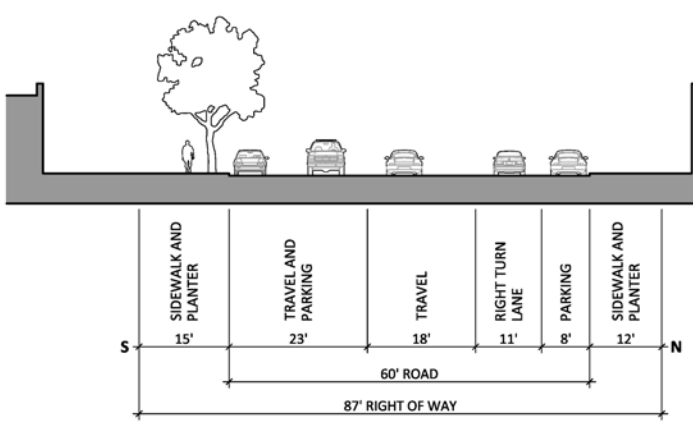


Future Re-Stripe

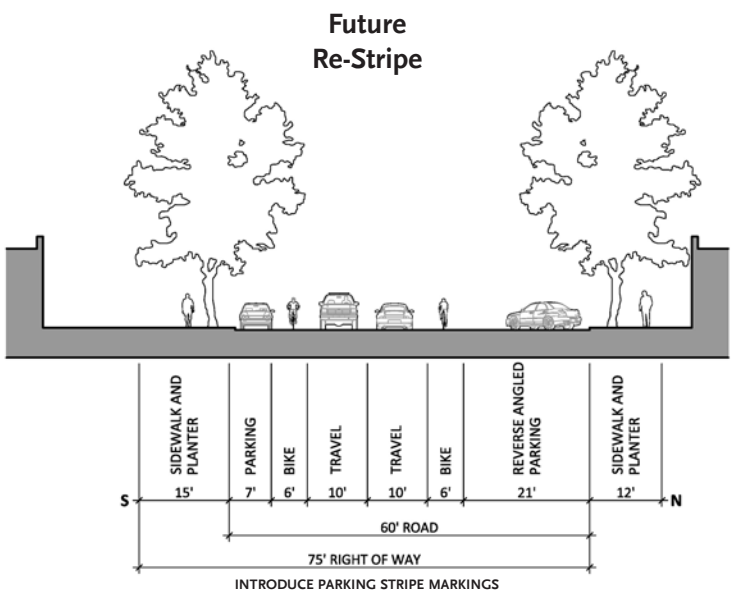


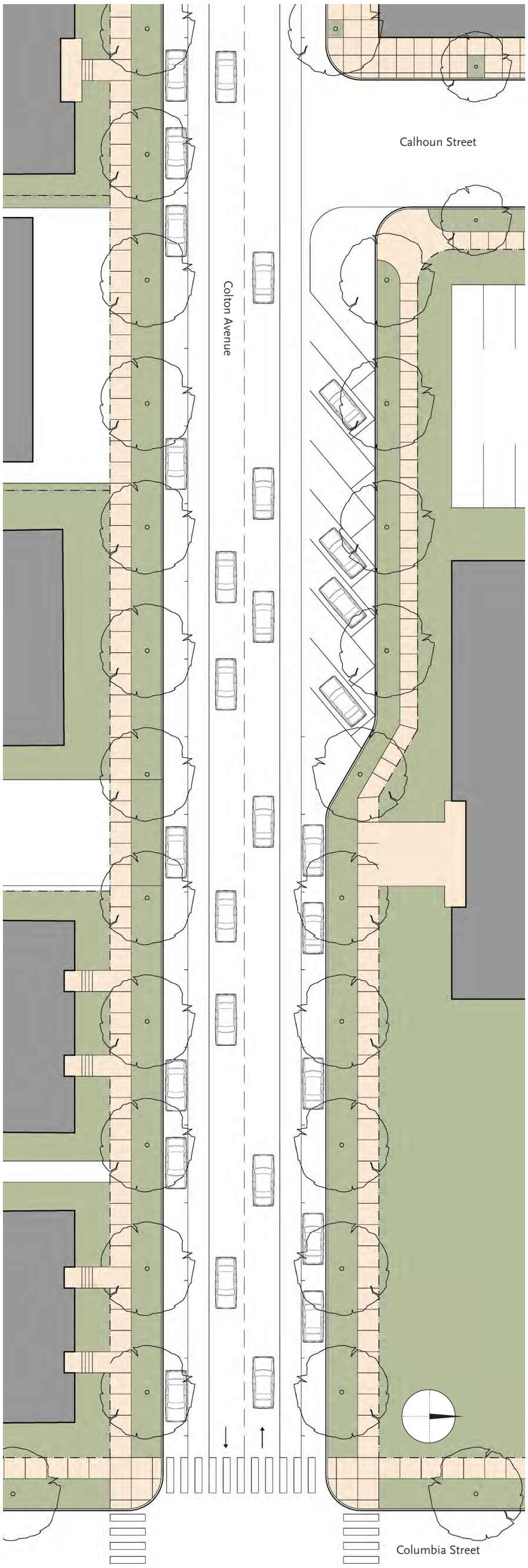
D4B Colton Avenue at Calhoun Street

Existing



Future Re-Stripe





LEGEND

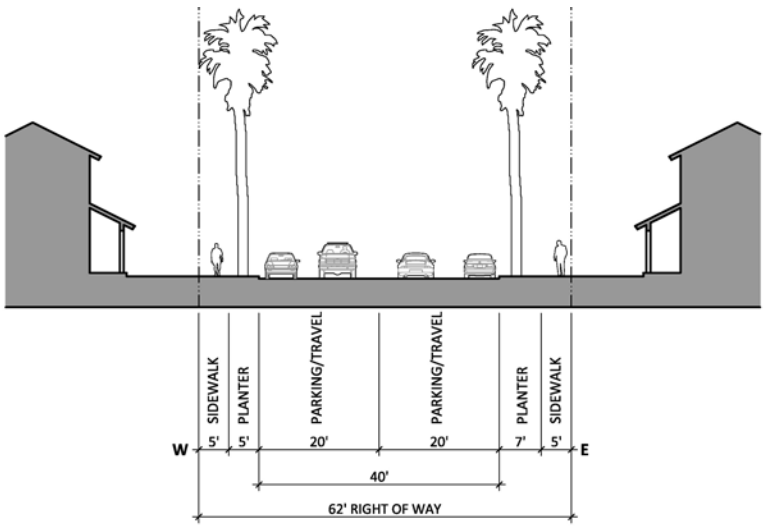
- a Crosswalk
- b Bike lane
- c Parallel Parking
- d Back-in Angled Parking

5. TRANSPORTATION AND CIRCULATION

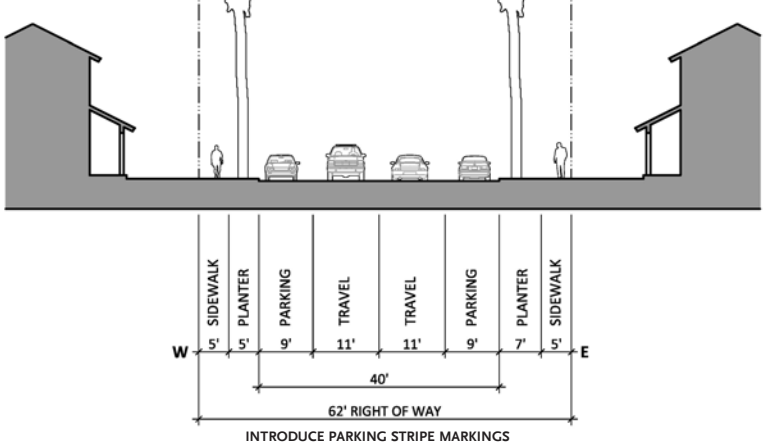
5.6. STREET TYPES (CONTINUED)

D5 Orange Street North of Sun Avenue

Existing



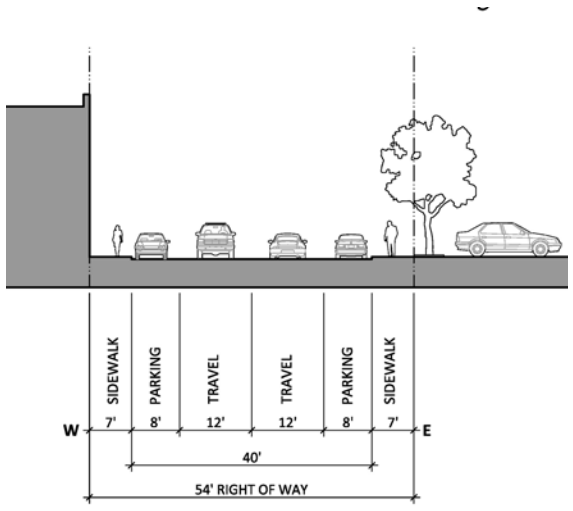
Future* Re-Stripe



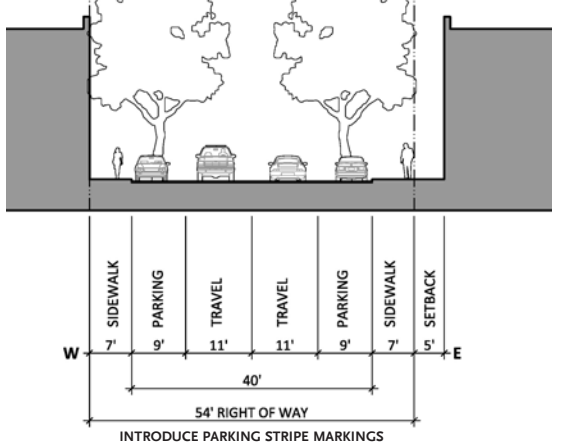
* Orange Street is State Highway 38 and is under Caltrans jurisdiction. Reallocation of right of way will require collaboration with Caltrans.

D6 Third Street South of Shoppers Lane

Existing

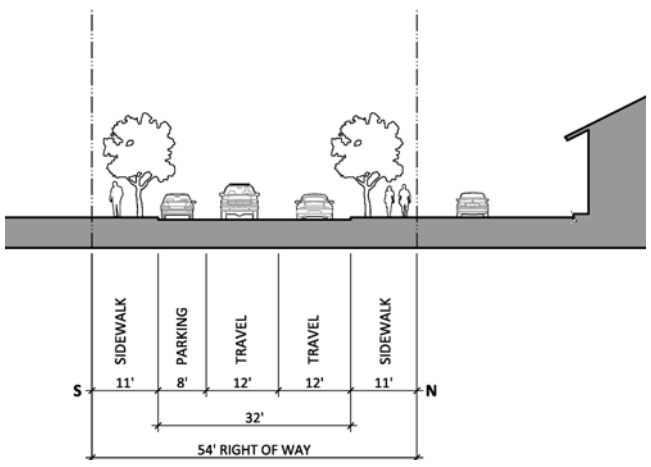


Future Re-Stripe

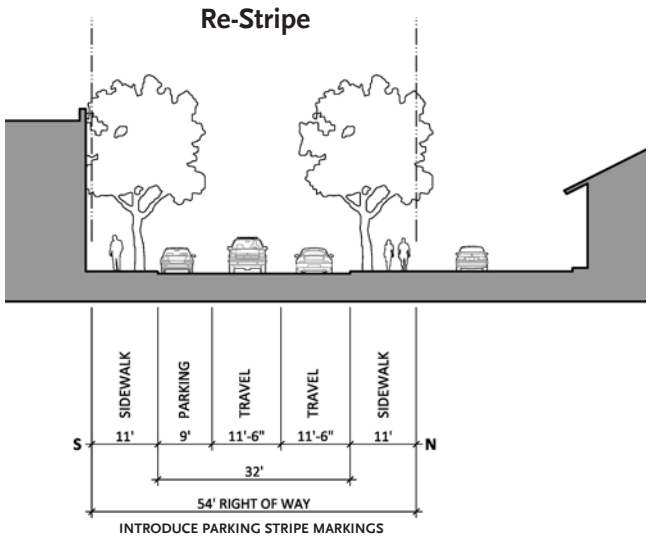


D7 Shoppers Lane

Existing

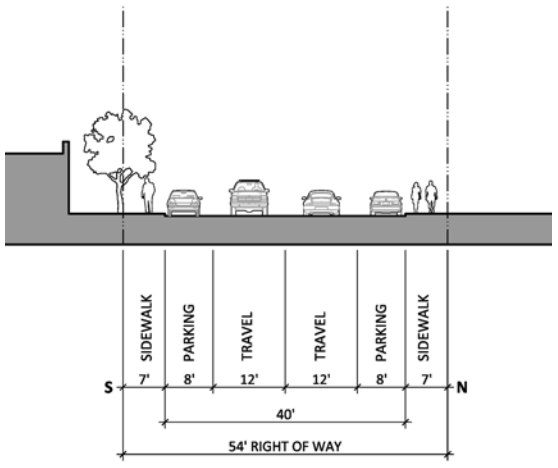


Future Re-Stripe

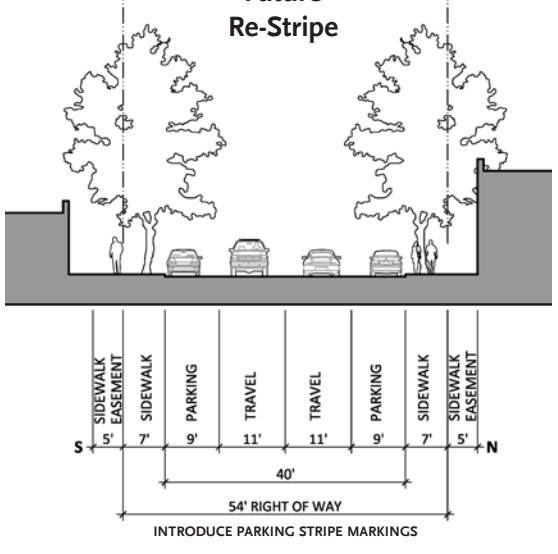


D8 Stuart Avenue

Existing



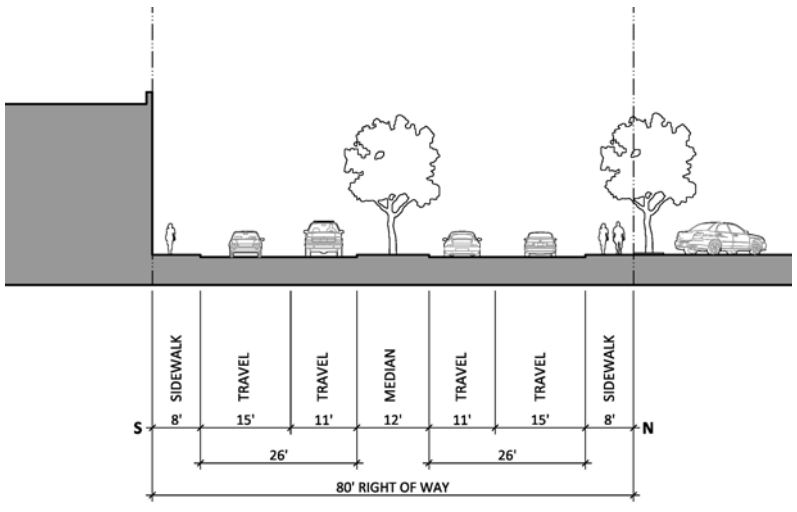
Future Re-Stripe



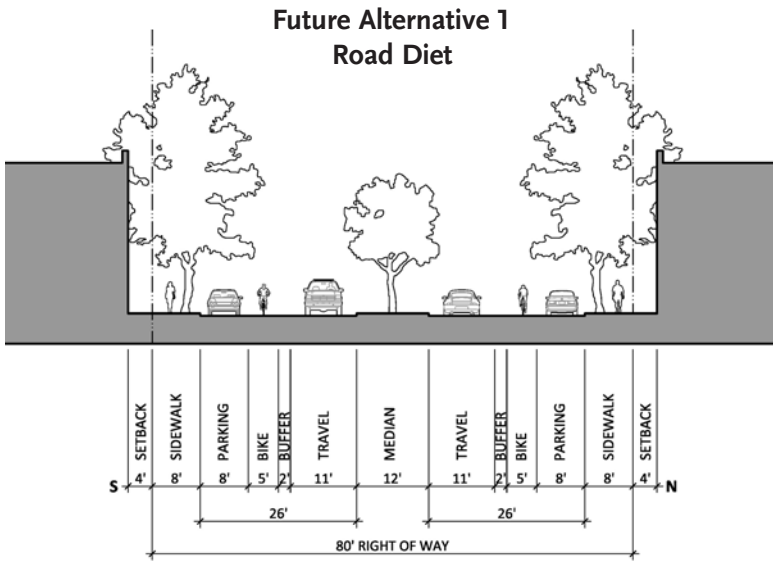
INTRODUCE PARKING STRIPE MARKINGS

D9 Citrus Avenue between Cajon Street and Eureka Street

Existing

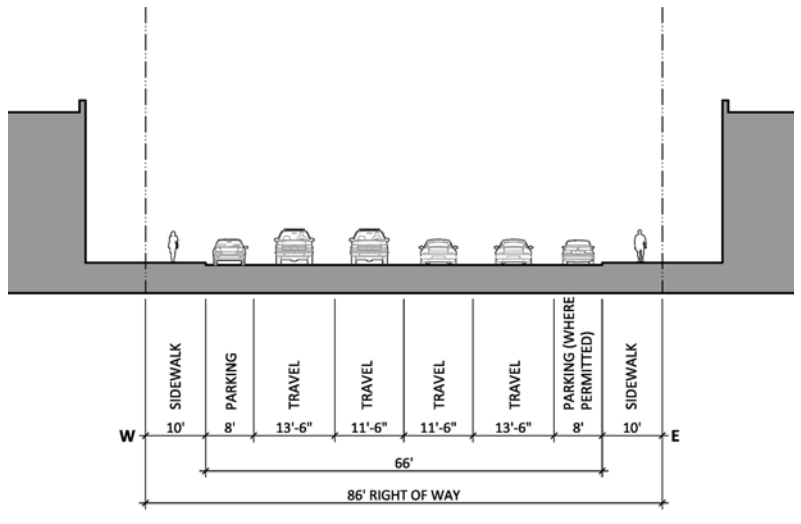


Future Alternative 1 Road Diet

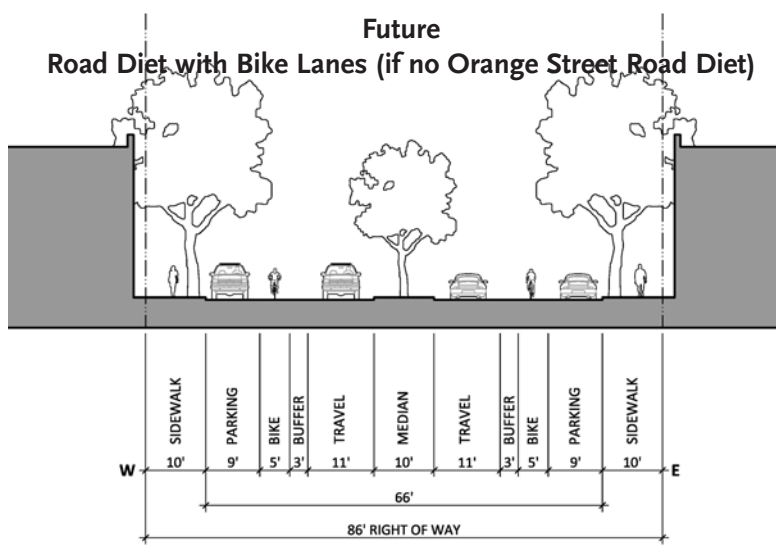


D10 Eureka Street South of Redlands Boulevard

Existing

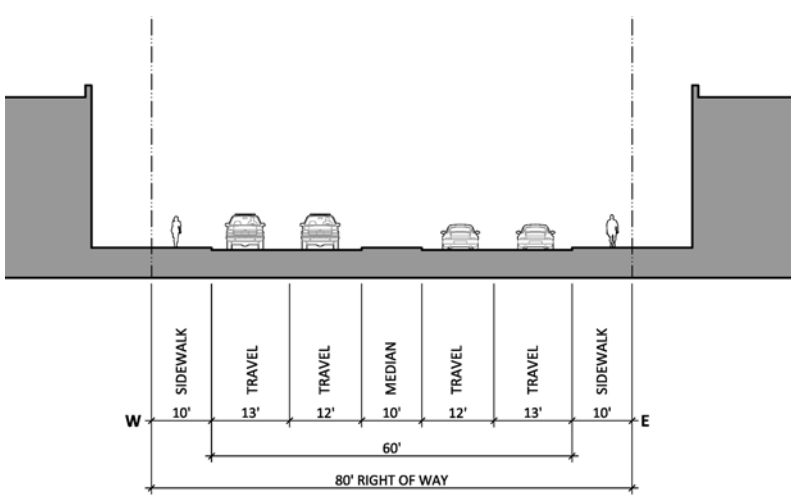


Future Road Diet with Bike Lanes (if no Orange Street Road Diet)

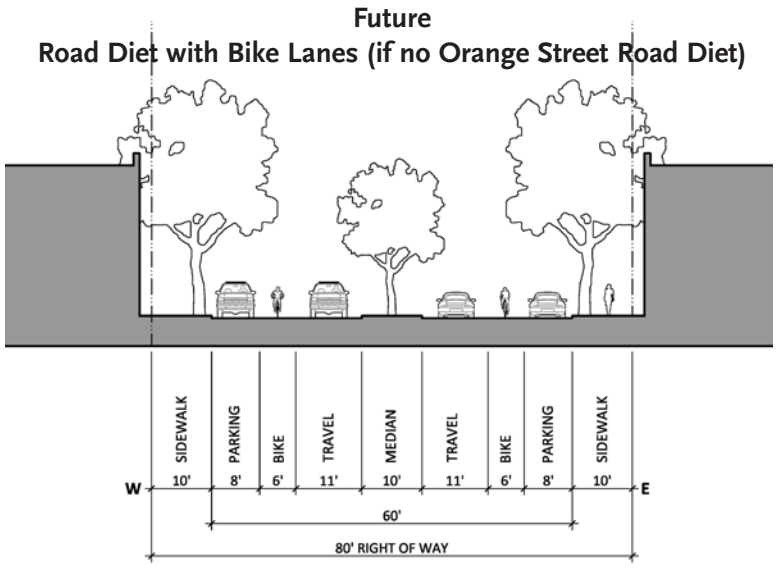


D11 Eureka Street North of Redlands Boulevard

Existing

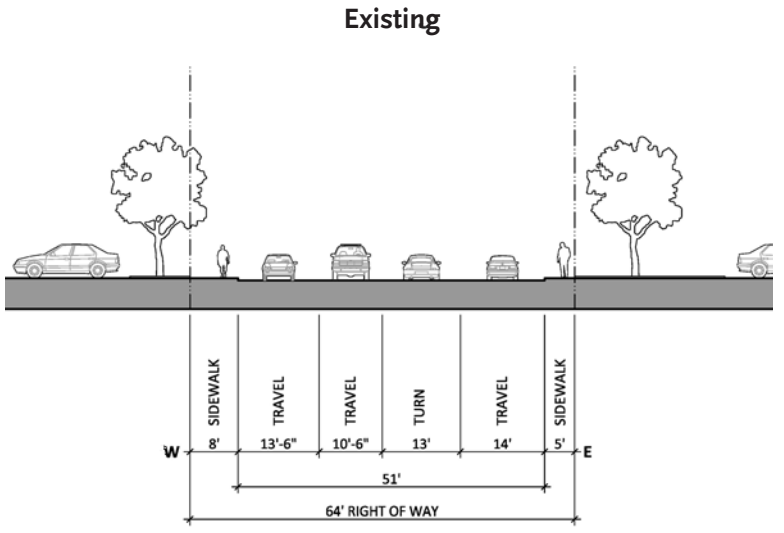


Future Road Diet with Bike Lanes (if no Orange Street Road Diet)

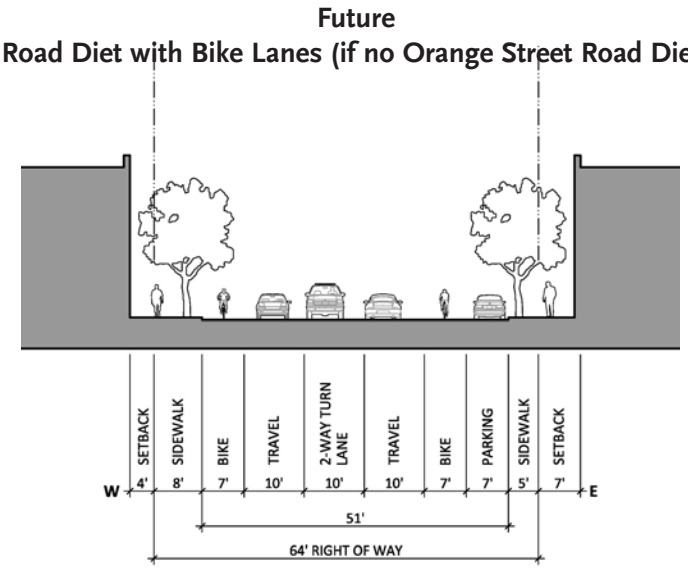


D12 Sixth Street North of Railroad Tracks

Existing



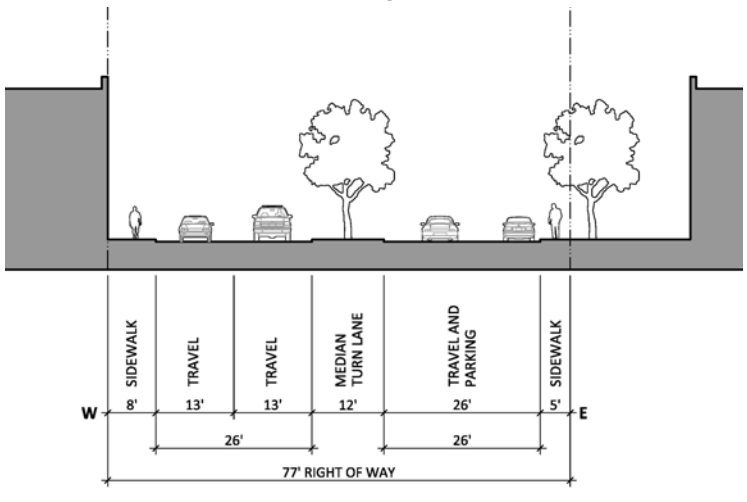
Future Road Diet with Bike Lanes (if no Orange Street Road Diet)



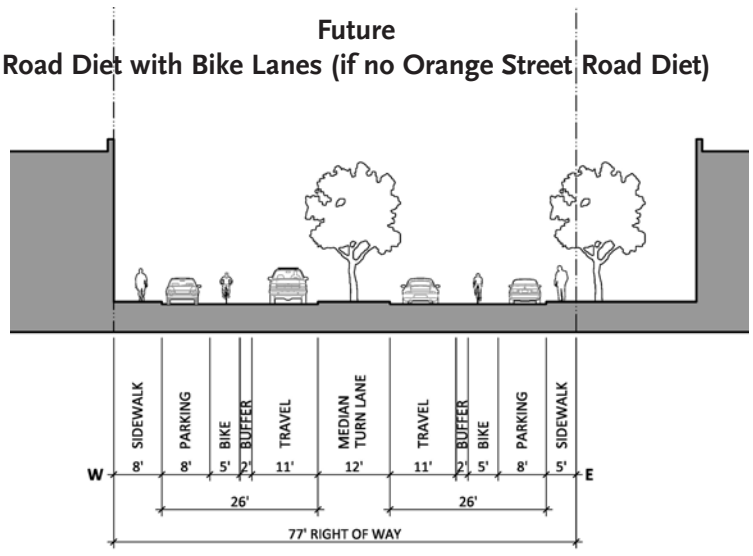
5.6. STREET TYPES (CONTINUED)

D13 Sixth Street South of Railroad Tracks

Existing



Future
Road Diet with Bike Lanes (if no Orange Street Road Diet)



D14 Potential New Street

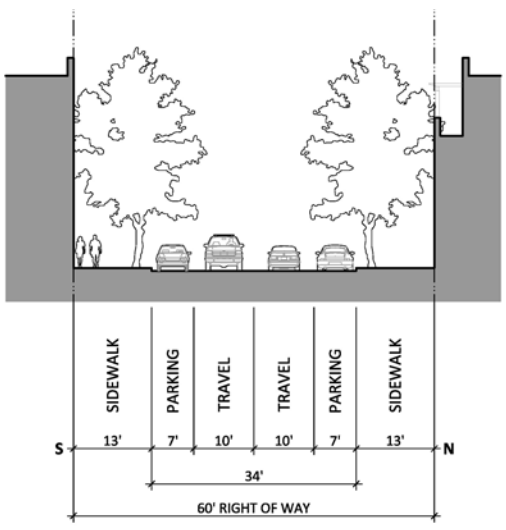
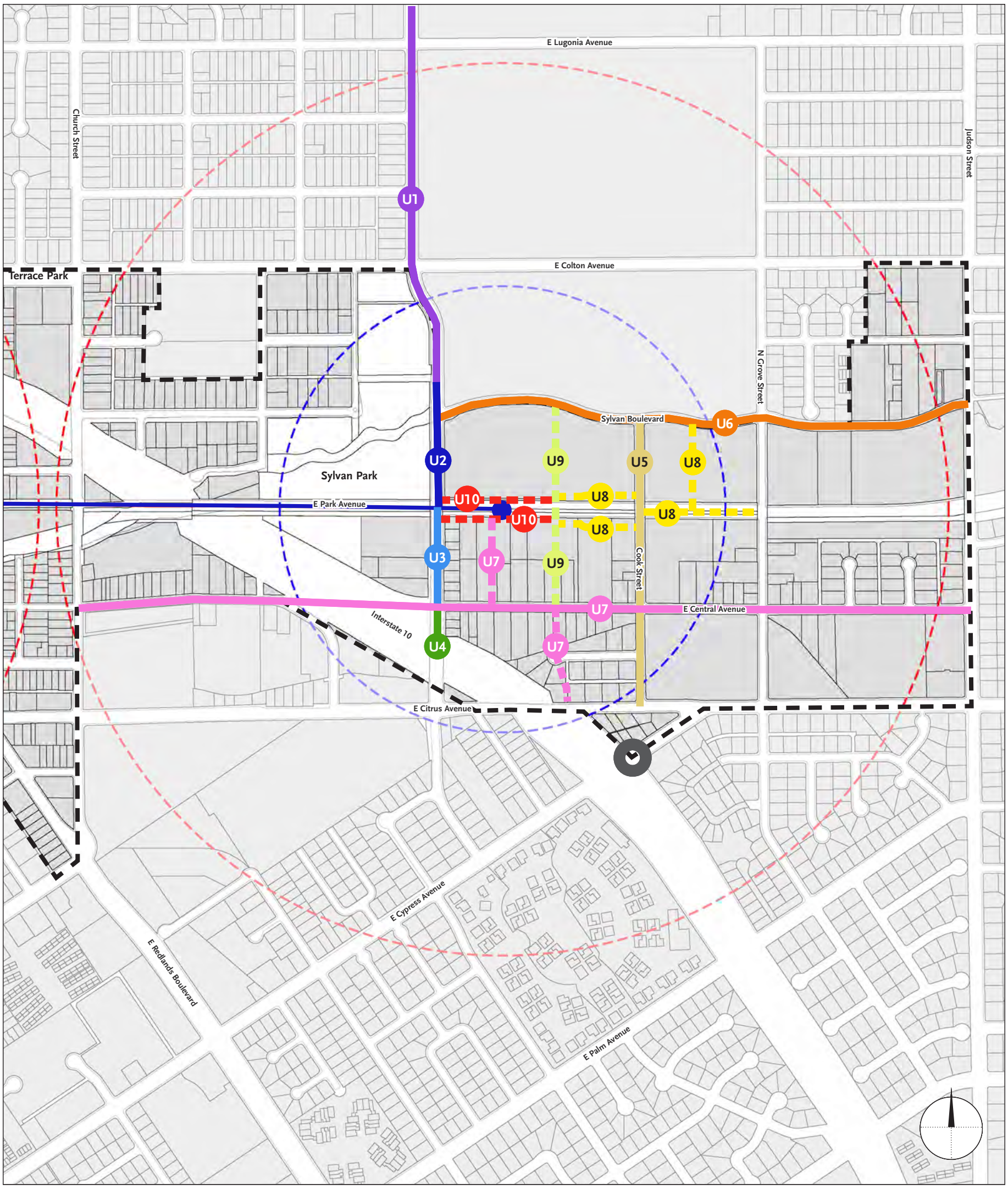


FIGURE 5-13 *FUTURE STREET TYPES - UNIVERSITY STREET STATION AREA*



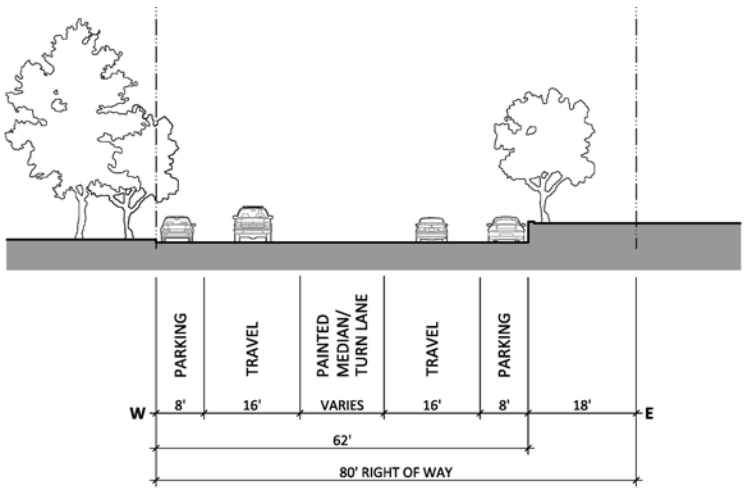
LEGEND

- Specific Plan Boundary
- 1/4 mile Pedestrian Shed
- 1/2 mile Pedestrian Shed
- Arrow Passenger Rail and Station
- U1 University St. North of Sylvan Blvd.
- U2 University St.: Park Ave. to Sylvan Blvd.
- U3 University St.: Central Ave. to Park Ave.
- U4 University St.: I-10 to Central Ave.
- U5 Cook St.
- U6 Sylvan Blvd.
- U7 Central Ave.; Rambla South; Station St.
- U8 New Residential Street
- U9 Rambla
- U10 Park Ave.
- Potential Cypress Ave. Roundabout

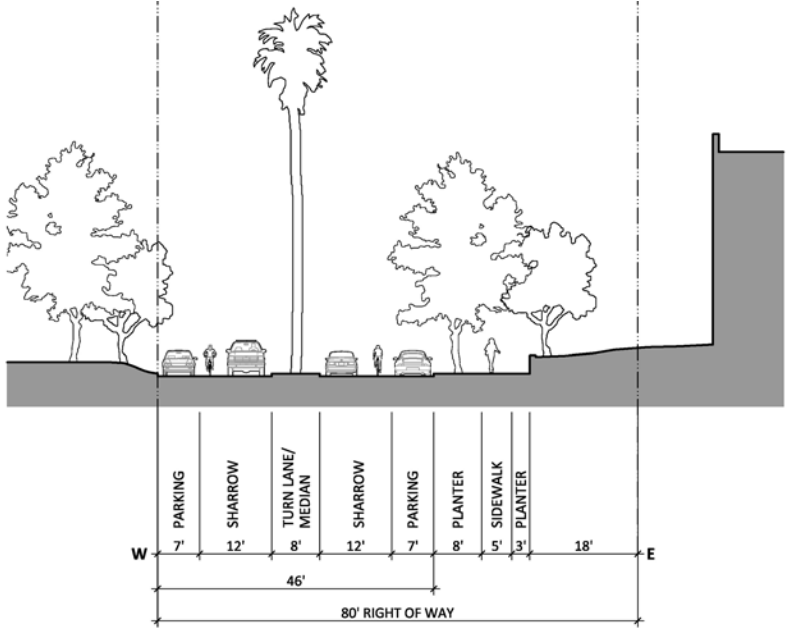
5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

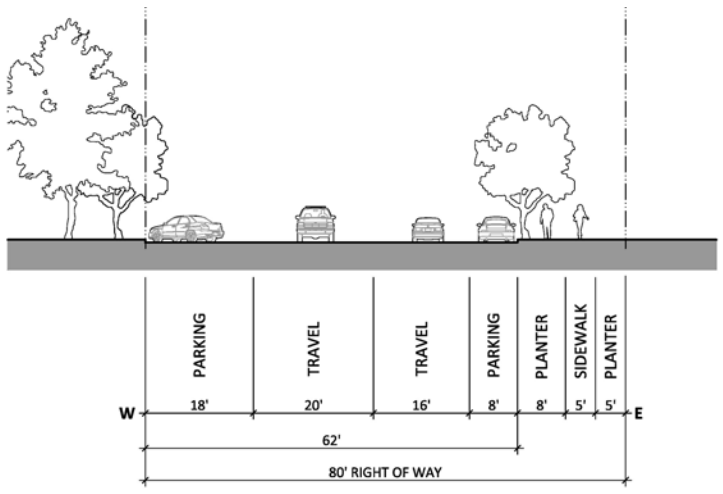
U1 University Street North of Sylvan Boulevard



Future
Introduce Median



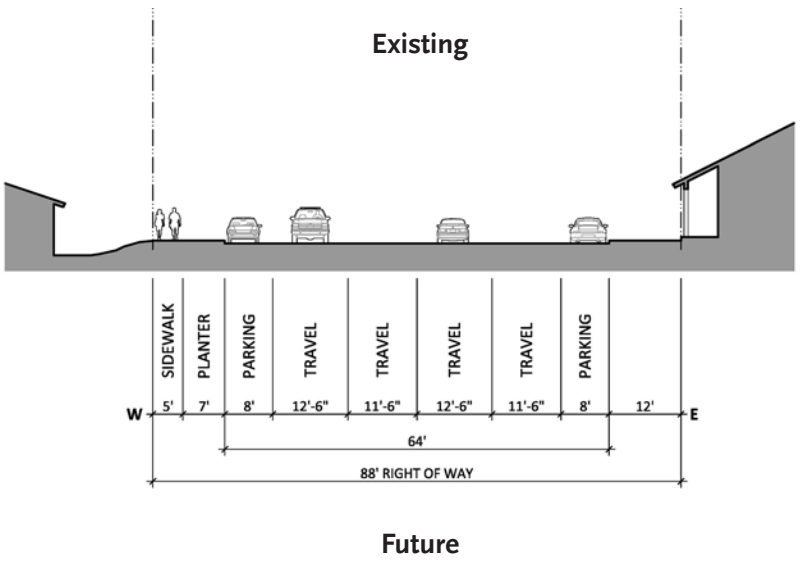
U2 University Street between Park Avenue and Sylvan Boulevard



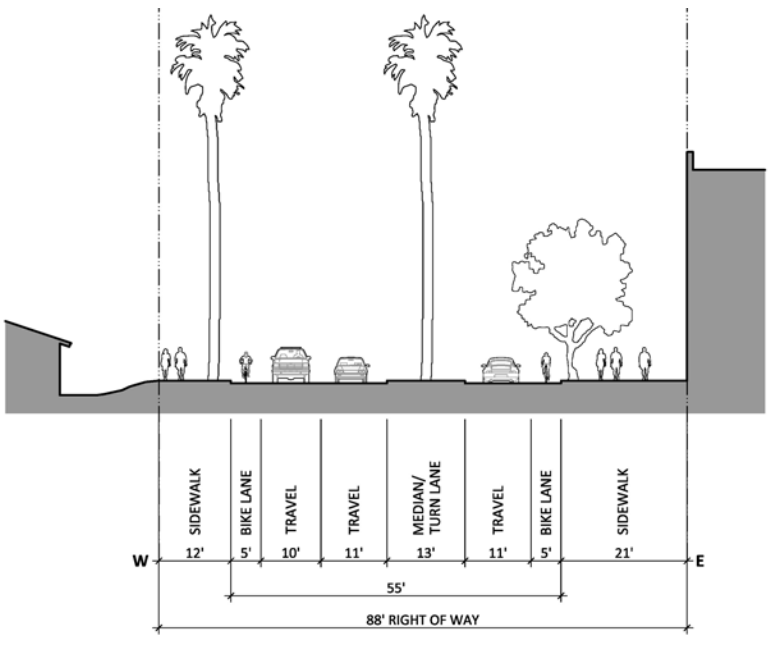
Future
Introduce Median

U3 University Street between Central Avenue and Park Avenue

Existing

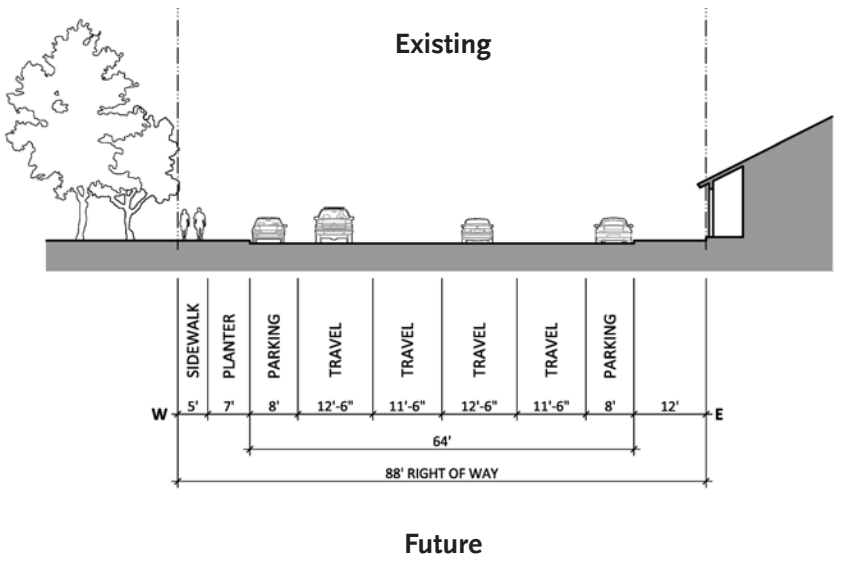


Future
Road Diet and Introduce Median

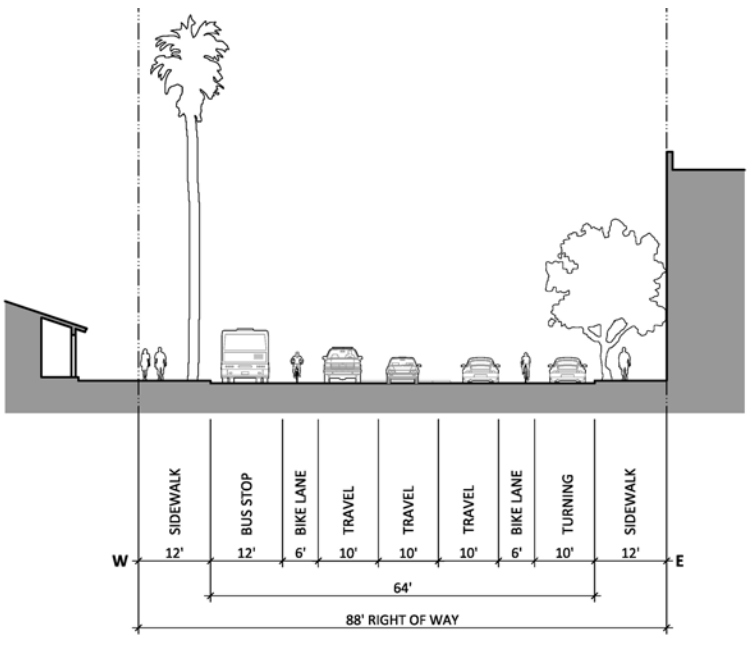


U4 University Street between I-10 and Central Avenue

Existing

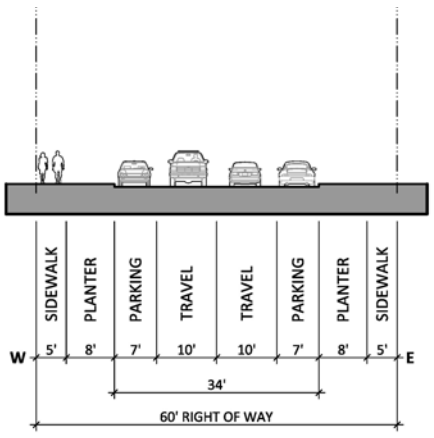


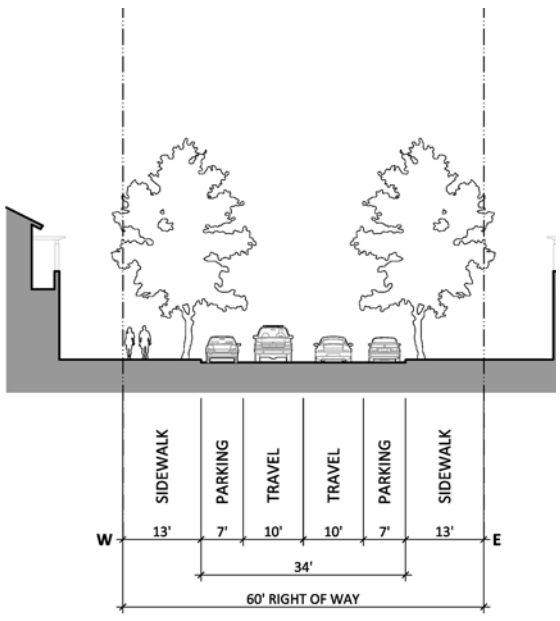
Future
Road Diet and Introduce Median



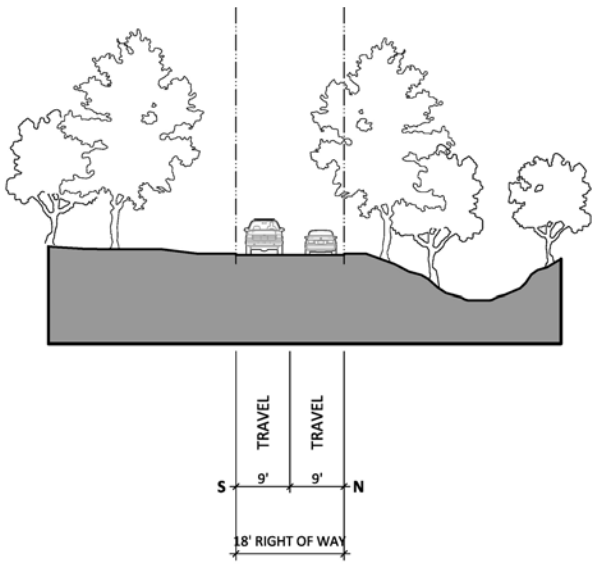
U5 Cook Street

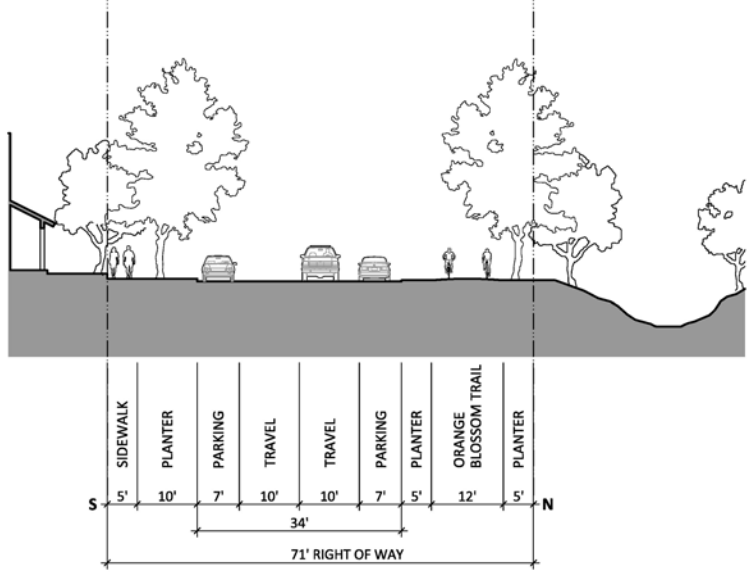
Existing





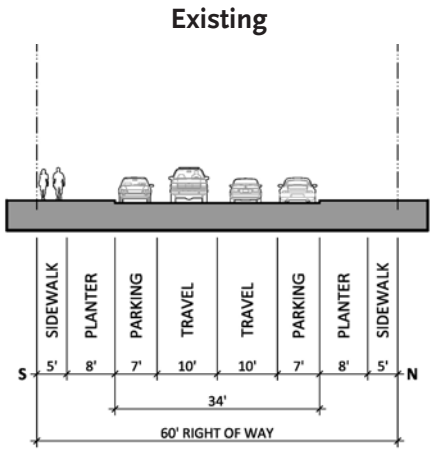
U6 Sylvan Boulevard



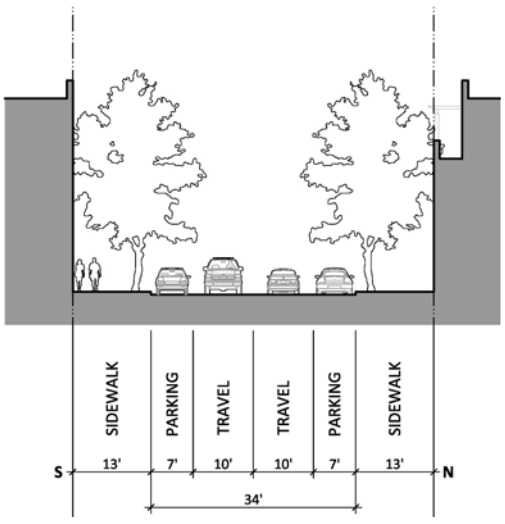


U7 Central Avenue, Rambla South, Station Street

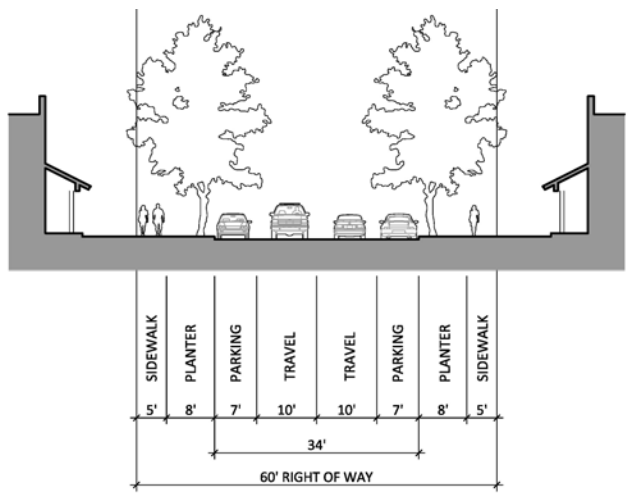
Existing



Future

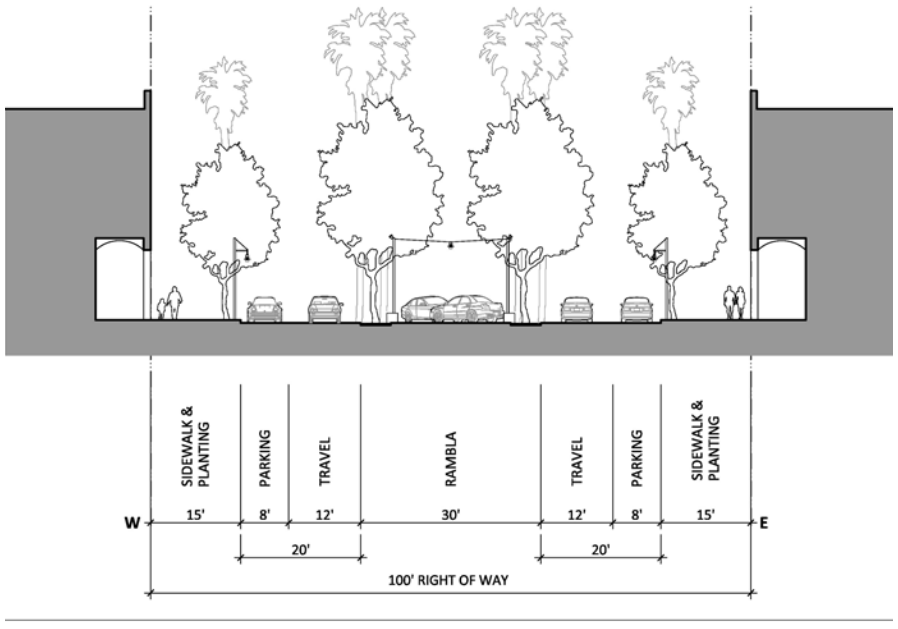


U8 New Residential Street

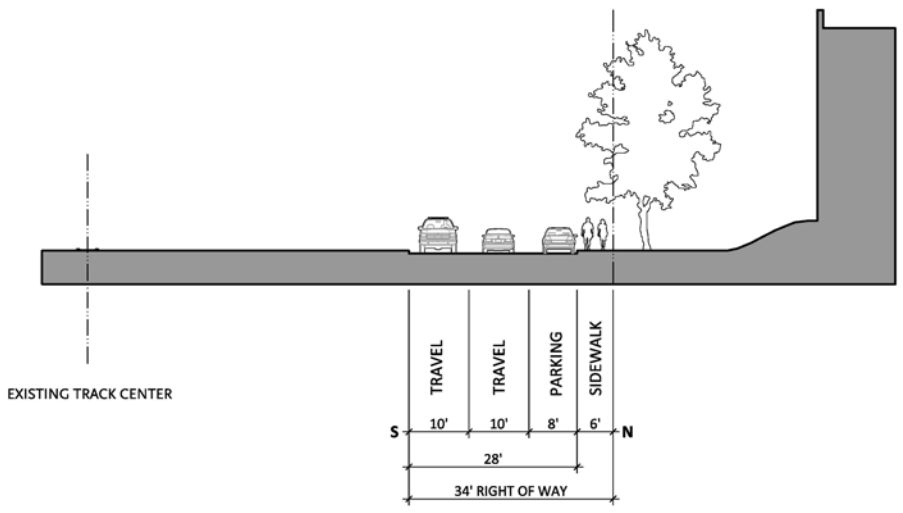


5.6. STREET TYPES (CONTINUED)

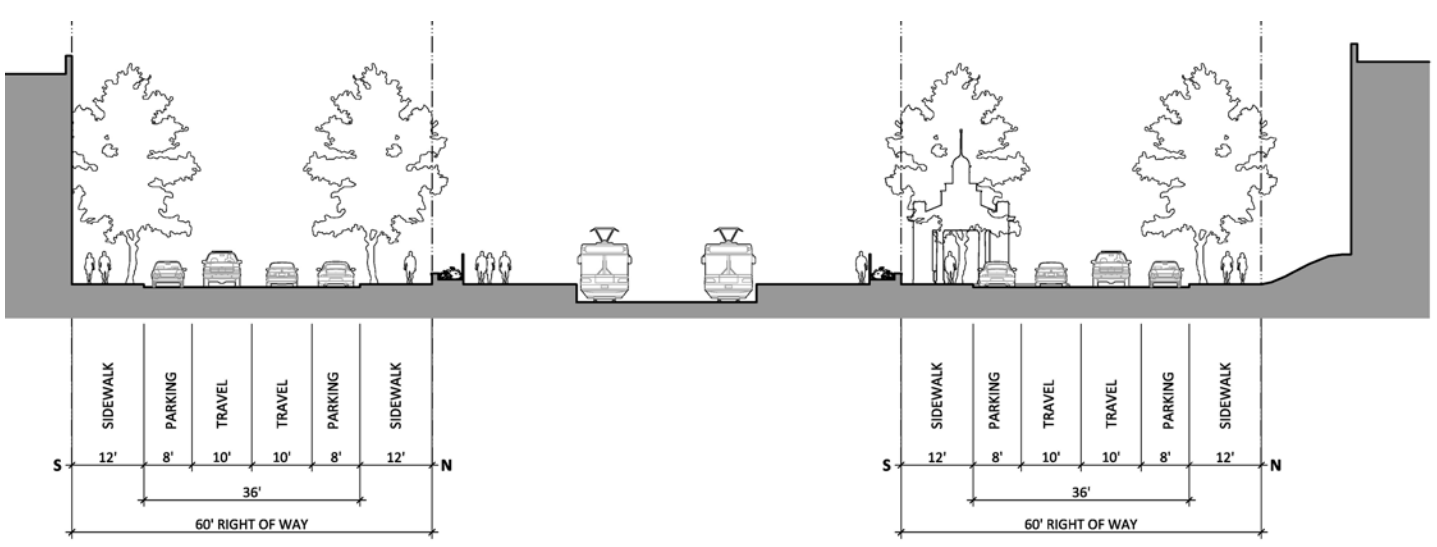
U9 New Street: Rambla



U10 Park Avenue



Future



CHAPTER 6: PARKING

6.0. INTRODUCTION

This Chapter outlines the Transit Villages Specific Plan strategy for accommodating and managing public parking within each of the three station areas. Public parking amenities include on-street parking, off-street City owned parking lots and structures, and privately owned off-street lots and structures that provide publicly accessible parking spaces. Requirements for parking on private property are located in Chapter 4 (Development Code). This Chapter suggest parking improvements to ensure enough parking is provided for Redlands Passenger Rail commuters and Downtown visitors and also provides parking management methods and strategies to ensure enough parking supply is available and that parking does not spill over into adjacent residential neighborhoods.

This Parking Chapter is comprised of the following sections:

6.1. Parking Objectives 6:2
6.2. Parking Management 6:3
6.3. Downtown Parking Strategy and Improvements 6:4
6.4. New York Street/esri Station Area Parking Strategy and Improvements 6:10
6.5. University Village Parking Improvements 6:12



Directional Sign



View of City-owned Orange Street Parking lot.



View of City-owned Citrus Avenue parking garage.

6. PARKING

6.1. PARKING OBJECTIVES

Sufficient parking is essential for the success of thriving downtowns and mixed-use centers. However, too much parking, especially surface parking lots located next to the sidewalk, can be detrimental to these settings, creating an unattractive street character and unpleasant pedestrian environment. The goal is to find just the right balance, using parking spaces efficiently in order to ensure customers can always find a nearby space easily and conveniently and that they do not park in nearby neighborhoods. Strategies and methods for achieving this include:

A. **On-street parking in front of stores, restaurants, entertainment venues, and residences.** Convenient on-street parking is critical for the success of stores and restaurants by enabling patrons to park in front of stores and quickly run an errand or two or grab a cup of coffee. On residential streets it enables visitors to park right in front of residences. On-street parking also provides a barrier between vehicles on the street and pedestrians on the sidewalk. It can be provided in a number of configurations, including parallel, angled, and reverse angled, and can be paved with permeable pavers to enable storm water to infiltrate into the water table. On-street parking is supplemented by strategically located off-street parking lots and garages designed to serve longer term users, employees, and transit users.

B. **A "Park-Once" environment comprised of a network of small blocks, pedestrian-friendly streets, a fine-grained mix of land uses, and multiple destinations within easy walking distance of one another.** This allows a single parking space to serve multiple destinations, enabling visitors to park and walk to dinner and a movie, employees to park for the day and walk to take care of errands before, after, or during their workday, and residents to walk or bike for the daily necessities of life. This compact, mixed-use environment reduces the total number of parking spaces that would otherwise be needed by the same uses in conventional, stand-alone developments. In addition, park-once is better accommodated in large centralized parking facilities, instead of many, small, dispersed facilities, enabling a more efficient use of land resources (since land is developed with buildings rather than parking lots), and resulting in more efficient traffic flow due to fewer curb cuts into parking lots and less people turning into them. This has the added benefits of reducing accidents and lowering emissions from idling vehicles stuck in traffic.

C. **Sufficient demand-based parking for existing and new development.** This can be accommodated on-street, on-site, and/or in shared and park-once arrangements. Residential parking is generally provided on-site and on the street for visitors. Parking for commercial uses is located on the street and in shared lots and garages and is managed by monitoring the number of available parking spaces and employing parking management strategies to ensure enough spaces are available at a given time.

D. **Downtown parking management.** Parking management in the Downtown Station Area makes it easier for people to find parking, ensures that people park where they should (for instance, so store employees do not park in on-street spaces directly in front of stores), and – since parking is expensive to build and rail transit will offer a viable alternative to vehicles– reduces or delays the amount of parking that needs to be built. Downtown parking also serves a combination of users, taking advantage of different peak usage times (for instance, spaces used by transit riders during the weekday can be used by restaurant patrons or theater goers at night and on weekends).

E. **Neighborhood parking management.** Parking management in the New York Station and University Street Station areas ensures residents, employees, and transit riders do not park in adjacent residential neighborhoods and vice versa.



Parallel parking.



Angled Parking.



Reverse angled parking



A lined parking garage

6.2. PARKING MANAGEMENT

Parking management within the Specific Plan area is necessary to ensure parking in commercial and mixed-use areas (such as Downtown and University Village) is utilized efficiently and does not spill over into surrounding residential neighborhoods. The parking management program is calibrated according to parking inventory (number of parking spaces) and occupancy (parking spaces with cars in them) with the goal of providing adequate parking based on utilization (the number of occupied spaces). Key components of the program – demand, location, time, price, and supply (described in further detail below) – are phased in incrementally as parking utilization increases and approaches capacity (where 85-90% of the parking spaces are occupied for a given period of time).

The 85-90% utilization rate is a very important threshold. If parking spaces are consistently above capacity and parking management strategies are not implemented, motorists may become frustrated and go shop or do business elsewhere. Until parking demand approaches capacity, most motorists will not readily accept parking management strategies, such as using alternative modes (walking, biking, transit) to get to their destination, parking further away, or paying for a parking space. Once on-street utilization reaches 85-90%, however, people are typically more willing to change their expectations and behavior regarding parking. At this point parking management measures should be implemented to ensure adequate parking is available.

A. **Demand.** Parking demand can be reduced by providing easy access to alternative modes of transportation. This includes introducing bike lanes and associated amenities such as bike racks, and working with SBCTA, Omnitrans, and local businesses to introduce incentives such as transit pass discount programs or programs to encourage employees to walk or bike instead of using their car.

B. **Location.** Location parking management strategies consist of leveraging parking resources located in a broader, secondary area in order to alleviate parking demand in priority parking areas. Critical to the success of a more widespread parking network are pleasant, comfortable, and inviting pedestrian routes between the parking lot or garage and the destination (whether it be one of the stations, Downtown, the University, or Esri), and clear signage and wayfinding that directs users to and from parking lots and garages. Such a walkable and easily navigable environment increases the distance that people are willing to park.

   Location parking management strategies also include parking permit programs that prioritize parking for specific user groups (such as residential parking permit programs) and encouraging or requiring secondary parking users (usually employees) to park in areas located further from the destination in order to free up parking spots, for example, for retail and restaurant patrons in front of stores and restaurants.

   When parking reserved for transit reaches full capacity, underutilized parking lots or lots with light weekday use (such as a Church or recreational facility) along transit routes can be used during the week as park and ride lots.

C. **Time.** Time parking management strategies include time limits, combination zones (loading areas that are also used by customers later in the day or on weekends), and other parking time restrictions that ensure parking in priority parking areas is readily available for short-term users. Time limits in priority areas can also be used to ensure that secondary users (such as employees) park in more distant locations, rather than right in front of stores where customers should be parking. Time limits can also be combined with prices to encourage turnover of prime parking spaces and to encourage employees and transit riders to park further away (for a lower price or for free). Time restrictions need not be implemented until parking demand approaches capacity (85-90% full).

D. **Price.** As demand for free parking spaces approaches capacity (with or without time limits) – it is reasonable to implement paid parking programs. These are best implemented on a limited basis in parking areas with the highest parking utilization. Parking prices should be set to ensure that parking availability remains at 85% to 90% and can be adjusted during the course of the day or week in relation to demand – during certain times of the day, for instance, the cost of parking could be free. In addition, parking revenue should be reinvested back into the area that the parking serves and should be used for upkeep of sidewalks, street furniture, and streetscape; cleanliness; bicycle and walking infrastructure; lighting; marketing; safety and security; as well as alternative mode programs, such as discounted transit passes.

   Pricing strategies also include in-lieu fees or other types of paid parking programs, such as parking permit programs for both on-street and off-street parking spaces. In lieu fees calibrated based on the cost of providing a parking space, can be used to pay for future parking improvements and resources such as future garages.

   Residential parking permit programs usually have a pricing component with fees calculated on an annual basis. It is recommended that each household be offered a limited supply of residential parking permits. Additional residential parking permits (for example, above 2 per household) should be charged at a higher rate so that local residents are encouraged to use their off-street parking (residential parking garage) in an appropriate manner and prevent the proliferation of excess cars parked on-street.

   Implementation of parking pricing creates revenues that should be reinvested into the parking district and be used for alternative transportation incentives, clean and safe programs, lighting, wayfinding, information systems, marketing, and other related uses.

E. **Supply.** Supply strategies focus on building parking facilities to meet needs. It also includes parking requirements, shared use, preferential parking permits, and transit-friendly parking design based on site design and urban design considerations rather than focus on parking. Supply strategies also include strategic placement of bike parking facilities and other types of non-vehicular parking needs in a project area. It may include a more creative approach for mobility options, loading zones and other types of vehicles (electric vehicles, rideshare, car sharing etc.) that will need to access these areas.



Access to this lined parking garage is directly from the sidewalk.



Critical to the success of a more widespread parking network are pleasant, comfortable, and inviting pedestrian routes between the parking lot or garage and the destination.

6. PARKING

6.3. DOWNTOWN PARKING STRATEGY AND IMPROVEMENTS

A. Introduction. The parking supply is important to the economic success of Downtown. There should be sufficient parking available and it should be conveniently accessible. However, parking consumes significant amounts of physical space and is costly to build. The supply of parking should therefore be carefully balanced with the actual operational need for it. An oversupply of parking takes up valuable land that could be used for better purposes, while encouraging additional automobile use.

B. The Parking Vision. The vision for parking in Downtown is therefore to provide sufficient parking to ensure the economic viability and success of the Downtown, to provide that parking cost-effectively and in convenient locations to users, and to efficiently manage parking in a manner that supports a walkable and pedestrian-friendly downtown environment.

The Specific Plan takes a holistic approach to parking, by recommending increased management of the parking supply by the City, including increased City ownership and operation of parking, in order to achieve a more efficient utilization of overall parking resources in the Downtown. This approach is based on a "Park Once" strategy, where downtown visitors can park once in conveniently located lots or garages, and then walk around Downtown as they shop, dine, and visit entertainment without having to re-park their cars. The Plan anticipates the increased use of public-private partnerships in the provision and operation of parking, including shared use parking, in the Downtown.

C. General Parking Characteristics in Downtowns. Downtowns contain many different land uses, that are located in close proximity, and that interact with each other. Downtown users and visitors can therefore park and leave their car to visit multiple destinations by walking rather than driving.

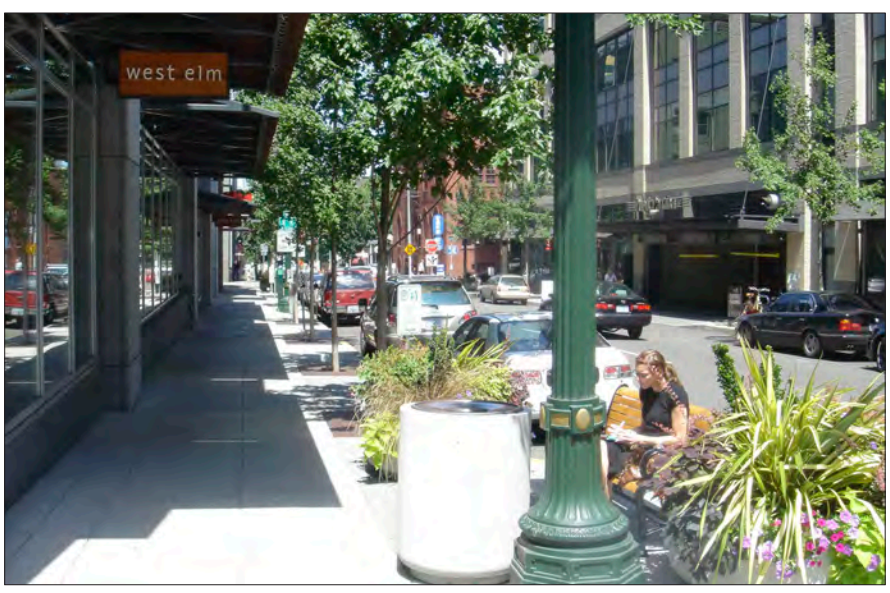
Downtowns are also often the focus of a transit system, with the most intensive transit service of any area of the City. Use of transit is therefore often higher in downtown areas and can significantly increase person carrying capacity of the transportation system while reducing overall demand for parking spaces. This is true of Downtown Redlands with the existing bus system focusing a number of routes on the Downtown and the planned Orange Blossom Trail providing a non-motorized connection into Downtown, and the planned Redlands Passenger Rail Line with a station in Downtown.

The proximity of many different land uses and buildings in Downtown, and the different time profiles of peak parking demands of these uses, means that parking spaces can be shared between uses – resulting in fewer total spaces being necessary than for "stand-alone" buildings in more suburban locations.

Joint use or shared parking facilities that are in public ownership are able to balance the peak parking needs that often occur at different times among adjacent/nearby properties, or in the Downtown in general, thereby reducing the overall number of spaces needed.

All of the above factors lead to (a) less overall parking being required in downtowns than in suburban locations and for "stand-alone" buildings, and (b) better opportunities to manage and share parking resources, particularly if the majority of parking spaces are in public ownership or under public control.

Research and experience in other cities has shown that actual parking needs in downtown areas are often between 25% and 50% less than the theoretical requirements of parking codes. Some cities have therefore not only reduced parking requirements in downtown areas, but have also instituted a "flat rate" parking requirement for commercial land uses – in some cases as low as 2.0 or 2.5 spaces per 1,000 sq.ft. In areas with substantial transit options, the parking requirement can be further reduced or even eliminated.



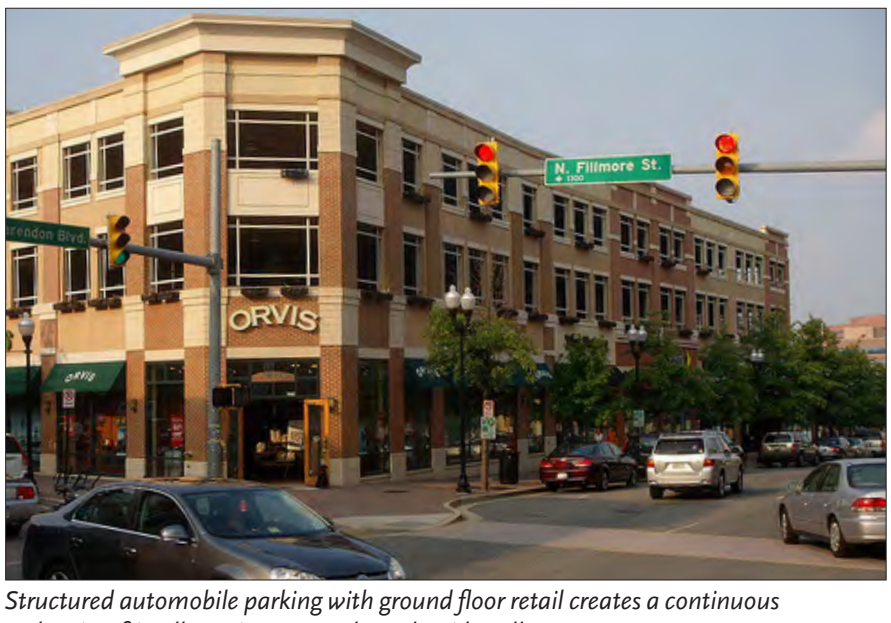
Street trees, wide sidewalks, street furniture, active storefronts, and safe street crossings are a few of the key ingredients for generating a walkable environment.



On-street parking provides convenient parking in front of stores and restaurants.



Clear signage and wayfinding that directs users to and from parking lots and garages.



Structured automobile parking with ground floor retail creates a continuous pedestrian-friendly environment along the sidewalk.

D. Current Parking in Downtown Redlands. Parking within the New York Street and University Street station areas is provided on street and on site. Parking within Downtown is provided in on-street spaces, on-site, in City-owned public parking lots, and the City-owned Citrus Avenue parking garage, located at the corner of Citrus Avenue and 6th Street (see Figure 6-1). Per the *2017 Downtown Parking Study*, there are a total of 8,061 parking spaces within the Downtown Area: 5,050 private spaces and 2,501 public spaces. Of these spaces, 1,915 are on-street public spaces and 586 are in parking lots and garages.

In the downtown core, peak parking utilization occurs between 12 p.m. and 2 p.m. with 90% to 110% public parking occupancy and 60% to 70% private parking occupancy. On Market Night, parking utilization between 6 p.m. and 9 p.m. can exceed 100% in public parking areas. Private lots can be 95% occupied in this time frame.

The majority of new development projects generally accommodate parking on-site per the current Zoning Code, which stipulates 45 individual non-residential parking requirements. This Specific Plan has simplified these parking requirements reducing the number of non-residential parking categories down to eight (see Section 4.3 of the Development Code Chapter).

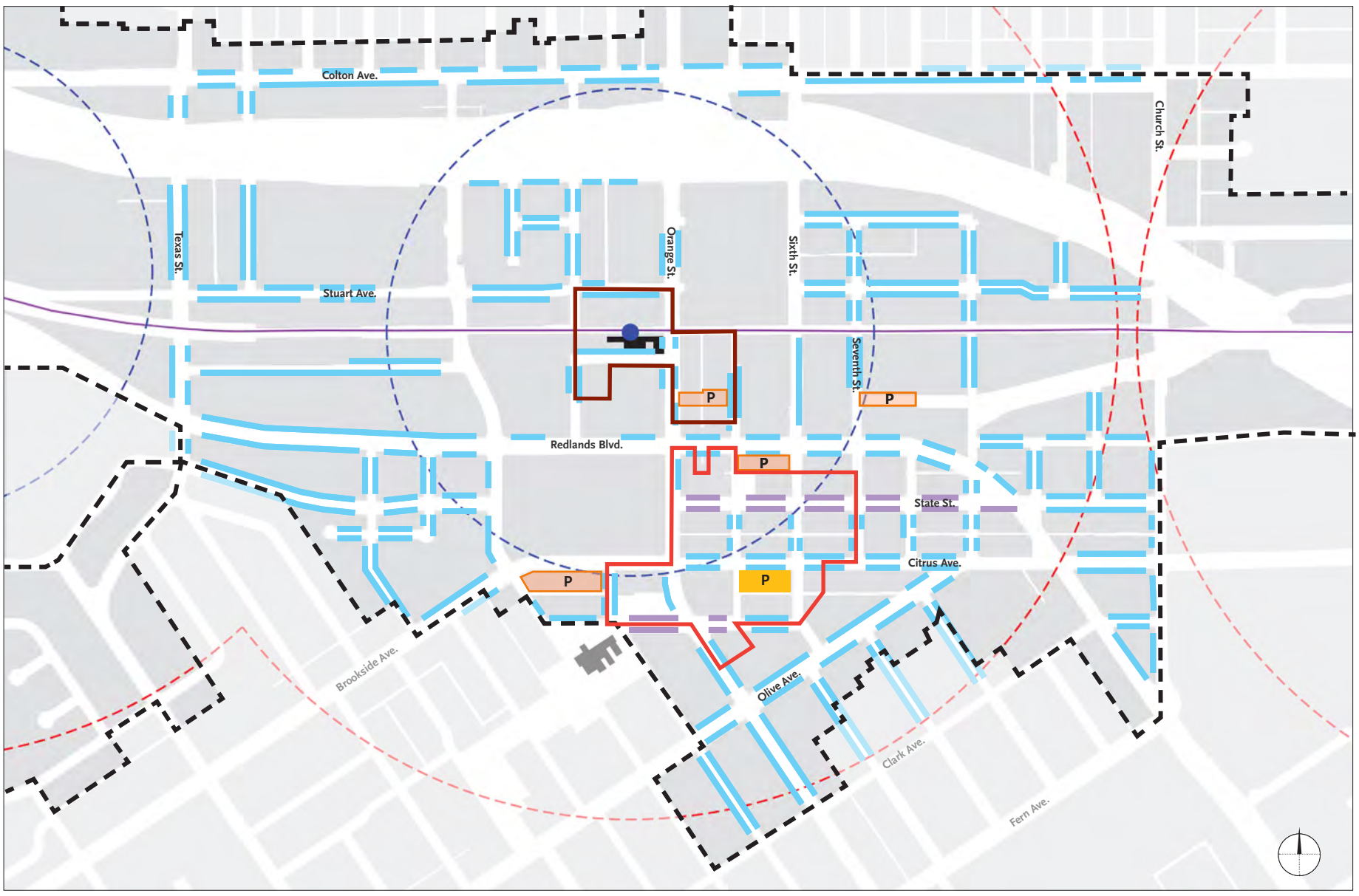
For older buildings, especially historic structures, with limited undeveloped area on their parcel, it can be difficult to meet the current parking standards. Historic buildings surrounding the Downtown Depot and along the east side of Orange Street and the west of Fifth Street between the railroad tracks and just north of Redlands Boulevard are exempt from having to provide parking. For those not within the exempted area , options are provided within the City Municipal Code to enable these structures to be renovated for new uses and meet a portion of their parking needs by way of off-site parking (within a specified distance), shared parking (for businesses with different peak hours), tandem parking (for residential uses only), and payment of in-lieu fees.

Currently, the City does not charge for parking within Downtown other than leasing a small number of spaces at the lot on 7th Street. A portion of the downtown core area is limited to two- and three-hour parking. This parking is monitored by the Police Department. As new development occurs and parking utilization increases, it may become appropriate to introduce more areas with two- and three-hour parking time limits and eventually parking pricing in areas with high parking utilization. This should not be seen as an answer, but rather as part of a parking management program after the implementation of appropriate demand, location, and time strategies. Revenues should be reinvested back into the station areas.

E. Future Parking Needs in Downtown Redlands. Future new development in Downtown will of course need parking and will displace existing surface parking — some of which will need replacing, particularly if it is currently being utilized. However, the amount of future additional parking that is provided should be closely related to the overall needs of parking in Downtown.

Firstly, the existing parking supply should be better managed and used more effectively. Secondly, future parking supplies should be provided at rates appropriate to the Downtown environment (i.e. rates that are less than in other parts of the City). Finally, existing parking lots begin to infill with new development, future parking supply will need to be provided in parking garages rather than surface lots. The Downtown parking strategy enables Downtown parking to be introduced incrementally over time and according to available resources.

FIGURE 6-1. *EXISTING DOWNTOWN ON-STREET AND PUBLIC PARKING*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Existing Parking Exemption Area
- P Existing Parking Garage
- P Existing Public Parking Lot
- Existing Parallel Parking
- Existing Angled Parking
- Existing Parking and Business Improvement District

6.3. DOWNTOWN PARKING STRATEGY AND IMPROVEMENTS (CONTINUED)

F. Downtown Redlands Parking Strategy. The parking strategy for Downtown is based on the "Park Once" concept, where people are encouraged to park in one location and then walk around Downtown to multiple destinations. This reduces the amount of needed parking, reduces vehicular traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, and improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses). To enable this strategy, the below integrated and comprehensive approach to parking in the Downtown Area should be implemented over time. Much of this strategy is dependent on market conditions and, in the case of additional parking supply, on availability of property. Accordingly, many of these strategies may not be realized in the early phases of the implementation of this Plan, while some, such as instituting a pay for parking program, will require further actions by future developers and/or the City.

1. **On-street Parking.** Provide and preserve convenient on-street parking in front of stores, restaurants, entertainment venues, and residences to enable patrons to park in front of stores and quickly run an errand or two or grab a cup of coffee.

2. **Accommodate Redlands Passenger Rail Commuters.** Build a parking garage along the south side of Stuart Avenue that provides station-adjacent automobile and bicycle parking for rail commuters. Also designate vehicular drop-off locations for rail patrons near the station, whether on Stuart Avenue or Shoppers Lane.

3. **Improve the Downtown Pedestrian Environment.** The City should improve the pedestrian environment in the Downtown, to encourage visitors to "Park Once" and walk by improving pedestrian amenities such as sidewalks, shade trees, lighting, benches, etc., as specified in Section 4.16 (Street and Streetscape Design Standards) of this TVSP.

4. **Manage Existing Parking Resources.** Implement parking management strategies to ensure there is sufficient parking and that people park where they should. These include:

   a. **Better Utilize Existing Parking Supply.** The current privately held parking supply can be used more efficiently by encouraging properties with surplus parking to offer that parking for use by others – either by shared use agreements with properties that need more parking, or allowing public use of some of the parking.

   b. **Encourage Employees to Use Off-Street Parking Facilities.** The City should work with the private sector, the downtown business community, and public institutions, to encourage employees to use off-street parking lots and garages, rather than short-term on-street spaces, so that the on-street spaces are conveniently available for visitors. This can also be facilitated by increased and more effective enforcement of short-term on-street parking

   c. **Provide Better Parking Supply Information.** The City or a Parking Management District (see strategy 7 below) should prepare and distribute, with ongoing updates as necessary, enhanced parking supply information for visitors and employees, including brochures and maps showing parking locations.

   d. **Introduce Wayfinding Signage.** Install wayfinding and parking lot signage to direct shoppers, customers, and visitors to appropriate parking lots and structures.

   e. **Make Existing Parking Locations More Attractive.** Existing public parking garages, or private garages that are available for public parking, should be made more attractive and pleasant to use, including brightening up the interiors, adding lighting and security stations, and adding way finding and directional signs for users.

   f. **Valet Parking.** Introduce a universal parking valet program where several valet stands are placed around the Downtown's commercial areas and users can drop their car off at one location and pick it up at another. This can be accomplished as part of an on-street parking pricing program.

5. **Introduce Time Limits.** When parking utilization along streets with free parking reaches 90% or higher Introduce appropriate time limits for on-street spaces in front of stores for retail and restaurant patrons and locate long-term and employee parking in areas with lower parking utilization.

6. **Introduce Pricing.** When parking utilization reaches 90% or higher despite the presence of time limits, institute a pay for parking program that charges for the use of on-street and/or off-street parking spaces. Parking revenues should be allocated towards Downtown oriented programs, maintenance, and construction needs (such as cleaning, safety, marketing, lighting, bicycle facilities, sidewalks enhancement, etc.), while off-street parking revenue should be reinvested back into off-street parking facilities (operation, maintenance, security, and new facilities).

7. **Establish a Downtown Transportation Improvement District.** The City should consider the establishment and operation of a Downtown Transportation Improvement District to manage all parking operations in Downtown including enforcement, maintenance, marketing, branding, and security, use of curb space (for loading, valet, and/or Transportation Network Companies (TNC) such as Uber and Lyft), as well as the construction of new public shared parking facilities. When and if parking pricing is introduced, the District can also determine parking rates, collect parking revenue, and allocate parking



Complete streetscapes encourage to people to park and walk.



Example of map showing locations of parking and valet (green circles) in Old Pasadena.

revenues. The revenue can be allocated for a wide range of improvements within the District boundaries, including streetscape improvements; transit, bicycle and pedestrian improvements; Transportation Demand Management (TDM) programs; parking construction; and other programs and initiatives that benefit the District.

The District should cover the area of the existing Parking and Business Improvement District, and could replace the existing Parking District and the Parking In-Lieu Fee areas.

8. **Encourage Use of Alternative Transportation Modes to Reduce Parking Demand.** The City should promote the use of alternative transportation modes, such as transit and bicycling, and should encourage transportation demand management programs, to reduce the overall demand for parking. The planned Redlands Passenger Rail Line provides a unique opportunity to reduce auto trips and parking demand in the downtown area. Use of alternative modes is critical to reducing peak parking demand.

   Parking revenues can be used to pay for TDM services such as parking cash out programs, transit pass offerings, bike programs, and car sharing. These can consist of a special event, seasonal, or year-round program depending on parking demand and the person carrying capacity of the transportation system.

9. **Increase the Public Parking Supply.** As needed and as funds become available, the City should increase the amount of public parking in the Downtown, either with additional surface lots or with new parking structures. These future parking facilities, which will need to be built as and when demand dictates, should be public facilities provided for either by the City, or with some form of public-private partnership. Additional parking supply is shown in Figure 6-2 on page 6:7.

   City ownership or control of parking spaces in the Downtown Area maximizes the potential for the efficient management and sharing of parking resources. With enough supply of shared parking, the parking for new Downtown commercial development can be accommodated in public garages, rather than on site.

   Funding sources for additional parking garages include: a Downtown Parking Fund, Business License Fees, Community Facilities District (CFD), Enhanced Infrastructure Financing District (IEFD), in lieu parking fees, and cost recovery through paid parking. See Chapter 9 (Implementation) for a description of these funding strategies.

10. **Modify the Parking Code Requirements for Specific Plan Area.** After on-street and off-street parking pricing has been established, and in conjunction with the construction of additional public parking supply, modify parking requirements to reflect Downtown's generally lower overall parking needs as a transit oriented district and downtown. Potential modifications include:

    a. Establish a flat parking rate for all commercial uses, such as 2 – 2.5 spaces/1,000 sf.

    b. Increase the alowable distance to off-site parking facilities.

    c. Consider exemptions from code requirements for certain uses or sizes of uses, or expand the parking exemption area as shown in Figure 6-2.

    d. Allow new residential development within Downtown to sell residential dwelling units separately from on-site parking spaces.

    e. Expand Shared Parking to all Downtown Parking Resources. The existing zoning code currently allows shared parking between the individual uses of mixed use development projects. To reduce overall parking supply needs and to enable the most efficient utilization of parking resources, the City should consider extending allowed shared parking by all land uses throughout the Downtown Area - i.e. rather than reserving separate parking supplies for specific land uses, development projects, and/or buildings, parking spaces in Downtown would instead be shared between all uses. This sharing of spaces between uses with different peak hours and peak days of parking needs (such as office, retail, restaurant, and entertainment uses) allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply. It also provides more convenient parking for Downtown customers and visitors without needing to build more parking.

    f. Provide for reduced parking requirements for existing uses that are willing to share their on-site parking with others or make it available for public use.



Localized pay stations eliminate the need for individual meters and makes it easy to pay by cash or credit card.



Ed Hales public parking lot could be improved with perimeter landscaping.

6.3. DOWNTOWN PARKING STRATEGY AND IMPROVEMENTS (CONTINUED)

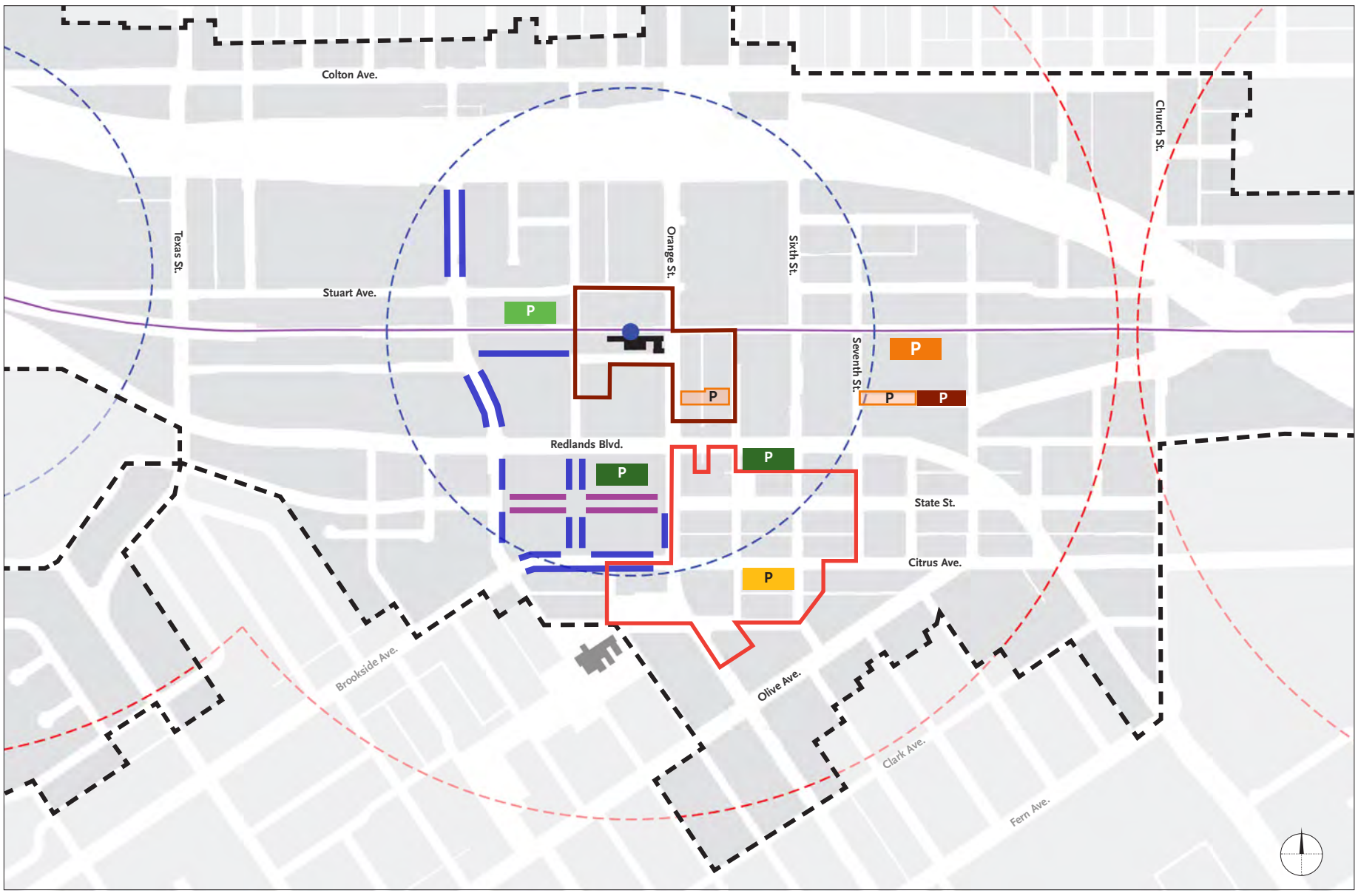
G. Parking Garages. A key feature of the Specific Plan is the future provision of City (or joint public-private) parking garages within Downtown to support the Park Once plan. These should be public garages to facilitate shared parking and parking management. Parking garages are anticipated at some or all of the locations listed below. The number of garages eventually needed and the exact size of these potential parking garages will need to be more precisely determined in the future, according to actual needs.

1. **Stuart Avenue Parking Garage.** This garage is introduced along the south side of Stuart Avenue between Third Street and Eureka Street, next to the proposed Downtown Metrolink platform, as shown in Figure 6-2 (Downtown Parking Improvements) and Figure 6-3 (Downtown Station Area). This garage provides 367 parking spaces, 200 of which are dedicated to passenger rail patrons, with the remainder available for nearby stores and offices. The garage also provides covered bicycle parking for commuters arriving by bike. The parking spaces dedicated to commuters during the weekday can be used by retail and theater patrons during evenings and weekends. Vehicular access to the garage will be from Stuart Avenue. An at-grade crossing of the railroad tracks along the Third Street alignment will enable commuters who park in the garage to access the Arrow platform at the historic Redlands Santa Fe Depot building. This garage is in the design phase and will be built in the short term in order to serve Redlands Passenger Rail patrons once or shortly after service begins in 2021.
2. **Redlands Mall Garage.** Located on the revitalized Redlands Mall megablock, this garage will be built by private developers according to the requirements of this Specific Plan. Via development agreement or similar arrangement, the City can either require the developer(s) make the parking garage available to the public, or the City can lease these spaces and make them available as public parking. This garage will be built in the short- to mid-term as part of the redevelopment of the Redlands Mall. The garage will accommodate anywhere from 200 to 400 spaces, depending on how many stories it is.
3. **Ed Hales Parking Garage.** This is introduced on the existing City-owned parking lot at the southeast corner of 6th Street and Redlands Boulevard. When demand for additional parking is needed and sufficient funds are accumulated, the City can build a parking garage on the lot. This garage would accommodate approximately 160 parking spaces and would be built in the mid- to long-term.
4. **Seventh Street Garage.** This garage will be built in the long-term to serve development that occurs in the area bounded by Orange Street, Redlands Boulevard, Church Street, and the Freeway and could accommodate anywhere between 200 to 400 spaces.

These locations were selected after careful consideration of land availability, lot size, garage feasibility, and access and egress considerations. They were recommended for the following reasons:

- They are located in key locations, adjacent to the proposed rail station and the State Street corridor, where the need for parking will be the greatest.

FIGURE 6-2. *DOWNTOWN PARKING IMPROVEMENTS*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Existing Parking Exemption Area
- Existing Public Parking Lot
- Potential Parking Lot Expansion
- Existing Public Parking Garage
- Parking Garage in Design Phase
- Potential Parking Garage
- Proposed Parallel Parking
- Proposed Angled Parking
- Existing Parking and Business Improvement District
- Curb space for "kiss-n-ride," taxi, and transit network company
- Potential Commuter Parking

- The majority of these locations are able to intercept traffic coming from the east and the north before it reaches the center of downtown thereby reducing vehicular circulation in the core area. The Stuart Avenue Garage location is particularly accessible to the 1-10 freeway for rail commuters and downtown visitors alike.
- Providing several structures enables parking supply to disperse traffic over more streets rather than concentrating traffic in one location. There are other potential locations for additional parking garages in the future, for example the southwest corner of Redlands Boulevard and 7th Street (currently a Bank of America surface lot), or the north side of Citrus Avenue between 6th Street and 7th Street (currently a Wells Fargo Bank lot). However, most locations are in private ownership, so garages in these locations would need to be constructed with some form of public-private partnership or when those lots redevelop.

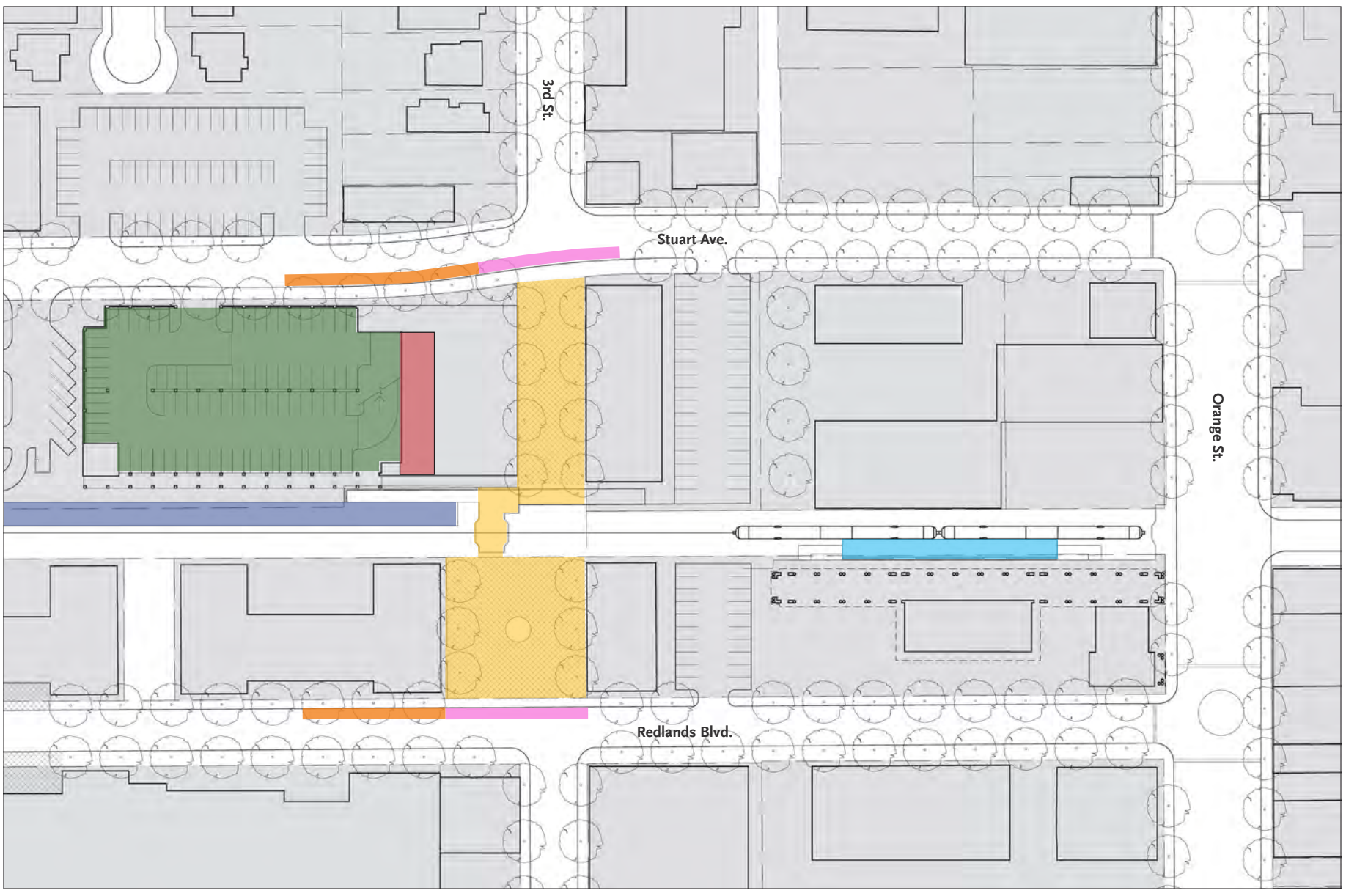


Transit Plaza.



Uber and Lyft pcik-up sign.

FIGURE 6-3. *DOWNTOWN STATION AREA*



6. PARKING

6.4. NEW YORK STREET/ESRI STATION AREA PARKING STRATEGY AND IMPROVEMENTS

A. Introduction. The New York Street Station will be a neighborhood station that serves a major employer (Esri) as well as surrounding residents and/or employees once housing and/or offices are developed around the station. Accordingly, the station will have qualities of both a destination and an origin station. Unlike the Downtown and University Street stations, however, the New York Street station will not provide parking for Redlands Passenger Rail Commuters.

B. Current Parking. Parking within the New York Street station area is provided on street and on site. Parking for the Esri campus is provided in lushly planted surface parking lots. Parking is not permitted on New York Street south of Redlands Boulevard, although sidewalks along New York Street are separated from New York Street by landscaped planters, providing a very attractive, well shaded route for pedestrians walking to the proposed passenger rail station. Other businesses within the New York Street station area provide on-site parking. Additional parking is provided along the street.

C. Future Parking Needs. Initially, parking for Redlands Passenger Rail commuters will not be provided at the New York Street Station. However, curb space for "kiss-in-ride," taxis, and transit network companies such as Uber and Lyft will be accommodated along Redlands Boulevard south of the Station. When the parcels located immediately to the north of the station are developed, parking for commuters could be provided along a new street that runs parallel to the railroad right-of-way. Curb space for "kiss-in-ride," taxis, and transit network companies could also be provided along this new street. It is anticipated that new development within the New York Street Station Area will be primarily residential, office, or a combination of the two. However, a small amount of retail could be introduced near the station or along Texas Street. Parking for these uses will be provided on the street and on site.

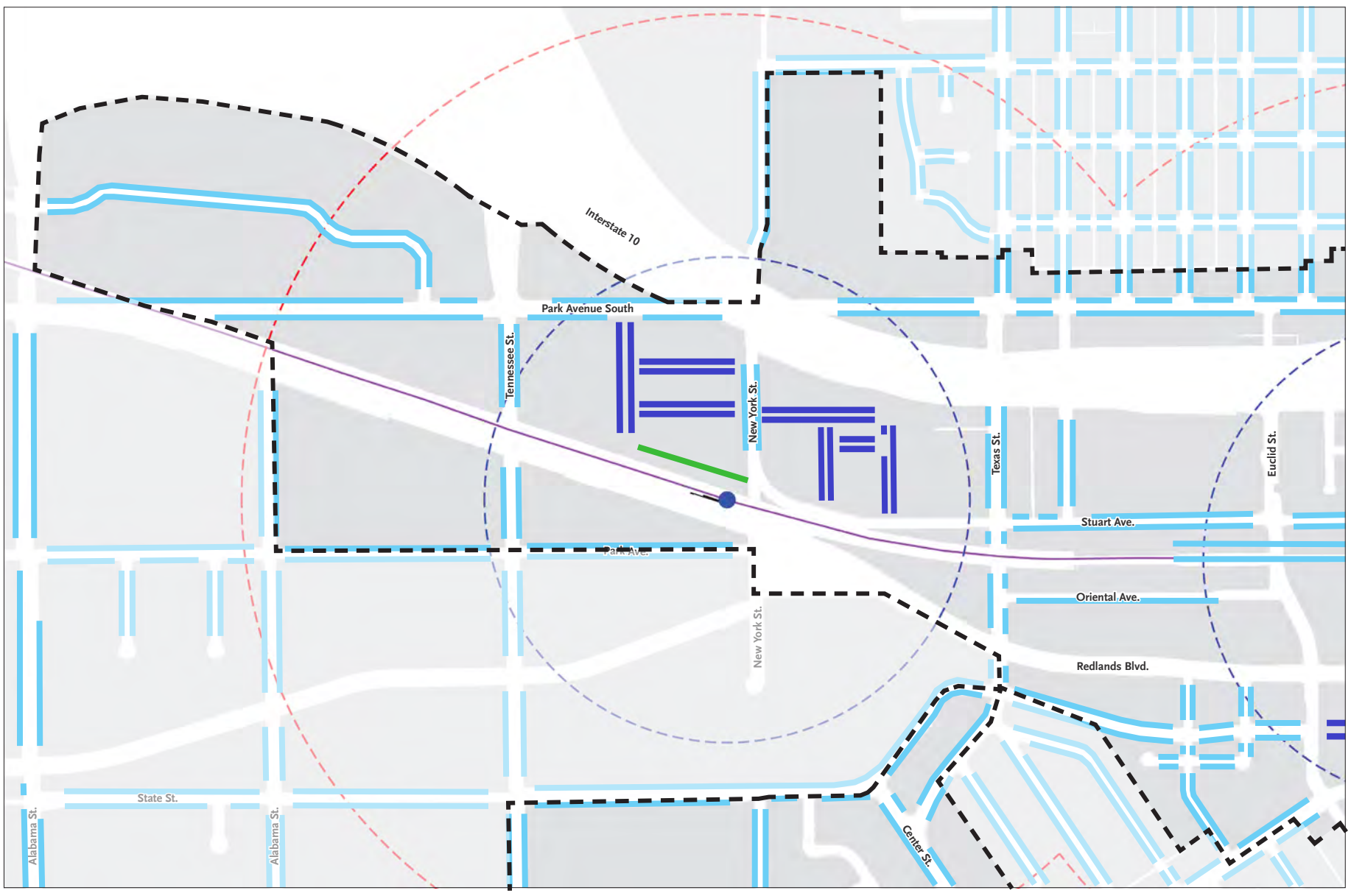


Lushly planted Esri parking lot.



New York Street south of Redlands Boulevard.

FIGURE 6-4. *NEW YORK STREET STATION AREA PARKING IMPROVEMENTS*



D. **Parking Strategy.** Parking strategies for the New York Street Station Area include:

1. **On-street parking.** Provide convenient on-street parking in front of stores, restaurants, and residences.

2. **Enhance Alternative Modes.** Enhance pedestrian and bicycle access to the station and to the Esri campus by introducing bicycle lanes and bike routes, providing bicycle and scooter parking, making intersections more pedestrian-friendly, and introducing streetscape enhancements such as street trees and lighting that make the walk or bike ride to station more appealing.

3. **Manage Parking as Necessary.** As the Station Area begins to develop into a mixed-use village, implement parking management strategies to ensure there is enough parking and that people park where they should. These include:

   a. If transit users consistently park along adjacent residential or commercial streets, introduce time limits and/or a residential parking permit program to ensure on-street parking is available for residential visitors and retail patrons.

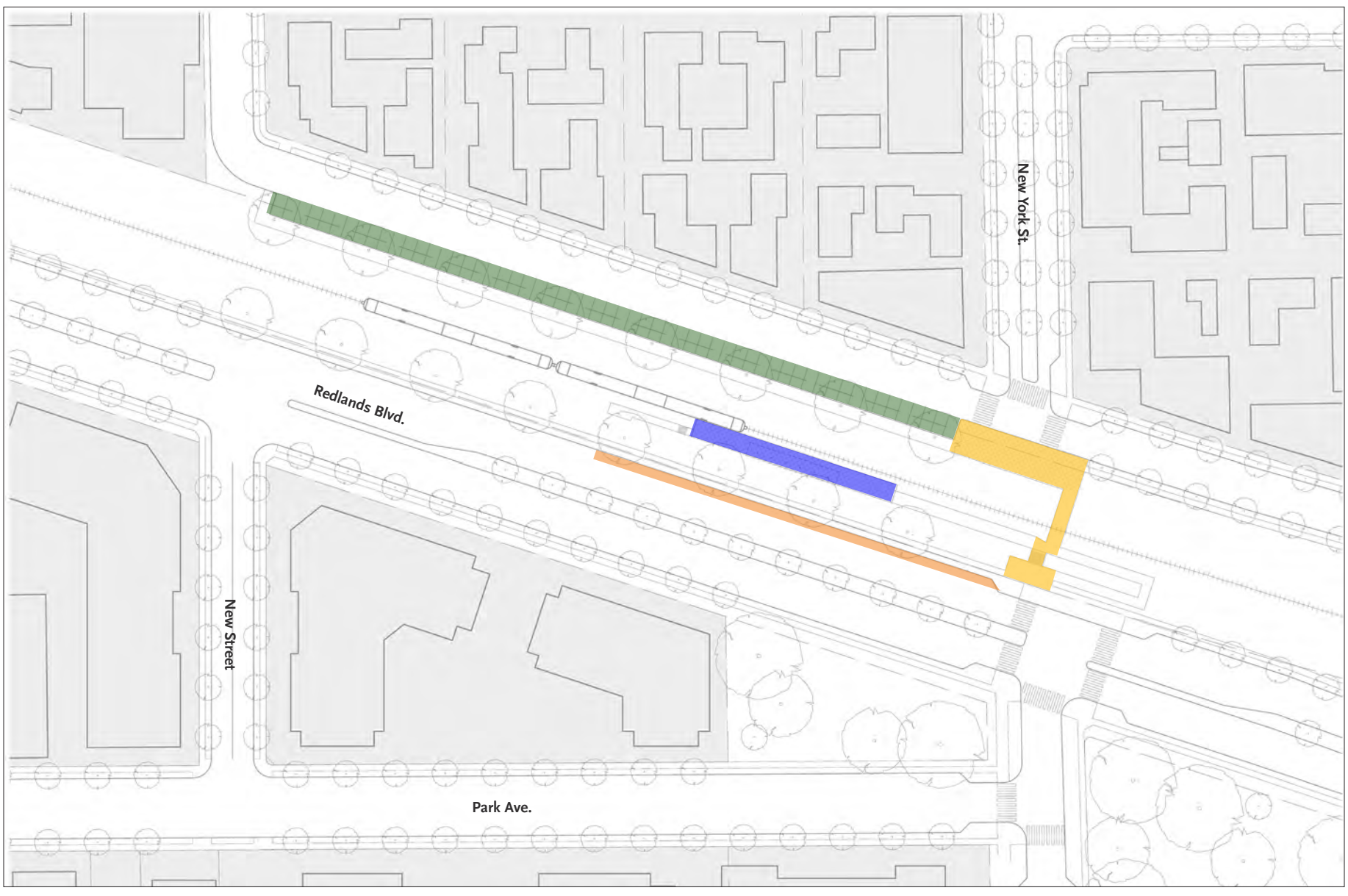
   b. If on-street parking spaces in front of stores and restaurants reach capacity on a regular basis, institute time limits or pay for parking to assure parking space turnover.



Designated "Kiss and Ride" curb space.


On-street parking.

FIGURE 6-5. *NEW YORK STREET STATION AREA*



LEGEND

- Arrow Passenger Rail Platform
- Plaza and pedestrian rail crossing
- Curb space for "kiss-n-ride," taxi, and transit network company
- Potential commuter, residential guest, or commercial parking

6.5. UNIVERSITY VILLAGE PARKING IMPROVEMENTS

A. Introduction. The University Street Station has a different user pool than the Downtown and New York Street stations and therefore different use patterns and parking needs. Station users will consist of nearby residents, commuters who will drive and park at the University Street Station, as well as students, staff, faculty, administrators and visitors to the campus. Many of these patrons will be younger in age, and therefore more likely to walk or ride a bicycle than users of the other stations. In addition, many of these users will only use the train during the school year. If they stay in the community after graduation, a good transit experience may make them more likely to become permanent users of the train system.

B. Current Parking. Parking within the University Street station areas is provided on street and on site. Parking for Sylvan Park is provided in two parking lots, a larger one accessed from Park Avenue and a smaller one accessed from Chapel Street, as well as angled on-street spaces along the west side of University Street and parallel spaces along Park Avenue, Division Street, High Avenue, and the southern portion of Chapel Street. Parking for University of Redlands academic buildings within the Plan Area is provided in parking lots accessed from Park Avenue and Sylvan Boulevard as well as parallel on-street spaces along University Street and Sylvan Boulevard.

C. Future Parking Needs. Initially most parking within the University Village will be accommodated on-street and in surface parking lots. As the Village develops and Park Avenue is built to the north and to the south of the Station, commuter parking may also be accommodated along Park Avenue. As vacant parcels begin to infill, parking management strategies should be used to ensure there is enough available parking in the Village's future retail areas and to ensure motorists park where they should. Finally, as all vacant land is developed, park-once garages will need to be introduced. If the University of Redlands parking lots infill with buildings, parking for the existing and proposed buildings would be accommodated in a parking structure located along the south side of Sylvan Boulevard. This parking garage could also serve the southern campus. The angled parking along the west side of University Street would be converted into parallel parking in order to make room for dedicated bike lanes along University Street.

D. University Village Parking Strategy. The parking strategy for University Village consists of the following elements:

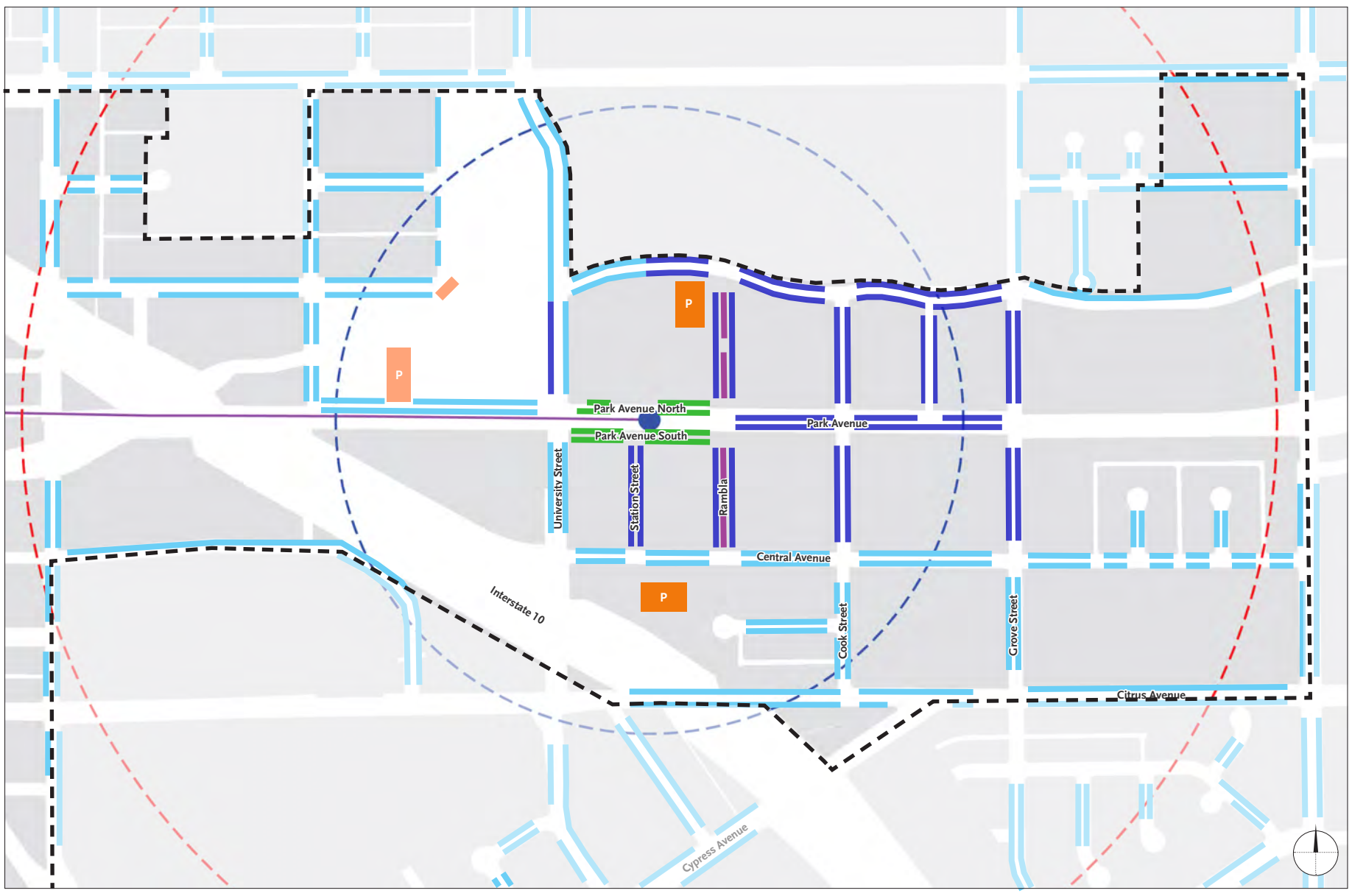
1. **On-street parking.** Provide convenient on-street parking in front of stores, restaurants, entertainment venues, and residences. In the short-term, on-street commuter parking can be provided on Park Avenue directly in front of the station.

2. **Accommodate Redlands Passenger Rail Commuters.** Provide parking and vehicular drop-off locations for rail patrons near the station. In the short term, provide on-street spaces on adjacent streets, or on vacant parcels near the station. As the Village infills, provide commuter parking in nearby parking lots or garages.

3. **Encourage Use of Alternative Modes.** To reduce parking demand, improve non-vehicular access to the station by:

   - Implementing pedestrian and bicycle facilities improvements to the station – see Section 5.3 (Pedestrian Improvements) and Section 5.4 (Bicycle Improvements). Also,
   - Designate curb space in front of the station for "kiss-n-ride," taxi, and transit network company pick-up and drop-off (see Figure 6-7 (University Street Station Area Parking) on the following page).
   - Consider adjusting existing bus transit lines to stop closer to the station Section 5.5 (Transit Network).

FIGURE 6-6. *UNIVERSITY STREET STATION AREA PARKING IMPROVEMENTS*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- P Existing Parking Lot
- P Potential Parking Lot or Garage
- Existing Parallel Parking
- Proposed Parallel Parking
- Proposed Angled Parking
- Potential Commuter Parking

4. **Manage Parking as Village Grows.** As the Station Area begins to develop into a mixed-use village, implement parking management strategies to ensure there is enough parking and that people park where they should. These include:

   a. Introduce wayfinding strategies and signage to direct transit parkers to appropriate parking spaces.

   b. If transit commuters park in spaces meant for store patrons and/or parking utilization consistently approaches 90% along mixed-use streets, introduce time limits to encourage turnover and preserve the parking supply for short term retail users.

   c. If transit commuters begin parking in surrounding residential neighborhoods, introduce time limits and/or a residential parking permit program to ensure on-street parking is not used by commuters, students, or other non-local parkers. The utilization threshold for determining when time limits and/or permits should be introduced is 75% of total spaces are occupied and 50% of those are occupied by commuters.

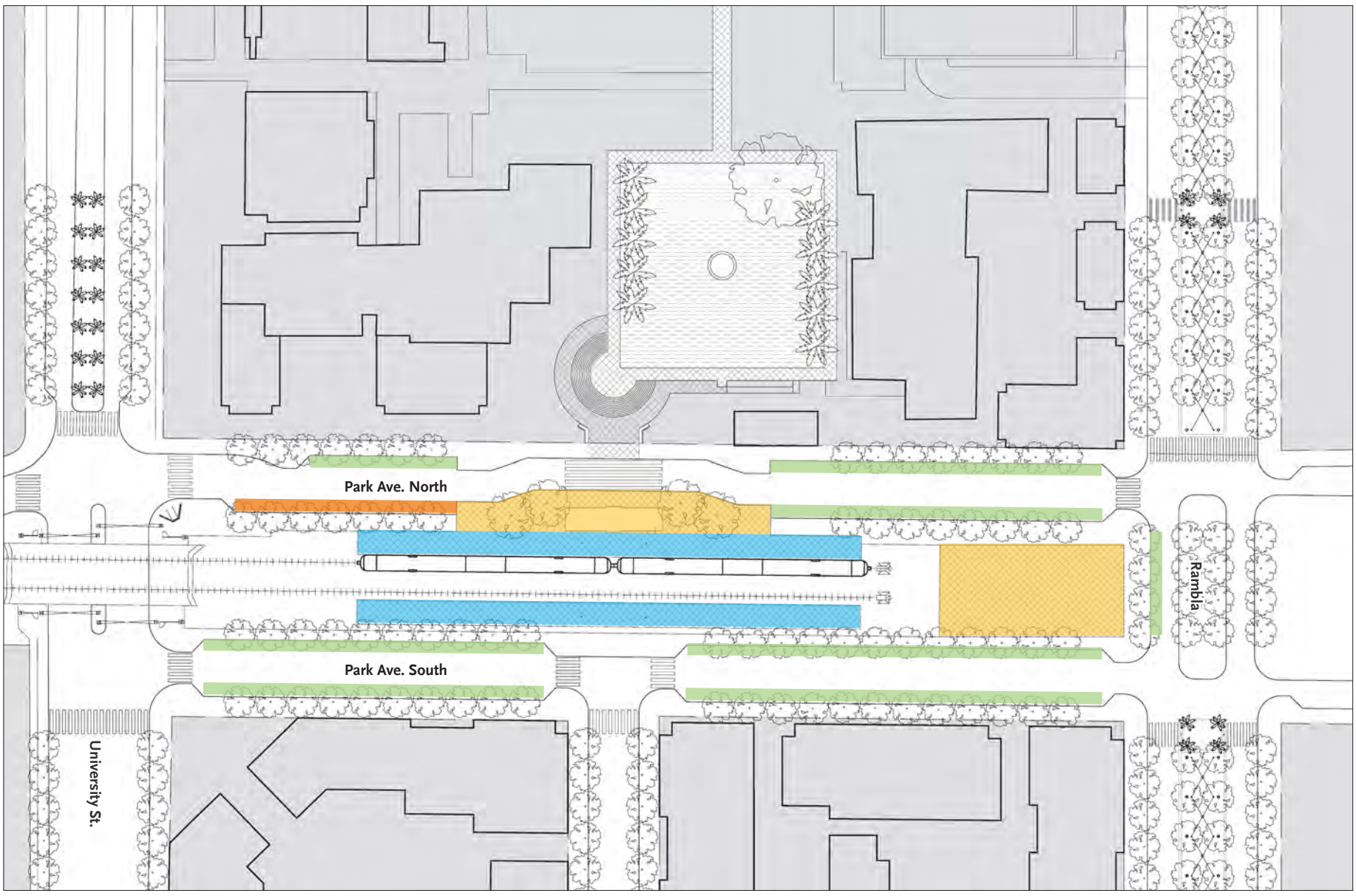
   e. If parking in prime spaces fills up yet again, implement pricing strategies to ensure appropriate turnover of parking spaces occurs.

   f. As vacant land continues to infill with new buildings, introduce park-once parking lots and/or garages.

5. **Park Once and Shared Parking.** As commercial uses are introduced in the Village Center, introduce parking according to Park Once precepts whereby people park once in one location and then walk around to multiple destinations and where parking is shared by multiple lands uses (rather than reserving separate parking supplies for specific land uses). This reduces the amount of needed parking, reduces vehicular traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses), and allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply.

6. **Introduce Park-Once Garages.** In the future, when the above strategies 1 -3 are fully implemented and pricing becomes a viable option, parking structures will eventually need to be built. One is recommended at the north end of the Rambla to provide parking for the south campus area. A second should be built in the southern portion of the Village to provide parking for ground floor retail and entertainment uses and perhaps upper floor office or residential uses.

FIGURE 6-7. *UNIVERSITY STREET STATION AREA PARKING*



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CHAPTER 7: PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.0. INTRODUCTION

This chapter describes the components of the Redlands Transit Villages public realm of parks, plazas, green belts, pedestrian-friendly, tree-lined streets, and a landscape that is in character with Redlands' unique culture and climate. This public realm promotes a pleasant and inviting pedestrian experience; encourages multi-modal access to transit; and provides open space for recreation, play, outdoor events and festivals, and a place for local wildlife to inhabit.

This Public Realm Chapter of Open Space and Landscape Chapter is comprised of the following sections:

7.1. Public Realm Objectives 7:2
7.2. Public Realm Improvements Summary 7:2
7.3. Open Space 7:4
7.4. Streetscape 7:10
7.5. Trees and Planting 7:18
7.6. Sustainable Stormwater 7:22
7.7. Underpasses Improvements 7:23
7.8. Mill Creek Zanja and Orange Blossom Trail 7:23
7.9. Wayfinding Signage 7:25



A downtown plaza.



A neigborhood tot-lot.



An active sidewalk



A park that accommodates recreational activities.

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.1. PUBLIC REALM OBJECTIVES

The New York Street/Esri, Downtown, and University Street Station Areas as shown in Figure 7-1 are envisioned as interconnected, walkable, and multi-modal places composed of beautiful, tree-lined streets and inviting open spaces. The proposed street and open space network aim to provide contiguous green space as a public amenity that connects the New York Street/Esri, Downtown, and University Street stations to the adjacent mixed-use transit village communities, to Downtown, to the ESRI campus, to the University of Redlands, to Sylvan, Smiley, and Jennie Davis Parks, and to surrounding single-family residential neighborhoods.

Key landscape and open space objectives of this Specific Plan are:

- To link the three stations to adjacent neighborhoods, existing parks, and important destinations via an interconnected, pedestrian-oriented street and open space network.
- To create parks, greens, plazas, and greenways that provide open space for residents, workers, and visitors, offer places for passive recreation, accommodate special events, and enable access to nature within the city.
- To implement a holistic 'green infrastructure' system that integrates pedestrian, bicycle, transit, and automobile circulation, community open space areas, and sustainable storm water management strategies.
- To incorporate a palette of drought-tolerant and native plant and tree species that are well-suited to an urban environment, that are compatible with the agricultural heritage of the regional landscape, and that expand the existing urban forest.

7.2. PUBLIC REALM IMPROVEMENTS SUMMARY

Based on robust input from stakeholders, the community, City staff, and City review bodies, the following open space and landscape improvements have been identified for each station area:

A. New York/Esri Street Station.

- Expand the lush landscape character of the ESRI campus into the streets and proposed open spaces in the rest of the New York Street/Esri Station area.
- Transform New York Street north of the Station into a landscaped gateway to the Station and into the new transit-oriented residential neighborhood and/or office district that surrounds it.
- Reinforce the gateway character of New York Street by enhancing the New York Street freeway underpass with public art and lighting.
- As large megablocks redevelop, introduce new, tree-lined streets that generate walkable blocks that are consistent with the traditional street and block pattern of Downtown and the surrounding, pre-World War II neighborhoods.
- Introduce a neighborhood park within the new transit-oriented neighborhood and/or office district that provides open space and a place for passive recreation for residents and workers.
- Transform the parcels along Redlands Boulevard that are too narrow to accommodate buildings into lushly landscaped parks and greenways.
- Consider enlarging the small, existing triangular open space located at the southwest corner of Redlands Boulevard and New York Street.
- Introduce landscaping along the Orange Blossom Trail and Zanja (west of New York Street) to provide shade and a more attractive environment for pedestrians, cyclists, and joggers.

FIGURE 7-1. *PUBLIC REALM PLAN: TRANSIT VILLAGES*

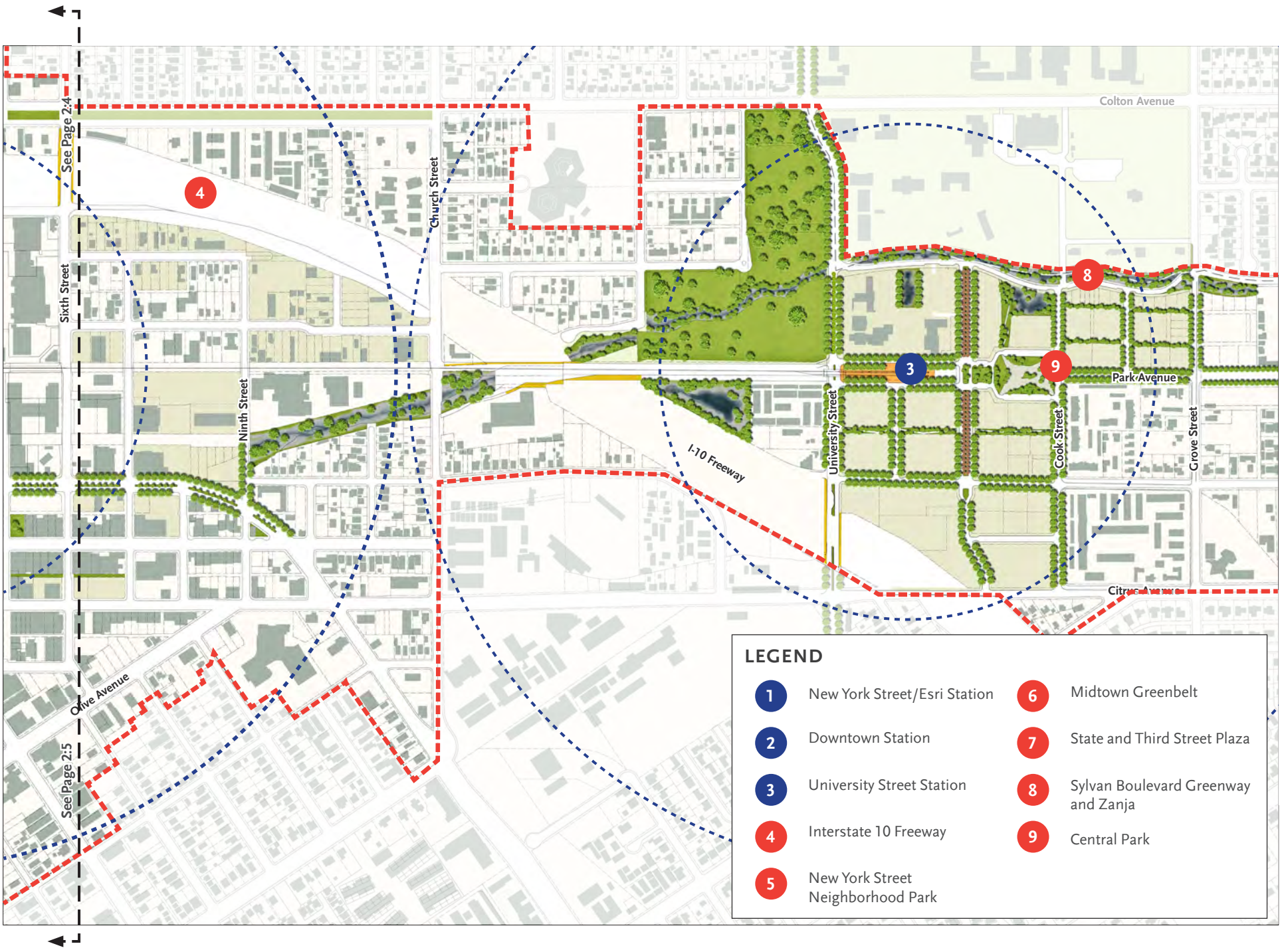


B. Downtown Station.

- Preserve the Third Street right-of-way across the railroad tracks by introducing a pedestrian passage north of the tracks and a Station Plaza to the south of the tracks, west of the historic Depot building.
- Extend State Street and Third Street into the Redlands Mall site as pedestrian-friendly, tree-lined streets.
- Introduce a plaza or green within the Redlands Mall site that provides green space for Downtown residents, workers, shoppers, and visitors and that can accommodate events and activities such as Redlands' annual New Year's Eve festivities.
- Introduce a neighborhood park in the Midtown Neighborhood south of the railroad tracks and east of Texas Street. The park should be landscaped in the lush character of Esri's existing campus.
- As large megablocks within the Midtown Neighborhood develop, introduce new, tree-lined streets that generate walkable blocks that are consistent with Downtown Redlands' traditional street and block pattern.
- As the Midtown Neighborhood develops, introduce a greenway and park network along Stuart Avenue between the Midtown Park and Eureka Street, extending the lush landscape character of the ESRI campus eastward towards Downtown.
- In the long-term, expand Smiley Park north of the Police Annex Building to Citrus Avenue. Together with the new Station Plaza, the Third Street extension through the Redlands Mall Site, and the new plaza/green in the Redlands Mall site, the expanded Smiley Park will provide a continuous, green link between Smiley Park, the Smiley Library, Redlands Bowl, and the Downtown Station.
- Accommodate the Orange Blossom Trail route along Redlands Boulevard by introducing bike lanes and memorable streetscape.

C. University Street Station.

- Transform University Street north of the I-10 Freeway into a landscaped gateway street into the University Street Station Area.
- Reinforce the gateway character of University Street by enhancing the University Street freeway underpass with public art and lighting.
- Enhance the Citrus Avenue and Cypress Avenue freeway underpasses with public art and lighting to generate a more inviting and comfortable environment for pedestrians and cyclists travelling along Citrus and Cypress avenues.
- Consider introducing a landscaped roundabout at the end of the westbound Cypress Street off-ramp at Cypress Street that forms a gateway into the University Street Station Area from the east.
- As the large megablocks within the University Street Station Area develop, introduce new tree-lined streets and walkable blocks that are consistent with the traditional pattern of Downtown Redlands and the adjacent pre-World War II neighborhoods.
- As the University Street Station Area develops, introduce neighborhood parks, plazas and greens that provide open space and a place for passive recreation for residents.
- Extend the Orange Blossom Trail through the University Street Station Area as a landscaped trail along the south side of the Mill Creek Zanja. Create a natural riparian greenway along the Mill Creek Zanja and adjacent to the Orange Blossom Trail between Sylvan Park and Ninth Street.



7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.3. OPEN SPACE

A. Existing Conditions. There are several parks within and near the Specific Plan area that provide open space and recreational opportunities to nearby residents, workers, and visitors. Notable parks are Sylvan Park (in the University Street Station Area), Smiley Park (next to the Downtown Station Area), and Jennie Davis Park (in the New York Street/Esri Station Area). However, open space north of the railroad tracks within the New York Street/Esri and Downtown station areas and between Eureka Street and Texas Street is notably absent.

B. Opportunities. As multi-family housing and/or offices are built around the station areas, new parks, greens, plazas and greenways are added throughout the Plan area, particularly in areas where open space is deficient (see Figure 7-2). The new open spaces will provide passive and active recreational space and access to nature for station area residents, provide opportunities for sustainable stormwater water management strategies, and could accommodate special events such as farmer's markets, concerts, and outdoor movie screenings. Together with landscaped streets, these open spaces will link important destinations, such as the ESRI Campus to the New York Street/Esri Station (see Figure 7-3), to Downtown, and to Smiley Park; the Downtown Station to Downtown and Smiley Park; and University Village to Downtown.

1. **New York Street/Esri Station Area.** The New York Street/Esri Station Area's public realm is enhanced through the introduction of:

    a. **New Neighborhood Park.** A new multifunctional park north of the New York Street/Esri Station will provide surrounding residents and office workers with opportunities for passive recreation (see Figure 7-4). Nestled within the future transit-oriented neighborhood and/or office district, the New York Street Neighborhood Park will provide access to recreational open space north of the New York Street/ESRI Station. The multifunctional park will provide a diverse array of passive recreational, aesthetic, and ecological benefits.



Shade Trees + Public Seating



Bulb-out for Slow Street

FIGURE 7-2. *PUBLIC REALM PLAN: NEW YORK STREET STATION TRANSIT VILLAGE*



FIGURE 7-3. *NEW YORK STREET /ESRI STATION PLAN*



FIGURE 7-4. *NEW YORK STREET NEIGHBORHOOD PARK PLAN*



7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.3. OPEN SPACE (CONTINUED)

2. **Downtown Station Area.** The Downtown Station Area is envisioned as a walkable mixed-use district consisting of pedestrian-scaled blocks; beautiful, green, shady tree-lined streets with comfortable seating and exterior dining opportunities; and inviting squares and plazas. The Downtown Station Area's public realm is enhanced through the introduction of an open space network of landscaped streets and inviting open spaces (Figure 7-5). Key components include:

   a. **North-South Green Way.** A chain of landscaped streets and open spaces extending from the Downtown Station to Smiley Park:

      - The existing Third Street right-of-way at the Downtown Station is preserved via a pedestrian passage to the north of the railroad tracks and a Station Plaza to the south (Figure 7-6).
      - New streets and open space are introduced within the Redlands Mall mega-block. State Street is extended westward into the Mall site and Third Street is extended through the site to Citrus Avenue. A new plaza or green is introduced, providing a place for shoppers and residents to relax and a central place for events and activities, such as Redlands' annual New Year's Eve festivities. The existing landscape character of State Street east of Orange Street – large canopy trees – is introduced along the new State Street Extension.
      - Smiley Park is extended north past the Police Annex Building to Citrus Avenue, opening up a view up to the Smiley Library from Orange Street.

   b. **Midtown Neighborhood Greenbelt.** A continuous greenbelt of parks and greenways connecting Texas Street to Eureka Street that will provide open space and recreational opportunities for employees of the nearby Esri Campus, for future Midtown Neighborhood residents, and residents of the neighborhoods to



Shade Trees + Sidewalks



Shade Trees + Cafe seating

FIGURE 7-5. *PUBLIC REALM PLAN: DOWNTOWN STATION TRANSIT VILLAGE*



the south and north of the freeway (see Figure 7-7). Positioned along Oriental Avenue, the four parks will provide a green route between the Esri campus and Downtown. The greenbelt will also serve as a buffer between the train tracks and the future Midtown Neighborhood residences. Key greenbelt features and community amenities include:

- A new neighborhood park in the Midtown Neighborhood abutting the south side of the railroad tracks just east of Texas Street. The park's landscape character would reflect the lush and verdant character of the Esri campus. The proposed park could also include riparian water features that reference the historic Zanja and sustainable stormwater elements to cleanse rainwater runoff and recharge the aquifer.
- As the parcels between Texas Street and Eureka Street redevelop, a series of parks and greenways connecting the new Midtown Neighborhood to Eureka Street are introduced along Oriental Avenue. Planted with landscape that reflects the character of the Esri campus and employing sustainable stormwater elements, these open spaces over time could emerge into native microhabitats.

FIGURE 7-6. *DOWNTOWN STATION PLAN*

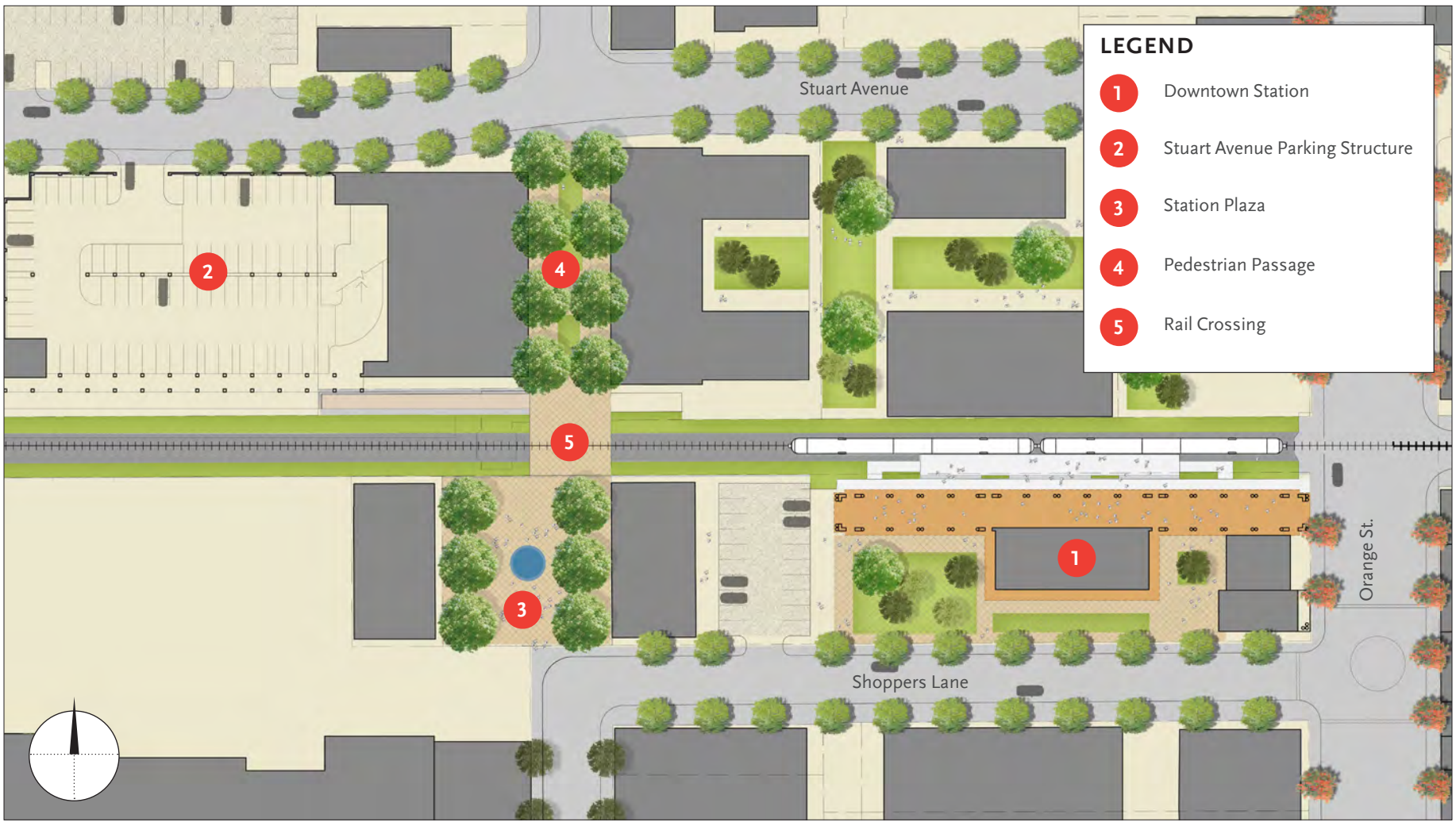


FIGURE 7-7 *ORIENTAL AVENUE OPEN SPACE NETWORK PLAN*



7.3. OPEN SPACE (CONTINUED)

3. **University Street Station Area.** The University Street Station Area is envisioned as a walkable, pedestrian-scaled, transit-oriented mixed-use district with various open space types that provide open space to nearby residents, students, faculty, and workers (see Figure 7-8):

   a. **Central Park.** A Central Park, which provides open space for residents, students, faculty, workers, and shoppers and can also accommodate special events such as farmer's markets, concerts, and outdoor movie screenings for the larger community.

   b. **Academic Quadrangle.** An Academic Quadrangle located on the block just north of the Station that provides a formal open and circulation space between future academic buildings that line its east, west, and south sides.

   c. **Pond.** A new pond, located at the southwest corner of Sylvan Boulevard and Cook Street, stores non-potable irrigation water. A University-oriented hotel and conference center is located to the south of the pond.

   d. **Basin Park.** A potential Basin Park in the new detention basin that will be introduced in conjunction with the construction of the Station along the south side of Park Avenue south of Sylvan Park. A Basin Park is an open space with the dual purpose of temporarily storing storm water during minor flood events, and providing park and open space the rest of the time.

      With or without the Basin Park, the Central Park and Academic Quad could be used to store rainwater during stormwater events, and/or filter runoff and recharge the aquifer.

   e. **Rambla.** A distinctive and extraordinary thoroughfare between Central Avenue and Sylvan Boulevard with travel lanes on either side of a wide median. Paved with cobblestones or pavers, the Rambla median could also be configured to accommodate angled parking.



Rambla



Pond.



Landscape and Trail

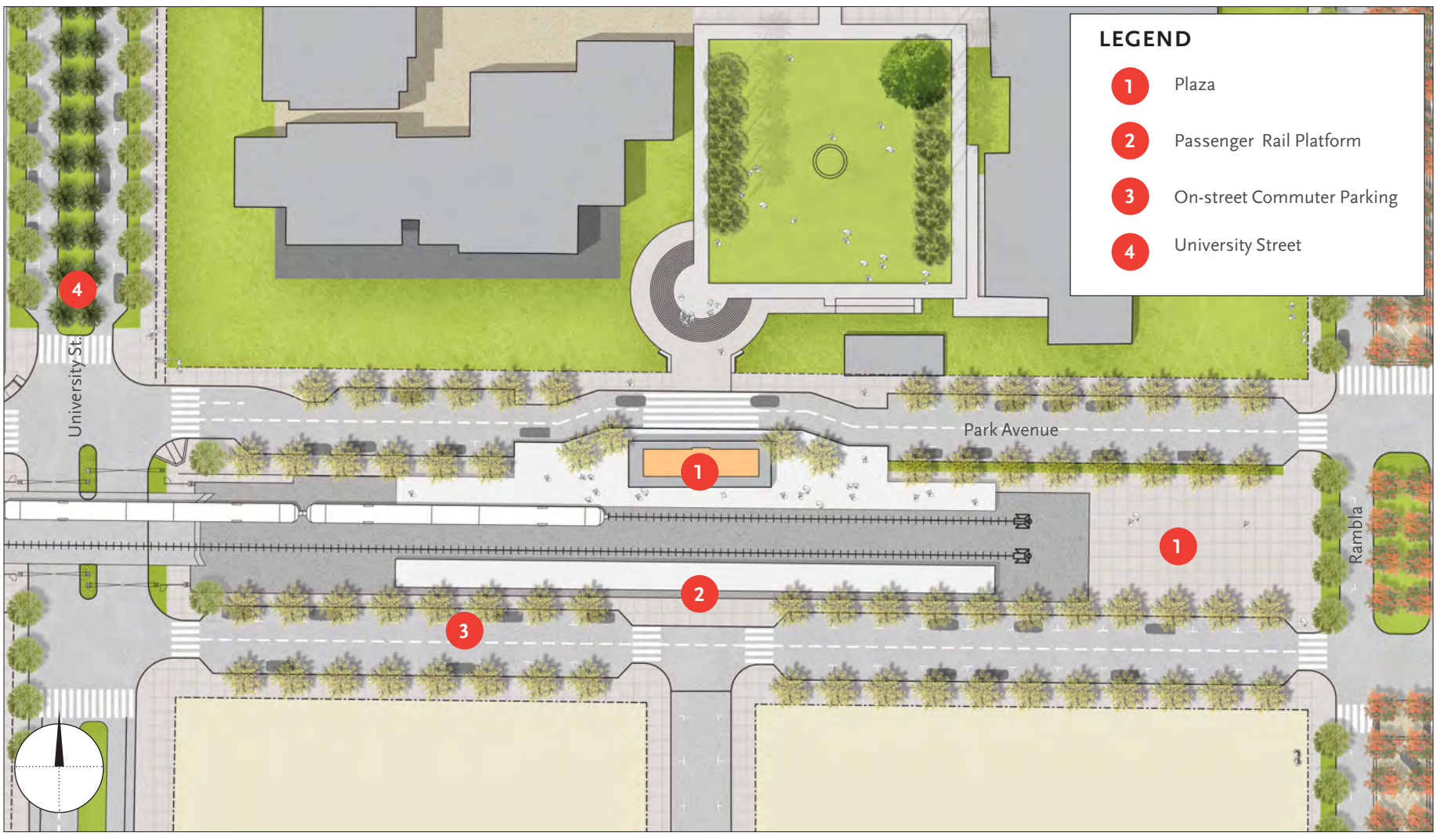


Children's Play Area

FIGURE 7-8. *PUBLIC REALM PLAN: UNIVERSITY STREET STATION TRANSIT VILLAGE*



FIGURE 7-9. *UNIVERSITY STREET STATION PLAN*



7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE

A. Existing Streetscape. Sidewalks and the streetscape along them are substandard along many of the Plan Area's streets. Sidewalks are completely missing along portions of University Street and along Redlands Boulevard in the New York Street/Esri Station Area. In addition, many sidewalks are narrow and, in some cases, located right next to the roadway, limiting space for street trees and placing pedestrians right next to moving vehicular traffic. Except for Downtown, street trees that provide shade and visual relief are missing, sparse, or of inconsistent species along most streets. This substandard streetscape not only results in an uninviting environment for pedestrians, but also provides unappealing routes to Redlands' important destinations, including Downtown, Smiley Park, Sylvan Park, the University of Redlands, and the ESRI campus.

B. Streetscape Opportunities. A pedestrian-scaled, interconnected street network planted with shade-providing street trees and drought-tolerant planting will generate an inviting and comfortable environment for pedestrians and cyclists to walk and bike to the train stations, to bus stops, to work, to school, for errands, or for shopping and entertainment. Each individual street is planted with its own tailored landscape characteristics that sets it apart from other streets, contributing to the richness of each street and to each station area's unique sense of place.

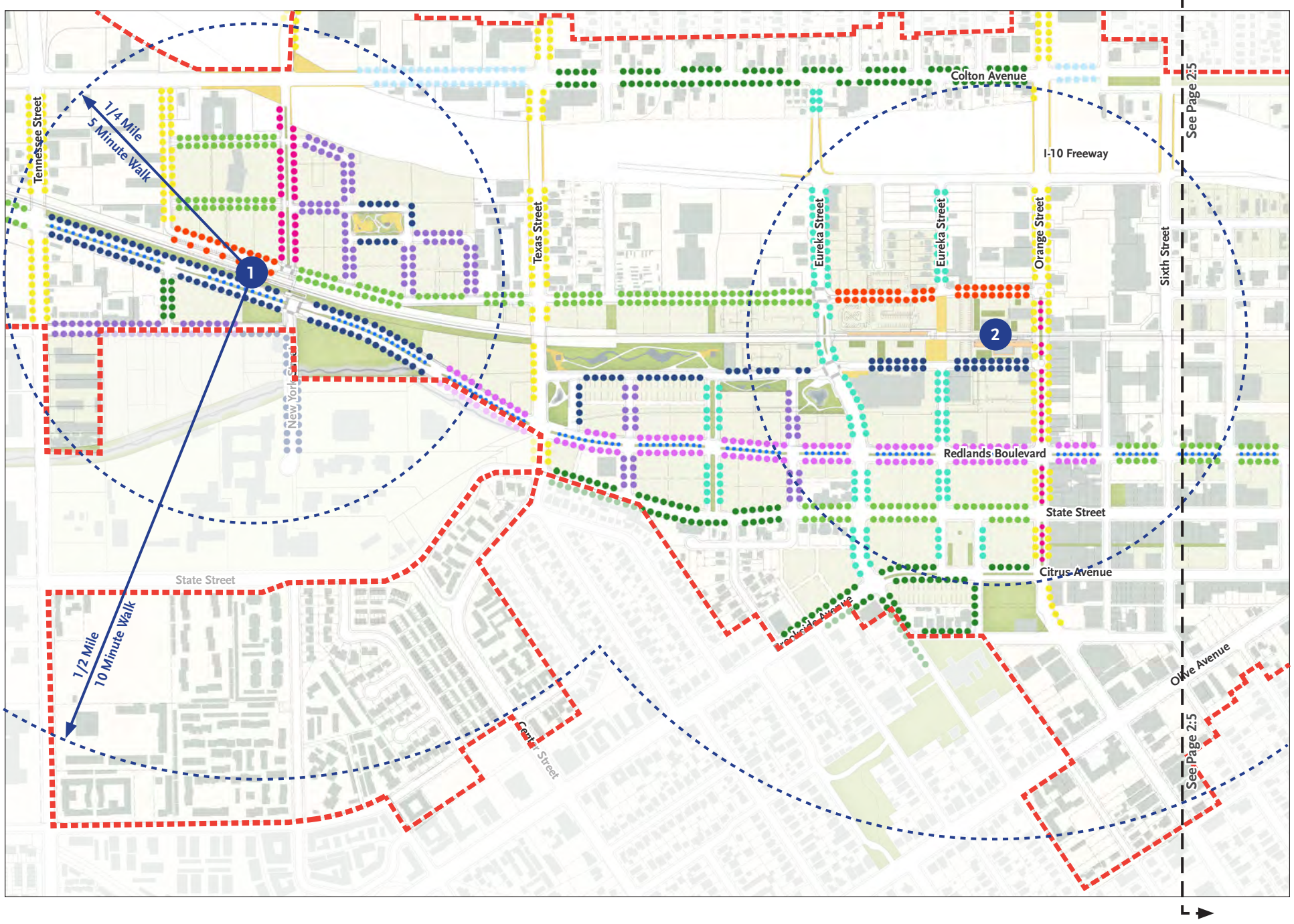


A retail street.



A mixed-use street with a center median

FIGURE 7-10. *STREET TREE PLAN: TRANSIT VILLAGES*





A mixed-use street.



A neighborhood street.



A residential street.



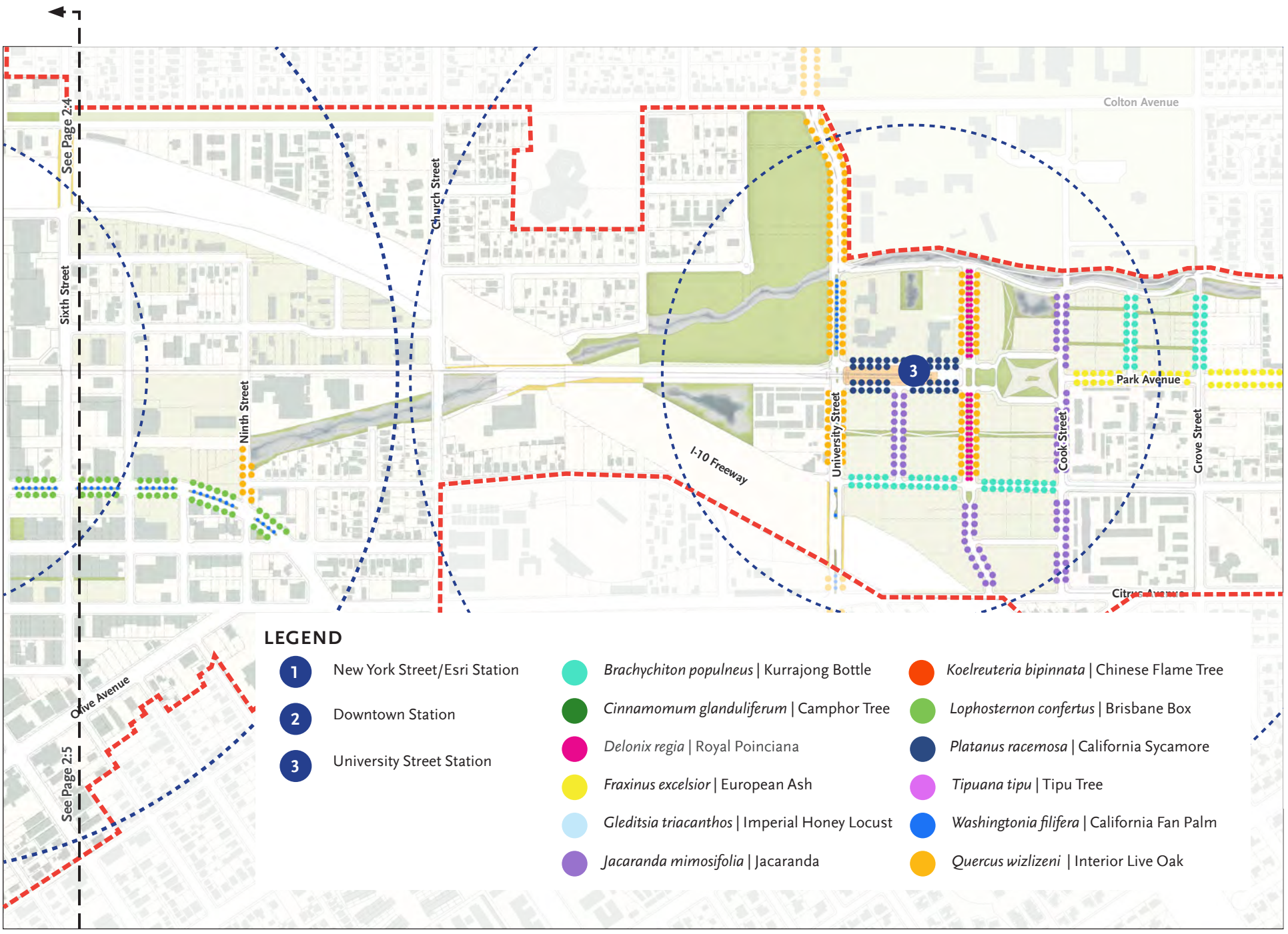
A mixed-use street.



A neighborhood street.



A commercial street with a median.



7.4. STREETSCAPE (CONTINUED)

1. **New York Street/Esri Station Area.** New York Street is the primary access street to the Station from both the north and south and, with the introduction of the Station, will provide pedestrian access over the railroad tracks. New York Street's gateway status is enhanced with new streetscape and the improvement of the I-10 Freeway underpass with enhanced lighting and artwork. To the south, the pedestrian connection from the Esri campus across Redlands Boulevard to the Station is improved with an enhanced crosswalk and a pedestrian passage over the railroad tracks.

   Existing streets, including Redlands Boulevard and Texas Street, are improved with new street trees. The landscape character of Redlands Boulevard in the Downtown Station Area will be extended into the New York Street/Esri Station Area, maintaining a consistent landscape character for the entire length of Redlands Boulevard within the Plan Area. Texas Street and the new streets north of the railroad tracks will be planted with deciduous trees.



A residential street.

c. **Streetscape.** The streetscape of the New York Street/Esri Station Area will create inviting pedestrian and bicycle connections to the Station from the station adjacent transit-oriented development, adjacent neighborhoods, and the ESRI campus. The below cross sections illustrate key streets within the Station Area, each with specific tree species.

   Key streets within the New York Street/Esri Station Area include:

   i. **New York Street.** New York Street, a gateway street into the New York Street/Esri Station Area, is lined with Chinese Flame Trees to provide shade, accent color, and seasonal interest.

   2. **Redlands Boulevard.** Redlands Boulevard is the main east-west vehicular corridor running through the City of Redlands. California Fan Palms are introduced in the center, continuing the iconic character from downtown. Sidewalks are lined with Honey Locust trees and landscaped parkways, providing shade for pedestrians visually calming traffic.

   iii. **Texas Street.** Texas Street is an important north-south street that connects existing residential neighborhoods north of the freeway to the future Midtown Neighborhood, the Esri campus just to the west, Downtown just to the east, and Redlands Boulevard and the Orange Blossom Trail bike lane. Jacaranda and Honey Locust trees generate a lush residential street character, provide shade, and reduce the urban heat island effect.

a. **Landscaped Street Network.** The introduction of an interconnected street and block network, particularly within the blocks located north of the railroad tracks, provides a safe and comfortable environment for pedestrians and bicycle commuters going to and from the New York Street/ESRI Station, for residents walking or jogging around their neighborhood, and for children walking to school.



A residential street.

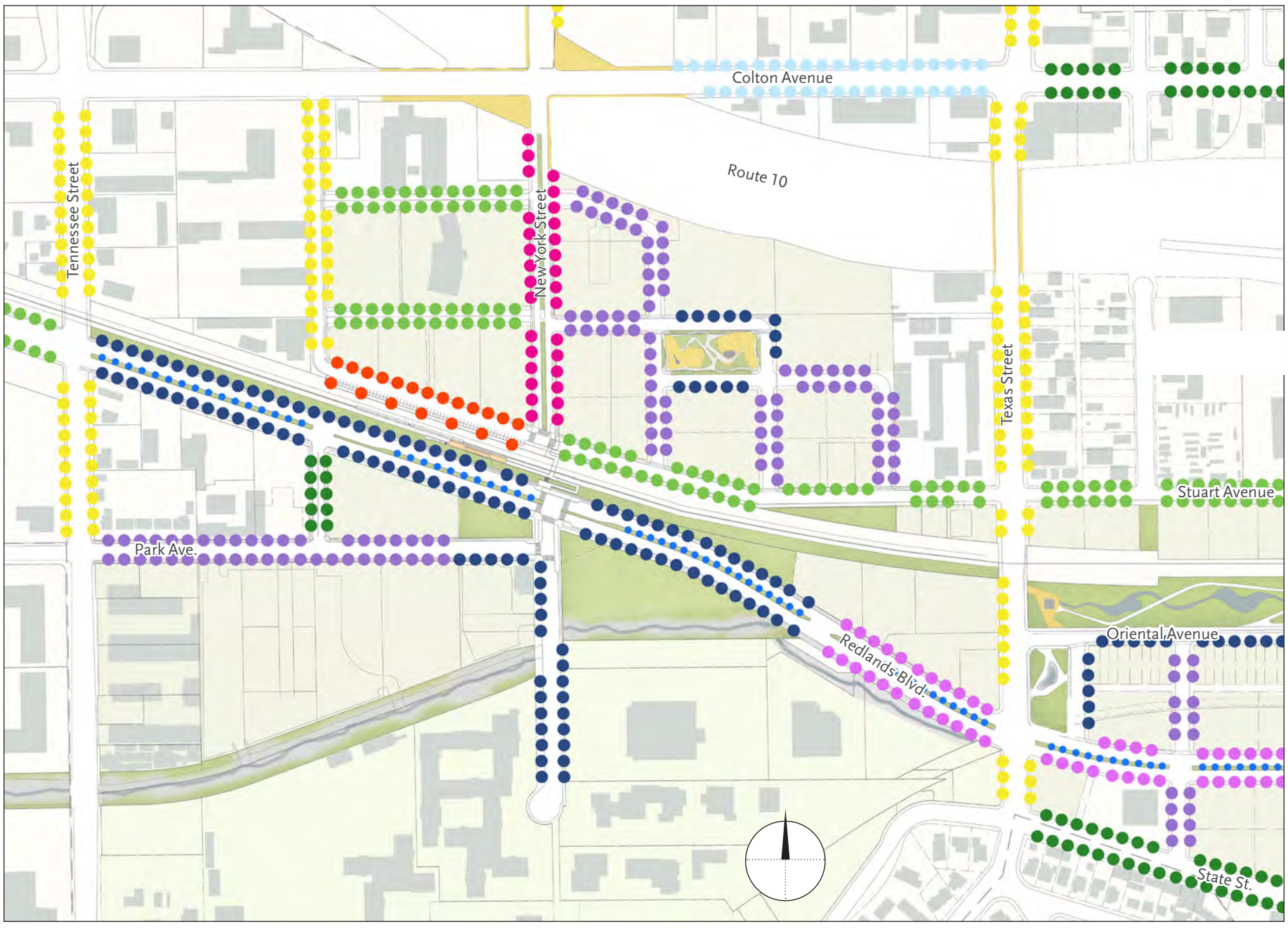


A residential street.



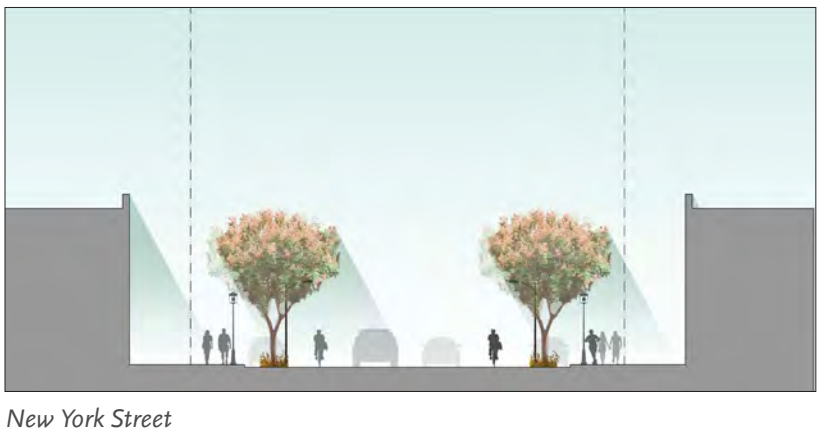
A mixed-use street.

FIGURE 7-11. *STREET TREE PLAN: NEW YORK STREET/ESRI STATION AREA*





Redlands Boulevard



New York Street



Texas Street



Tennessee Street



Colton Avenue between Tennessee Street and Texas Street

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE (CONTINUED)

2. **Downtown Station Area..** The introduction of streetscape along the Downtown Station Area's streets will create an inviting environment for pedestrians, define beautiful and deliberate routes to key destinations (such as Downtown from the freeway, the University of Redlands from the freeway, Esri from Downtown), help catalyze development on underutilized parcels, and complement Downtown's charming historical character. Tree species – chosen according to their shape, color, size at maturity, water consumption, and relationship to existing street trees – are unique to each street and consistent along the entire block length, enhancing the character and uses along the particular street. The adjoining street sections illustrate four of Downtown's key streets: Orange Street, State Street, Colton Avenue, and Redlands Boulevard.

   Streets within the Downtown that have distinct streetscape character include:

   a. **Orange Street.** Orange Street is a north-south corridor that connects residential communities directly to the Downtown Station. This important gateway street is lined with Chinese Flame Tree to provide shade, accent color, and seasonal interest for multi-modal commuters; visitors arriving into Downtown via trains, bus, car, bicycle, and foot; and Downtown residents, shoppers, workers, and event attendees.

   b. **Redlands Boulevard.** Redlands Boulevard is the main east-west vehicular corridor running through the City of Redlands and, in the form of a bike lane, accommodates the Downtown segment of the Orange Blossom Trail. California Fan Palms are proposed for the center median, providing landmark elements that mark the location of Redlands Boulevard from a distance, while Honey Locust trees line the sidewalk to provide shade to both pedestrians and parked vehicles.

   c. **State Street.** State Street is extended into the Redlands Mall site and landscaped in a similar manner as State Street east of Orange Street: large canopy trees Brisbane Box tree planted between angled parking spaces.

   d. **Colton Avenue.** Colton Avenue is improved with diverse species of street trees including Canary Island Pines and Camphor Trees to support both commercial and residential uses.

   e. **New, Tree-Lined Streets.** Tree-lined streets are introduced in the large blocks between Texas Street, Eureka Street, Redlands Boulevard, and the railroad tracks, generating a comfortable, walkable environment for future residents of the Midtown Neighborhood. Each individual street's landscape character is tailored to its orientation (north-south vs. east-west), the adjacent uses (residential vs. commercial), and the scale of the street (residential vs. cross-town).



A downtown retail street with a center median.



A downtown street with in-street planters.

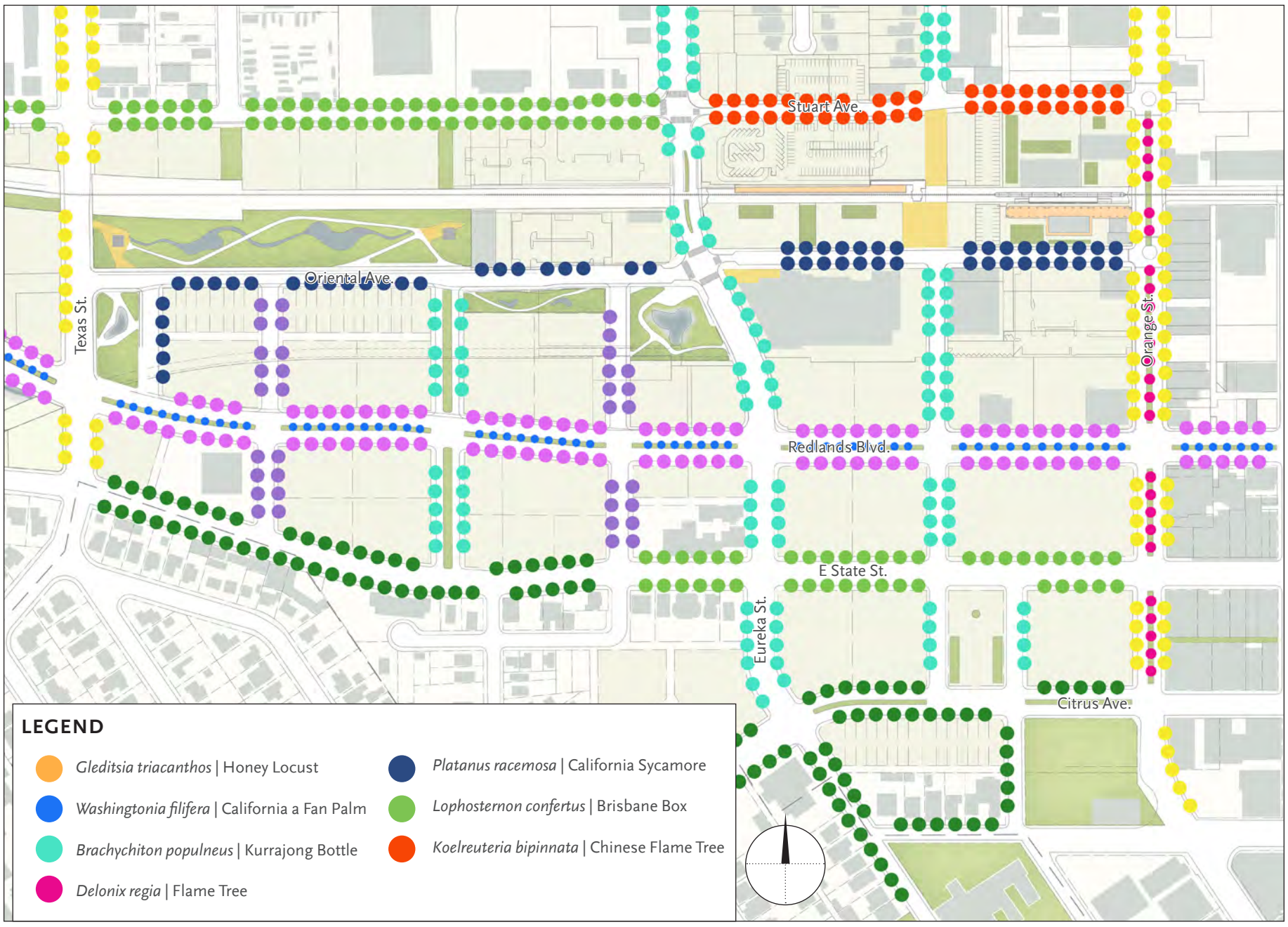


Sidewalk+Bioswale



Social Benches

FIGURE 7-12. *STREET TREE PLAN: DOWNTOWN STATION AREA*





State Street (East of Orange Street)



State Street (West of Orange Street)



Orange Street (South of Stuart Avenue)



Redlands Boulevard



Colton Avenue (Texas Street to Orange Street)



Orange Street (North of Sun Avenue)

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE (CONTINUED)

3. **University Street Station Area.** The University Street Station Area's interconnected street network is landscaped with a vigorous urban forest. Each individual street has its own landscape characteristic that sets it apart from other streets, adding to the richness of the Station Area's unique sense of place. Missing sidewalks and street trees are introduced along University Street, generating a memorable entry into the Station area, and providing an inviting route for pedestrians, cyclists, and motorists traveling to and from the Station, Sylvan Park, and the University.

   The below street sections illustrate the transformation of existing streets within the Station Area, as well as the character of new streets. Street sections with distinct streetscape character include:

   a. **University Street.** California Fan Palms are introduced along University Street to strengthen the visual character of the street and generate a memorable gateway into the University of Redlands, Sylvan Park, and the surrounding residential neighborhoods.

   b. **Cook Street.** Representative of a typical residential street, Cook Street is lined with Jacaranda tree which provide large canopies, dense foliage, seasonal color, and ample shade to adjacent residents and passing pedestrians, cyclists, and motorists.

   c. **Sylvan Blvd. Greenway and Zanja**. Sylvan Boulevard and the Zanja corridor are landscaped with a combination of native trees, including California Sycamores and Interior Live Oaks, generating a natural riparian character that reinforces the existing microhabitat.

   d. **Park Avenue at the Train Station.** The station's importance as the arrival point into the University of Redlands and the adjacent mixed-use village is emphasized with a double allee of California Sycamore trees, which highlight the local heritage and ecology of the City of Redlands.

   e. **New, Tree-Lined Streets.** Tree-lined streets are introduced in the Station Area's megabocks, generating a comfortable, walkable environment for future residents, workers, and students of the Village. Each individual street's landscape character is tailored to its orientation (north-south vs. east-west), the adjacent uses (residential vs. commercial), and the scale of the street (residential vs. cross-town).

   Key among these streets is the "Rambla," a new, grand, tree-lined, linear thoroughfare with travel lanes on either side of a wide median that leads from the heart of the proposed transit village to the University of Redlands Campus. Chinese Flame Trees and California Sycamore Trees highlight the street's importance, add visual vibrancy , and complement the commercial ground floor uses proposed for the street.



University Street North of Sylvan Boulevard.



University Street: Park Avenue to Sylvan Boulevard.



University Street: Central Avenue to Park Avenue.



University Street: I-10 Freeway to Central Avenue.

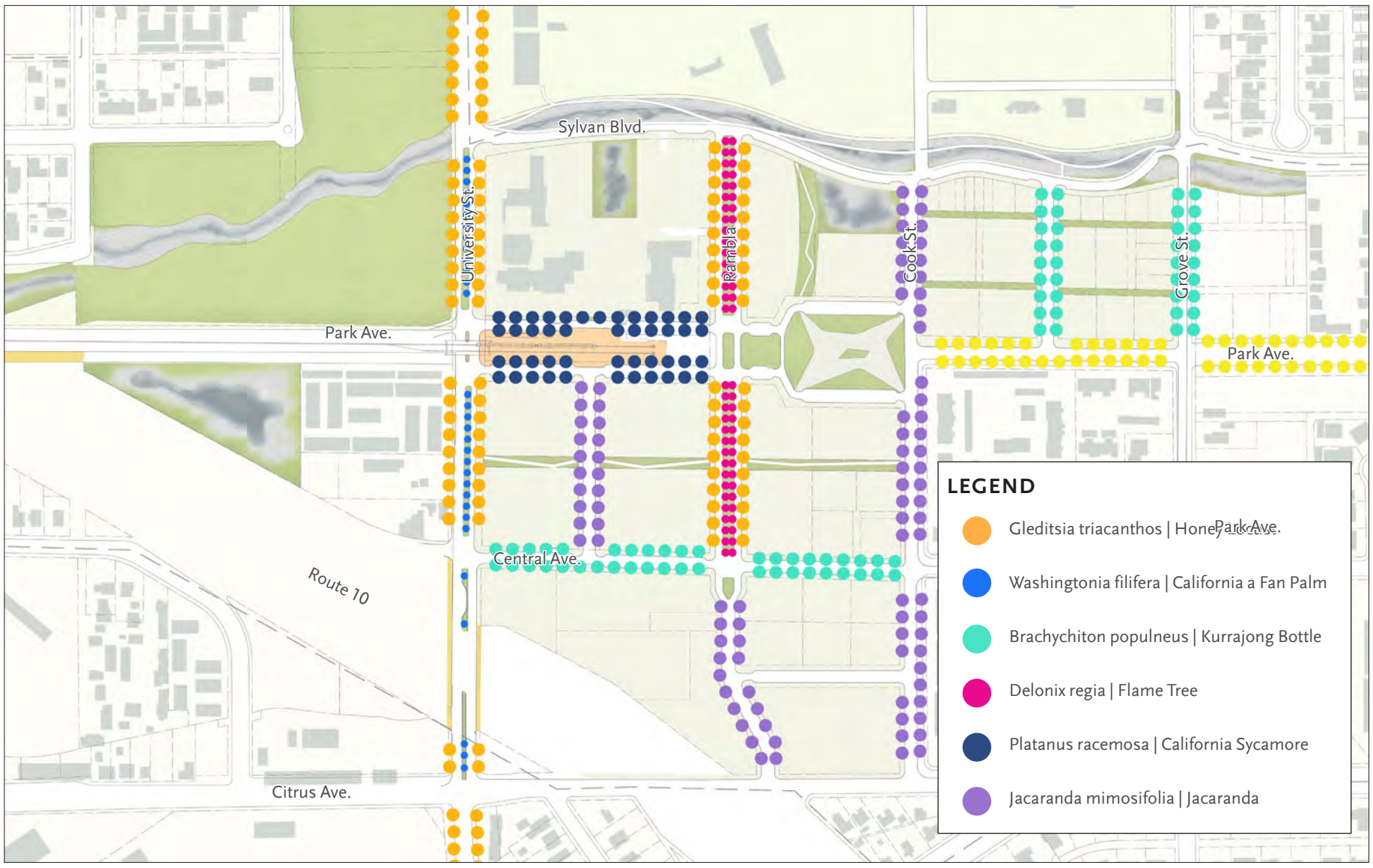


Cook Street



Sylvan Boulevard with Zanja and Orange Blossom Trail.

FIGURE 7-13. *STREET TREE PLAN: UNIVERSITY STREET STATION AREA*





Central Avenue



Typical Residential Street



Park Avenue at University Street Station



Rambla

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.5. TREES AND PLANTING

A. Tree and Planting Objectives. The primary goal of the Specific Plan tree and planting approach, as shown in Figure 7-2, is to create a coherent, vibrant, harmonious, and pedestrian-friendly urban forest. Key tree and planting and objectives for achieving this are:

- To expand the existing urban forest with a palette of native and drought-tolerant plant species that are compatible with the agricultural heritage of the regional ecosystem.
- To create attractive and compelling ecological corridors, particularly in the east-west direction, that connect and supplement existing isolated micro habitats into a larger, interconnected habitat that can support native flora and fauna.
- To mitigate the heat island effect through increased tree canopy and vegetated area in the Specific Plan area.
- To provide spatial identity and a distinct character to the Specific Plan area's various streets.
- To create coordinated green, multi-modal streetscapes that include landscaped parkways and center islands, employ sustainable stormwater management strategies, and accommodate pedestrians, cyclists, transit riders, and motorists.

B. Existing Tree and Landscape Conditions. Due to its vibrant urban forest, the City of Redlands has for the past 24 years been designated a Tree City USA City by the National Arbor Day Association.. Within the Specific Plan area, this urban forest is located primarily in Downtown Redlands (most notably along State Street east of Orange Street), in the University of Redlands area, and in Sylvan Park and Jennie Davis Park. The urban forest is also robust in the neighborhoods located south of the Specific Plan area. However, the urban forest is generally lacking within the rest of the Specific Plan area.

C. Proposed Trees. Strategies for realizing street tree and planting objectives include:

1. **Resilient Street Trees.** Trees are selected to complement the formal as well as environmental characteristics of a particular street or open space. For street trees, the continuous and regular spacing of trees generates spatial definition to the street, reduces the perceived width of the street, provides shade for pedestrians walking along the sidewalk, and signals drivers to slow down.

   In addition, street trees provide a variety of environmental and cultural benefits. Deciduous trees provide shade in summer, reducing heat island effects and cooling the ambient temperature, while permitting sun to shine through in winter. They reduce sun glare from paving and intercept rain water during storms, helping to reduce storm water runoff. Trees also produce oxygen, thereby improving local air quality, and their canopies can absorb traffic noise. Finally, mature street trees can increase the value of adjacent properties.

   Tree species listed in this Specific Plan are selected according to various qualitative and quantitative factors and characteristics including, native or non-native species, drought tolerance, tree height, canopy width, parkway width requirements, overall texture, form, solar exposure and growth rate.

2. **Riparian and Native Trees.** Native trees, such as Interior Live Oak and California Sycamores, are selected for the Plan Area's open spaces and along the Zanja corridor within the University Street station area, enhancing the existing riparian corridor (Zanja) and its microhabitats. Native planting benefits include reduced water consumption, drought tolerance, adaptation to local climate and increasing habitat for local fauna, such as birds. Native plants and non-native plants are both provided to support biodiversity and greater visual aesthetic and spatial layout.

3. **Accent Trees.** Accent trees, which have distinct visual and seasonal characteristics that differentiate them from other street trees, are utilized to highlight special streets and spaces within parks, plaza, and greens. For example, Chinese Flame trees, with their vibrant seasonal color, are proposed for the north-south gateway streets that lead to the three transit stations, visually showcasing the importance of the street as a connector to each station.

4. **Palm Trees.** Palm trees, with their iconic form and place-making characteristics, are planted along gateways streets and corridors to emphasize the significance of the streets.

5. **Residential Street Trees.** Residential street trees are selected for their lush canopies, larger size at maturity, and dynamic seasonal interest. Trees such as Jacarandas, are planted at regular intervals, enriching the residential neighborhoods with lush canopies that provide shade, visual relief, and vibrant seasonal flowers.

D. Tree Parameters and Guidelines. A diverse selection of street trees, as shown in Figure 7-3, are specified for the Specific Plan area to strengthen the existing urban forest, to ensure biodiversity, and to conform to specific local conditions, such as existing soil types and spatial limitations in the public right-out-way.

Technical factors considered in the selection of tree species include shape, form, drought tolerance, sunlight exposure, spacing between trees soil depth, and parkway widths and the following factors:

- **Environmental Suitability.** Trees that thrive in the region.
- **Drought Tolerance.** Native trees or non-native trees with drought-resistance and resilience.
- **Street Tolerance.** Street trees that perform well in stressful urban environments and that can tolerate limited soil depth and widths, maintenance and limited irrigation.



Downtown Street.



Neighborhood Street.

- **Variety.** A variety of species in terms of shape, color, size and other factors: the gold and red of autumn, the scent of evergreens, flowers during spring, and a kaleidoscope of branching patterns and shadow play.
- **Scale and Transparency.** Street trees that are appropriate for the urban setting. For instance, trees along commercial streets that at maturity begin branching above commercial signage and allow buildings to be seen through the canopy; or medium sized trees along narrow streets.

The Specific Plan tree list incorporates trees from the *City of Redlands Street Tree Policy and Protection Guideline Manual* (2013) as well as community input during numerous public workshops. The streets and open spaces planted according to this Specific Plan will result in consistent visual unity within each block or along each street and variety across the entire plan area.

FIGURE 7-14A. *REDLANDS TRANSIT VILLAGES SPECIFIC PLAN PLANTING PALETTE*

Botanical Name	Trees in Open Space	*Alnus rhombifolia*	*Pinus canariensis*	*Cinnamomum glanduliferum*	*Quercus lobata*	*Quercus agrifolia*	*Platanus racemosa*	Trees in Right of Way	Station	*Arbutus marina*	*Fraxinus excelsior*	*Koelreuteria bipinnata*	*Platanus racemosa*
Common Name		White Alder	Canary Island Pine	Nepal Camphor Tree	Valley Oak	Coast Live Oak	California Sycamore			Marina Arbutus	European Ash	Chinese Flame Tree	California Sycamore
City Approved				✓						✓		✓	
Parkway				8'						4-5'		7'	
Av. Height		40-60'	50-80'	65'	50-70'	20-70'	40-60'			35'	60'-80'	40'	40-60'
Av. Spread		25-30'	20-35'	50'	40-50'	20-70'	40-50'			35'	60'-90'	30'	40-50'
Growth		Fast	Fast	Mod	Slow	Slow	Mod			Slow	Mod	Fast	Mod
Sun		Full		Full		Full				Full			Full

a. Tree Spacing
b. Parkway Width
c. Soil depth



Trees for Parks, Plazas, and Open Spaces



Alnus rhombifolia
White Alder



Pinus canariensis
Canary Island Pine



Cinnamomum glanduliferum
Nepal Camphor Tree



Quercus lobata
Valley Oak



Quercus agrifolia
Coast Live Oak



Platanus racemosa
California Sycamore

Trees for Areas Adjacent to Stations



Arbutus marina
Strawberry Tree



Fraxinus excelsior
European Ash



Koelreuteria bipinnata
Chinese Flame Tree



Platanus racemosa
California Sycamore

LEGEND

City of Redlands Approved Tree Species

7.5. TREES AND PLANTING (CONTINUED)

FIGURE 7-14B. *REDLANDS TRANSIT VILLAGES SPECIFIC PLAN PLANTING PALETTE*

Botanical Name	Main Commercial Artery (Redlands Blvd)	*Acer pseudoplatanus*	*Brachychiton populneus*	*Lophostemon confertus*	*Pistacia chinensis*	*Platanus racemosa*	*Tipuana Tipu*	*Washingtonia filifera*	North-South Pedestrian Corridors (Tennessee St, New York St, Texas St, Eureka St, Orange St, N University St)	*Acer pseudoplatanus*	*Brachychiton populneus*	*Cinnamomum glanduliferum*	*Fraxinus excelsior*	*Fraxinus uhdei*	*Platanus racemosa*	*Quercus agrifolia*	*Washingtonia filifera*
Common Name		Sycamore Maple	Bottle Tree	Brisbane Box	Chinese Pistache	California Sycamore	Tipu Tree	CA Fan Palm		Sycamore Maple	Bottle Tree	Nepal Camphor Tree	European Ash	Evergreen Ash	California Sycamore	Coast Live Oak	CA Fan Palm
City Approved		✓	✓	✓	✓			✓		✓	✓	✓					✓
Parkway		5-6'	5-6'	5'	5-6'			5-8'		5-6'	5-6'	8'					5-8'
Av. Height		35'	50'	45'	50'	40-60'	25-50'	65'		35'	50'	65'	60'-80'	80'	40-60'	20-70'	65'
Av. Spread		25'	20'	30'	25'	40-50'	25-50'	20'		25'	20'	50'	60'-90'	60'	40-50'	20-70'	20'
Growth		Mod	Mod	Fast	Mod	Mod	Slow	Med		Mod	Mod	Mod	Mod	Fast	Mod	Slow	Mod
Sun			Full	Full		Full	Full				Full	Full	Full		Full	Full	

Trees for Main Commercial Artery (Redlands Blvd.)



Acer pseudoplatanus
Sycamore Maple



Brachychiton populneus
Kurrajong Bottle Tree



Lophosternon confertus
Brisbane Box



Pistacia chinensis
Chinese Pistache



Platanus racemosa
California Sycamore



Tipuana Tipu
Tipu Tree



Washingtonia filifera
California Fan Palm

Trees for North-South Pedestrian Corridors



Acer pseudoplatanus
Sycamore Maple



Brachychiton populneus
Kurrajong Bottle Tree



Cinnamomum glanduliferum
Nepal Camphor Tree



Fraxinus excelsior
European Ash



Fraximus uhdei
Evergree Ash



Platanus racemosa
California Sycamore



Quercus agrifolia
Coast Live Oak



Washingtonia filifera
California Fan Palm

LEGEND

City of Redlands Approved Tree Species

FIGURE 7-14C. *REDLANDS TRANSIT VILLAGES SPECIFIC PLAN PLANTING PALETTE*

Botanical Name	Neighborhood Street (Colton Ave, Stuart Ave, Oriental Ave, Central Ave, State St, Citrus Ave, Cook St, Grove St)	*Acer pseudoplatanus*	*Glenditsia triacanthos*	*Jacaranda mimosifolia*	*Lophostemon confertus*	*Pinus canariensis*	*Pistacia chinensis*
Common Name		Sycamore Maple	Imperial Honey Locust	Jacaranda	Brisbane Box	Canary Island Pine	Chinese Pistache
City Approved		✓	✓	✓	✓		✓
Parkway		5-6'		6-8'	5'		5-6'
Av. Height		35'	35'-75'	50'	45'	50-80'	50'
Av. Spread		25'	25'-35'	35'	30'	20-35'	25'
Growth		Mod	Fast	Mod	Fast	Fast	Mod
Sun			Full		Full	Full	

a. Tree Spacing
b. Parkway Width
c. Soil depth



Trees for Neighborhood Streets



Acer pseudoplatanus
Sycamore Maple



Gleditsia triacanthos
Imperial Honey Locust



Jacaranda mimosifolia
Jacaranda



Lophosternon confertus
Brisbane Box



Pinus canariensis
Canary Island Pine



Pistacia chinensis
Chinese Pistache

Shrubs, Grasses, Rushes, and Ground Covers for Parkways and Parks, Plazas, and Open Spaces



Achillea millefolium
Yarrow



Muhlenbergia rigens
Deer Grass



Ceonothus griseus 'Santa Ana'
California Lilac



Rosa californica
California Wild Rose



Satureja douglasii
Yerba Buena



Carex praegracilis
CA Meadow Sedge



Leymus triticoides
Wild Rye



Juncus patens
CA Grey Rush



Juncus torreyi
Torrey's Rush

LEGEND

State Water Resources Control Board Approved Plant Material

City of Redlands Approved Tree Species

7.5. TREES AND PLANTING (CONTINUED)

Grasses and Rushes for Parking Lots



Aloe spp.



Carex divulsa
Berkeley Sedge



Muhlenbergia rigens
Deer Grass



Festuca mairei
Atlas Fescue



Leymus condensatus
Canyon Prince Wild Rye



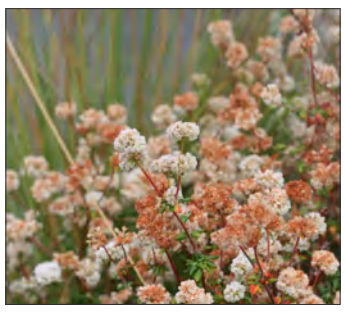
Agave attenuata
Foxtail Agave



Zauschneria californica
California Fuschia



Salvia clevelandii
California Blue Sage



Eriogonum parvifolium
Buckwheat



Keckiella cordifolia
Heartleaf keckiella



Ceonothus spp.
California Lilac

Grasses and Rushes for Parking Lots and Parks, Plazas, and Open Spaces



Clematis ligusticifolia
Yerba de Chiva



Cissus antarctica
Kangaroo Vine

7.6. SUSTAINABLE STORMWATER

The generally porous soil that underlies the Plan Area, coupled with this Plan's proposed open spaces and new landscaped parkways, provide opportunities for introducing sustainable stormwater management strategies and compatible landscape and streetscape designs. These measures can help to ease stormwater flows and to filter rainwater runoff. See Chapter 8, Section 8.7 (Sustainable Stormwater Management and Strategies) for green infrastructure rainwater management.

7.7. UNDERPASSES IMPROVEMENTS

A. Existing Conditions. The introduction of the Interstate 10 freeway reduced access to the Plan Area by limiting the number of streets that connect from one side of the freeway to the other. The remaining streets that were not severed by the introduction of the freeway and pass under the freeway (New York Street, Texas Street, Eureka Street, Orange Street, Sixth Street, Church Street, University Street, Citrus Avenue, and Cyprus Avenue) tend to be lined by narrow sidewalks and have substandard lighting, presenting a dark and uninviting environment for pedestrians and cyclists.

B. Underpass Opportunities. The character and experience of the Plan Area's various underpasses can be improved by introducing better lighting and interesting art work. The underpasses also can function as gateways into and out of each Station Area. Potential interventions for each Station Area are as follows:

1. **New York Street/Esri Station Area.** To create safer and more inviting gateways from the neighborhoods to the north of the I-10 freeway, the underpasses at New York Street and Texas Street are improved with better lighting and art work. The existing murals of historic images of Redlands within the Texas Street underpass are retained and enhanced with better lighting and perhaps additional, complementary art work. The New York Street underpass is enhanced with vibrant murals and dynamic lighting. The introduction of streetscape – and over time, buildings with pedestrian-friendly frontages – leading up to and adjacent to the underpasses will provide a more inviting route from one side of the freeway to the other.

2. **Downtown Station Area.** In order to generate a more inviting gateway into Downtown, the Eureka Street, Orange Street, and Sixth Street underpasses can be improved with better lighting and additional artwork that complements the existing murals of historic images of Redlands. Signage announcing to travelers they are entering or leaving Downtown could also be introduced. Street trees are planted along Sixth Street on both sides of the underpass to provide a more formal and appealing lead-up to the underpass.

3. **University Street Station Area.** Enhancing the environment through the underpass will make it more enticing for residents living in the neighborhoods south of the freeway to leave their car behind and take the 5-minute walk to University Village's retail, dining, and entertainment amenities. Additionally, artwork such as murals, tile mosaics, creative lighting, and interesting signage can be used to transform the underpass into a unique gateway into University Village and the campus beyond.



The inadequately lighted University Street freeway underpass.



Art activation at I-10 underpass



Light + Art + Open Space



Adjacent open space opportunities



Art Activation a Freeway Underpass

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.8. MILL CREEK ZANJA AND ORANGE BLOSSOM TRAIL

A. Existing Conditions. The Mill Creek Zanja was designated a California Historical Landmark in 1932 and placed on the National Register of Historic Places in 1977. The Zanja was built in 1819 to convey water from Mill Creek to farms located east of the city. Now carrying drainage water and storm runoff, the canal has the double distinction of being the oldest continuously operating irrigation canal in California, and the oldest civil engineering project in Southern California. Today, the Zanja functions largely as a stormwater channel, running through the University Street and New York Street/Esri station areas in an open channel and through the Downtown Station area in an underground pipe. Except where it passes through Sylvan Park, the historic character of the Zanja is not evident.

The Orange Blossom Trail and the Zanja Trail – which converge to the east of the Specific Plan Area and currently terminate at the eastern edge of the Plan Area – are planned by the City of Redlands General Plan to pass through the University Street Station Area, parallel to the Zanja, and then head westwards to Downtown Redlands and the Esri campus beyond.



The Zanja during the winter.

B. Zanja and Orange Blossom Trail Opportunities. The City's designation of the Orange Blossom Trail route parallel to the Zanja within the University Street station area provides an opportunity to transform the Zanja corridor into an active greenway with a riparian landscape character. In addition, the Zanja within the University Street Station Area and adjacent to Jennie Davis Park can be restored to its original historic appearance.

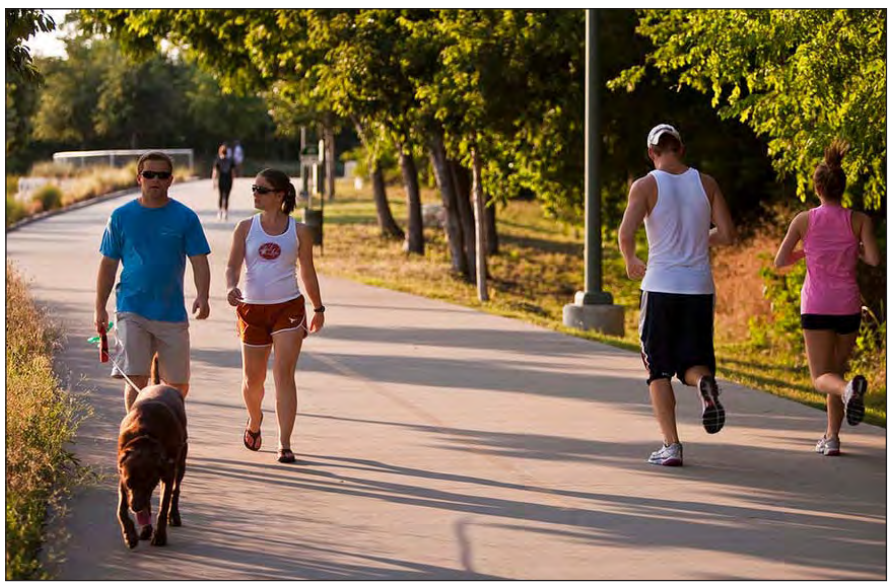
1. **New York Street/Esri Station Area.** The banks of the existing Zanja as it emerges at Texas Street at Jennie Davis Park, along with the Orange Blossom Trail that runs parallel to it, will be landscaped as an ecological greenway corridor with riparian landscape and native trees and plants. The Zanja/Orange Street corridor will mark the western end of a greenway that connects the University of Redlands to the east and the ESRI Campus to the west, providing a richly landscaped bike trail west of Texas Street and east of Ninth Street connected in between by bike lanes along Redlands Boulevard.

2. **Downtown Station Area.** The Orange Blossom Trail passes through the Downtown Station Area as a Class II bike lane along Redlands Boulevard.

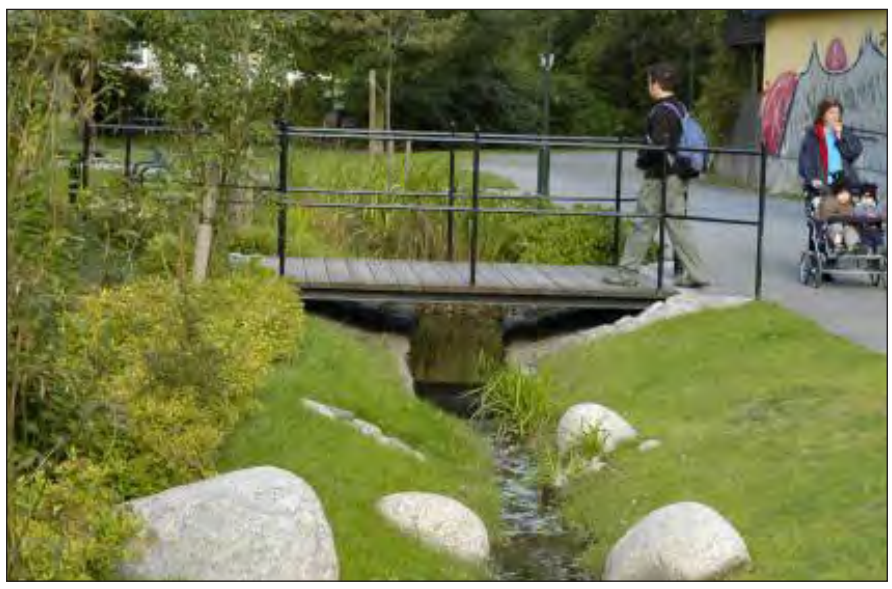
3. **University Street Station Area.** Sylvan Boulevard is improved as a wider vehicular street, but is relocated southward to accommodate a new riparian creek adjacent to the Zanja and Orange Blossom Trail. The Greenway, planted with native and riparian landscape, creates a riparian habitat that forms a natural boundary between the University and the village, conveys stormwater, and enlivens the daily life of students and residents who live and work in the area, and pedestrians and cyclists travelling along the Orange Blossom Trail.



A multi-use trail runs adjacent to a riparian creek.



A multi-use trail



Water conveyance channel.

7.8. WAYFINDING SIGNAGE

Wayfinding signage is a coordinated system of signs that provide visual identity, orientation, and information about a district or community. Redlands would benefit from a wayfinding signage system that directs motorists, bicyclists, and pedestrians to important destinations and also visually announce arrival into the three Station Areas.

A. Wayfinding Design Considerations.

1. Orient signage to provide guidance for people walking, biking, and driving.
2. Locate signage at important gateways, along major streets, at major intersections, along trails, and at public plazas, parks, and open spaces.
3. A system of wayfinding signs should include gateway signs, historic downtown district boundary signs, directional, identification, and informational signs.
4. Design wayfinding signage to celebrate and reinforce the unique character and identity of each Station Area. Signs should have a unified appearance that complements and integrates with the character and color palette of other streetscape elements.
6. Use lettering typefaces and icons that are easy-to-read, easily recognizable, and understandable.
7. Design signage to be simple, free of sign clutter, easy to read, and to contribute to Downtown's overall identity and sense of place.
8. Design signage to be flexible and capable of evolving over time as additional directional needs develop, while minimizing maintenance costs
9. Design all wayfinding signage to comply with ADA requirements.

B. Traffic and parking wayfinding signage considerations:

1. Introduce signs directing motorists to important destinations such as Downtown, City Hall, Smiley Park, Smiley Library, Sylvan Park, the three train stations, and public parking lots and garages.
2. Introduce signage directing visitors towards the I-10 freeway.
3. Assign a unique identity to each parking lot or garage (branding) so that patrons can easily identify them.
4. Clearly display parking rates to passing motorists in order to allow motorists to make informed parking decisions.
5. Strategically locate signage to provide direction to the moving motorist in time for the motorist to utilize the information.

C. Pedestrian wayfinding signage considerations:

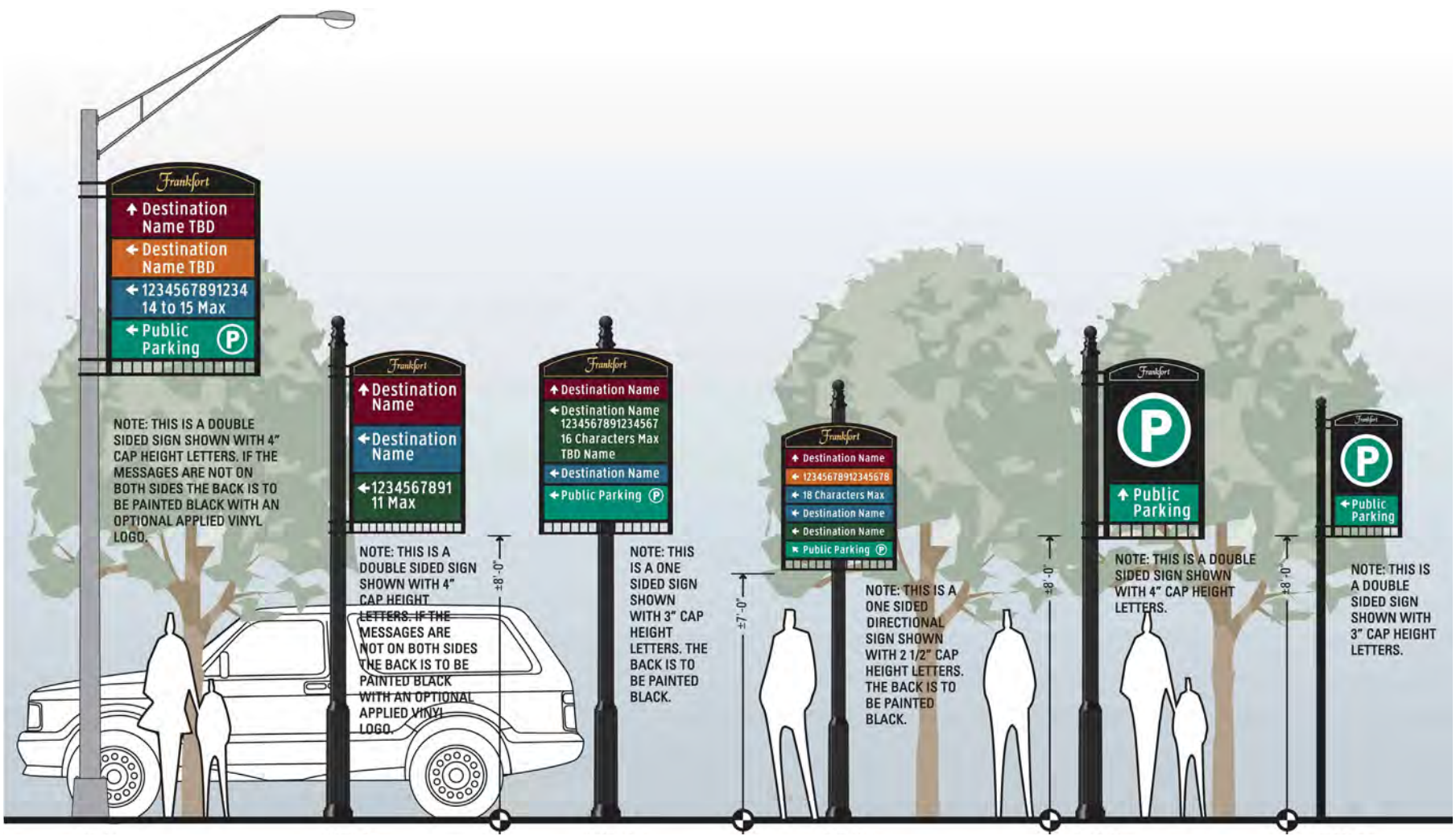
1. Instal directional signage directing pedestrians to important destinations from each station, bus stops, parking areas, and other key locations where people may begin their walking trip.
2. Consider installing "you are here" maps/kiosks at key points in Downtown. These can be triangular, two-sided boards, or tubular. The maps should show all important destinations, parking locations, the train stations, transit routes and stops, bikeways, and locations for bicycle parking.

D. Transit wayfinding signage considerations:

a. Increase the visibility of bus stops by installing prominent bus stop pole signs, introducing more shelters, and increasing lighting.

b. Provide transit coverage maps, schedules, and local area maps at all bus stops.

c. Introduce real-time bus arrival time displays at Downtown bus stops.



This signage program for Frankfort, Kentucky employs a simple design that is free of sign clutter, is easy to read, contributes to the downtown's overall identity, and is designed for the first-time user.

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

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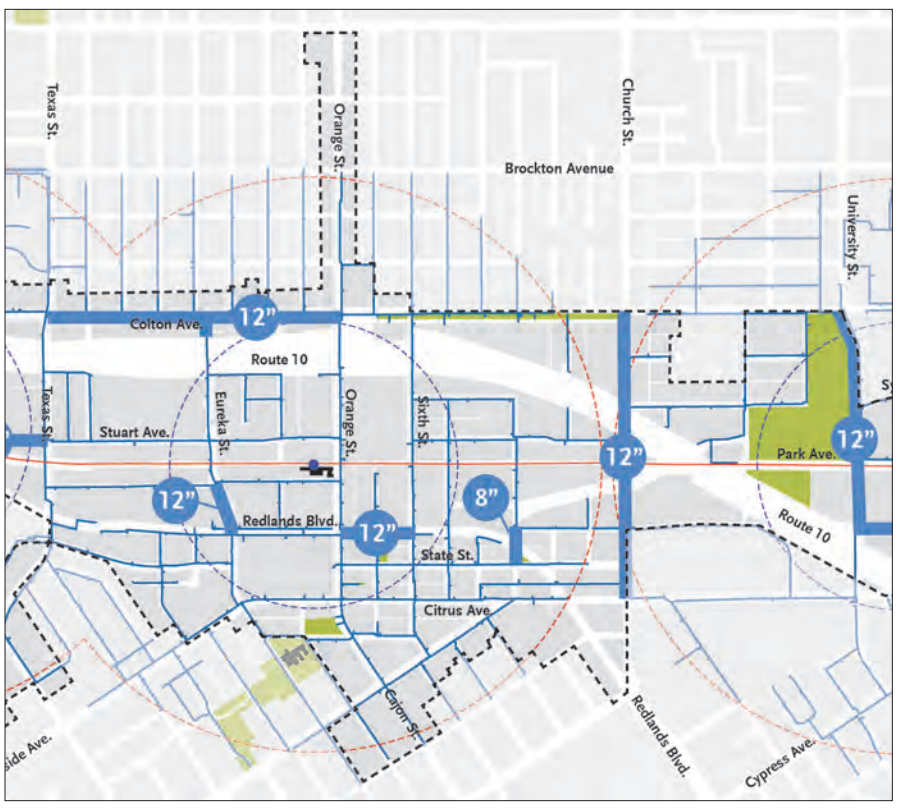
CHAPTER 8: INFRASTRUCTURE

8.0. INTRODUCTION

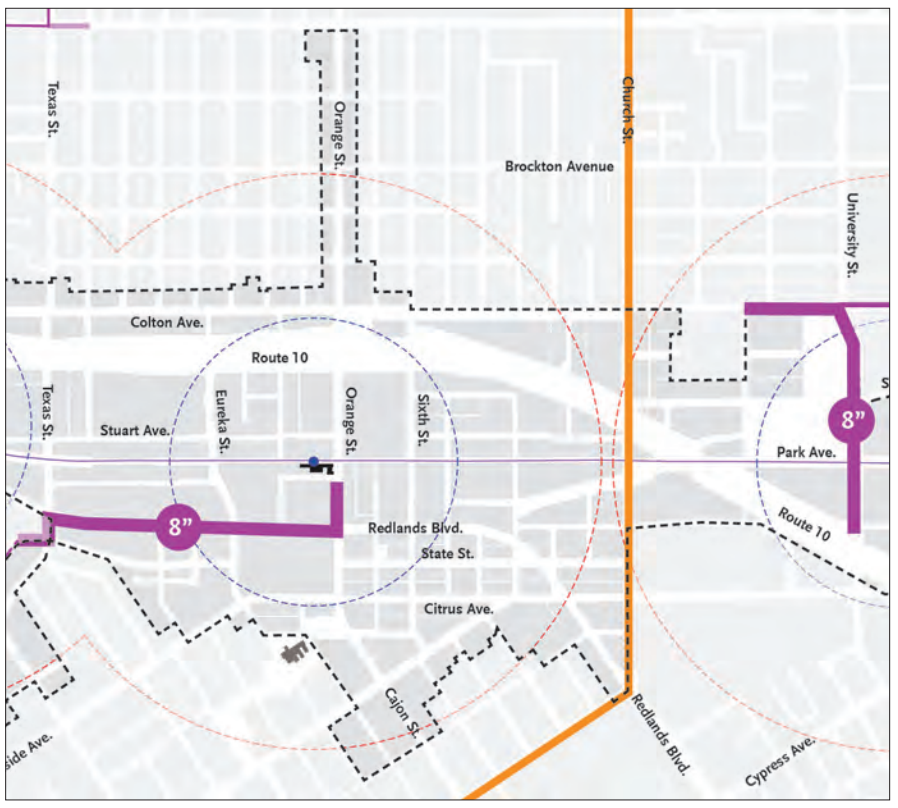
This chapter discusses the existing and proposed distribution, location, and extent of the utilities infrastructure (potable and non-potable water, wastewater, and gas, electric, and phone), and other essential facilities needed to support the projected Specific Plan development program. It also proposes flood control measures to reduce the size and effects of the floodplain with the Downtown Station Area.

This Infrastructure Chapter is comprised of the following sections:

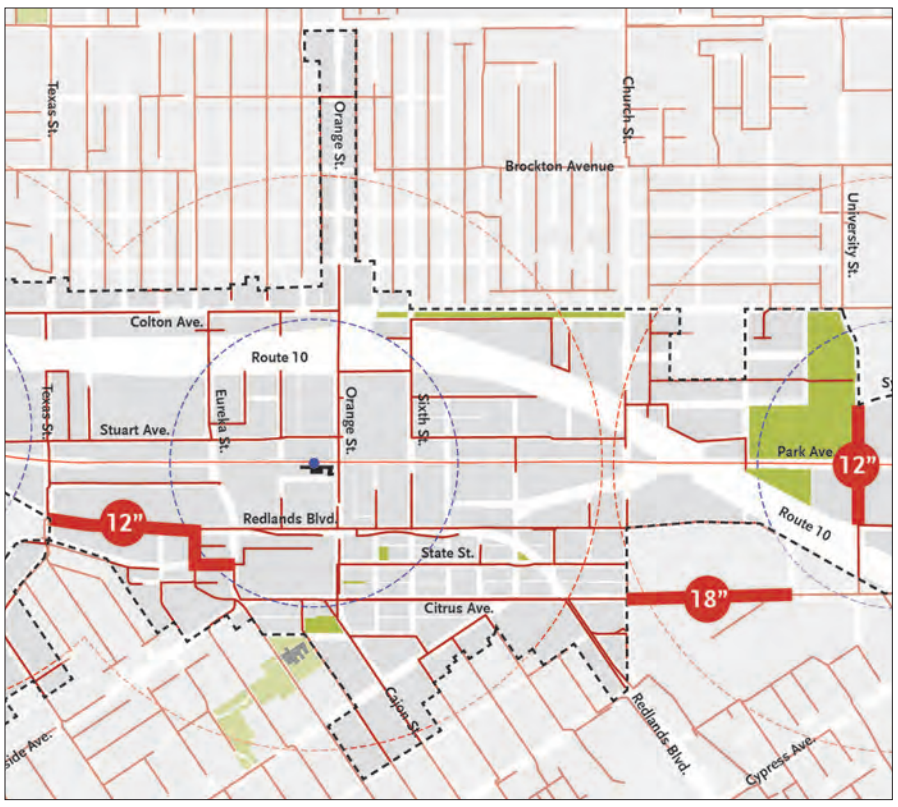
8.1. Infrastructure Objectives. 8:2
8.2. Infrastructure Improvements 8:2
8.3. Potable Water. 8:2
8.4. Non-potable (Recycled) Water System 8:4
8.5. Wastewater System 8:4
8.6. Floodwaters and Drainage 8:6
8.7. Sustainable Stormwater Management and Strategies 8:11
8.8. Dry Utilities 8:11



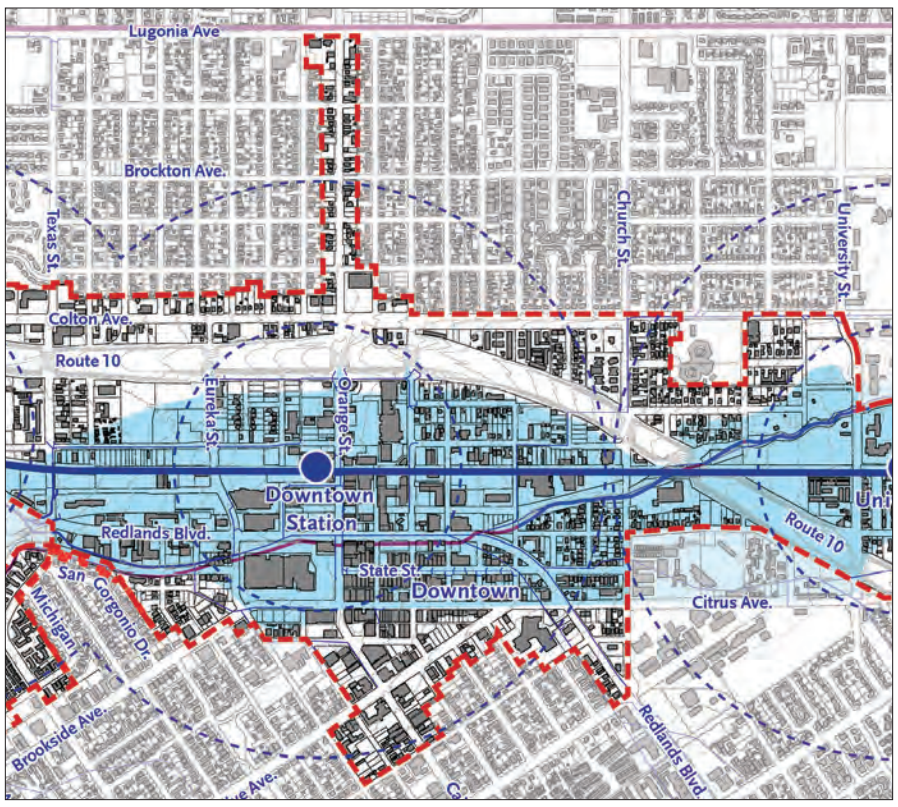
Detail of potable water network.



Detail of non-potable water network.



Detail of wastewater network.



Detail of existing flood plain.

8. INFRASTRUCTURE

8.1. INFRASTRUCTURE OBJECTIVES

The Specific Plan area has a mostly-complete utility infrastructure network with the ability to adequately service existing development per existing zoning. However, as the zoning is intensified to accommodate transit-oriented development around the three proposed stations, and as these areas are infilled over time, some upgrades to the utility network will be necessary to support the projected growth. In addition, much of the Plan Area – especially the parcels within a quarter mile of the three train stations – are within the 100-year flood plain. This Specific Plan:

- Ensures that the infrastructure systems are adequate to support the existing and proposed development in a sustainable manner.
- Propose methods for reducing the number of properties within the 100-year flood plain.

8.2. INFRASTRUCTURE IMPROVEMENTS

- In order to provide reliable fire suppression, some potable water mains should be upgraded due to their size and age.
- Non-potable water mains should be added to serve the New York Street/Esri and Downtown station areas. University of Redlands holdings should be served by an extended University-owned private non-potable system .
- Several segments of sewer main should be upgraded to avoid pinch-points in the system, which could otherwise be aggravated by intensive development.

8.3. POTABLE WATER

A. Existing Water Supply and Distribution.

1. **Potable Water Supply.** The City of Redlands currently serves approximately 24,000 customers with a five-year average potable water demand of 26,165 acre-feet per year. Currently, the majority of water is obtained from the Santa Ana River, Mill Creek, and groundwater. The City operates two surface water treatment plants, 20 wells, 37 booster pumps, 18 reservoirs, and 400 miles of transmission and distribution lines to provide water to its customers.

   Historical weather data from the National Oceanic and Atmospheric Administration (NOAA) and water production data for the City was used to identify water supply and demand trends, which most closely represent an average year, single-dry year, and multiple-dry year periods. Data available for analysis came from 1983-2015. Correlation of data indicates that during dry years, both single and multiple, demands can increase to 18.4% and supplies can decrease to 10.3%, cumulatively. Based on the City's available supplies, the City can continue to meet multiple and single dry year demands. (SBV RUWMP, 2016)

2. **Water Distribution.** Potable water mains exist in all streets of the plan area, but some are considered inadequate for fire protection due to size and age.

B. Domestic Water Distribution Improvements.

1. **Potable Water Demands.** Water Demands for Redlands are shown in Table 8-1.

2. **New Potable Water Demands** of the Specific Plan Program are depicted in Table 8-2.

3. **Potable Water System Improvements.**

   a. The present water system is generally adequate to serve existing development. The existing system consists of a wide variety of construction materials. Water mains within the project area are constructed of asbestos cement pipe, cement mortar lined and coated steel pipe, riveted steel pipe, cement lined riveted steel pipe, standard steel pipe, P.V.C. pipe, steel pipe, cast iron pipe and welded steel pipe. Generally, only the asbestos cement pipe, cement mortar lined and coated steel pipe, and cast-iron pipe are acceptable and can remain in place.

   b. Fire flow minimums will be established by the City for each building and water distribution system. Each installation must meet fire flow requirements.

   c. The City has had a couple of Master Plans for water distribution (Water Master Plan update by James M. Montgomery Consulting Engineers, Inc., February 1981 and Water Distribution Systems Master Plan by URS, August 2013) that recommend water main improvements. According to GIS data, some of the recommended upgrades have happened since the Water Master Plan (1981) was written and the following recommendations are adjusted accordingly. The Water Master Plan (2013) did not recommend any capital improvements within the TVSP area, so the following recommendations should be re-evaluated on a project-by-project basis.

   d. Water Master Plan (1981) recommendations for water mains which affect the TVSP area are (See Figure 8-1):

TABLE 8-1. *WATER DEMANDS*

Land Use Type	Water Demand	
	gpd/du	gpd/acre
Apartments	210	
Housing (single family)	280	
Hotel (100 gpd/room)	100	
Civic (0.10 gpd/sf)		4,536
Commercial (0,05 gpd/sf)		2,178
Parks (0.07 gpd/sf)		3,050

Based on City of Redlands "Water and Sewer Demands Spreadsheet" (May 8, 2019).



Irrigating with recycled water for landscapes and non-potable applications decreases dependence on groundwater pumping and imported water sources.



Stormwater flows through the Zanja as it passes through Sylvan Park.

- The 8” asbestos cement pipe and cast iron main in Colton Avenue from Texas Street to Orange Street should be replaced with a 12” asbestos cement pipe main (2,040 LF).
- Segments of the 8” asbestos cement pipe main in Eureka Street between Colton Avenue and Oriental Street should be replaced with a 12” steel cement lined and mortar coated main. Main shall be connected to existing 12” asbestos cement main that extends north from Redlands Boulevard (530 LF).
- The 2” steel and 2” PVC mains in Redlands Boulevard between Orange Street and Sixth Street should be replaced with a 12” steel cement lined and mortar coated main (660 LF).
- The 8” asbestos cement pipe main in Church Street between Colton Avenue and the alley between State and Citrus avenue should be replaced with a 12” steel cement lined and mortar-coated main (2,500 LF).
- The 8” cast iron mains in Stuart Avenue between Texas and New York Streets should be replaced with a 12” steel cement lined and mortar coated main (1,280 LF).
- The 8” steel main in Oriental Avenue between Eureka Street and Third Street should be replaced with an 8” steel cement lined and mortar coated main (600 LF).
- The existing 4” steel main in Ninth Street crossing Redlands Boulevard should be replaced with an 8” steel cement lined and mortar coated main (200 LF).

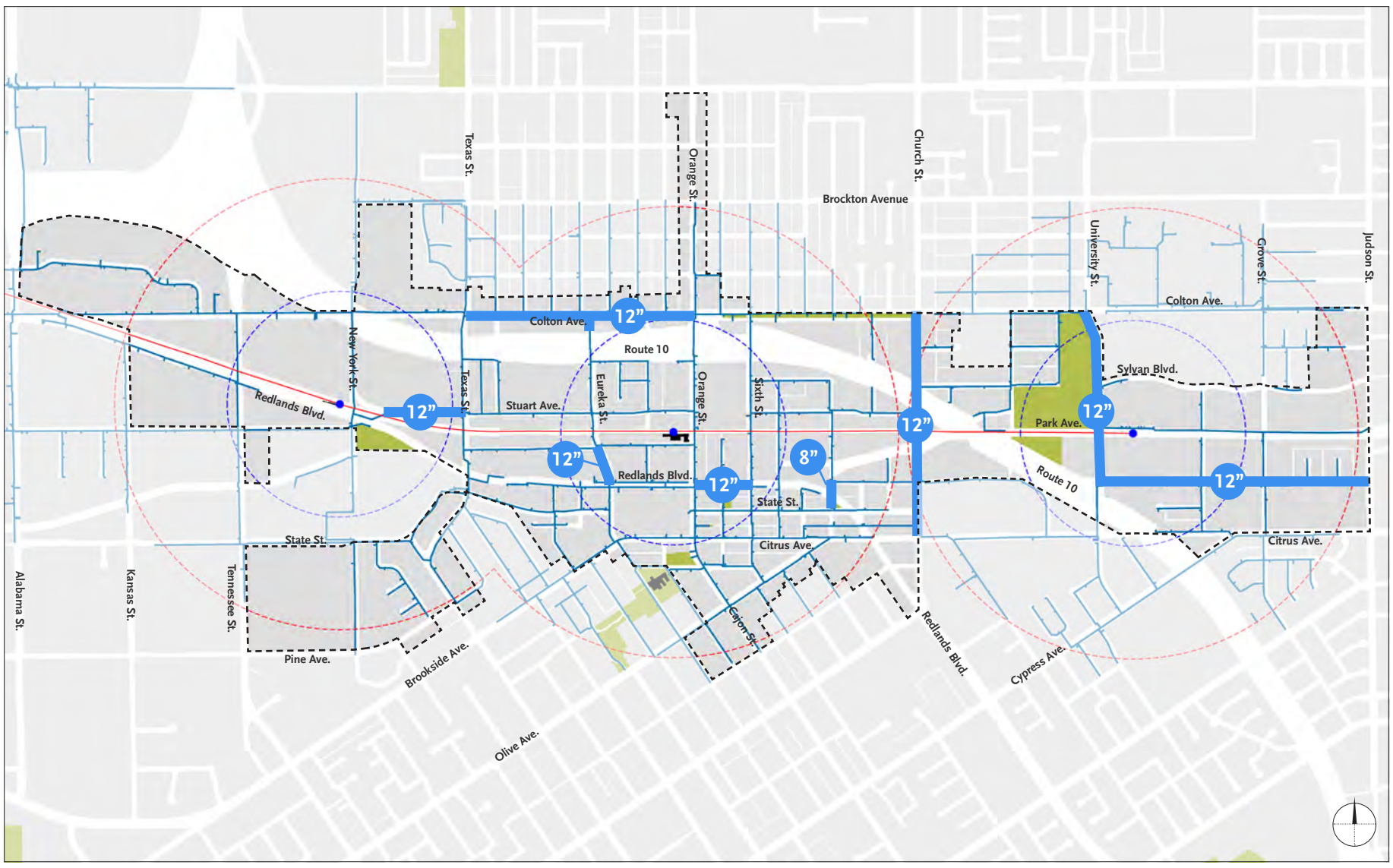
e. Additional recommendations to support the University Village Specific Plan build-out, based on review of the existing system (also see Figure 8-1), include:

- The 8” main in University Street between Colton Ave and Park Ave should be replaced with a 12” main (1,500 LF).
- The 4” main in Park Ave between University Street and Judson Street should be replaced with a 12” main (3,200 LF).

TABLE 8-2. *TVSP WATER DEMANDS*

Station Area	Development Area (acres)	Apartment Units (#)	Residential Water Demand (gpd)	Hotel Units (#)	Hotel Water Demand (gpd)	Commercial (acres)	Commercial Water Demand (gpd)	Parks (acres)	Parks Water Demand (gpd)	Civic (acres)	Civic Water Demand (gpd)	Total Water Demand (gpd)
New York/ Esri	19.20	489	102,690	0	–	2.31	5,031	0.63	1,922	0	–	**109,643**
Downtown	30.30	916	192,360	90	9,000	2.40	5,227	3.83	11,682	0	–	**218,269**
University	26.10	595	124,950	129	12,900	5.69	12,393	1.24	3,782	1.29	5,619	**159,644**
Total	**75.60**	**2,000**	**420,000**	**219**	**21,900**	**10.40**	**22,651**	**5.70**	**17,385**	**1.29**	**5,619**	**487,555**
											TOTAL WATER (GPM)	**339**
											TOTAL WATER (AFY)	**546**

FIGURE 8-1. *EXISTING AND PROPOSED DOMESTIC WATER DISTRIBUTION*



8. INFRASTRUCTURE

8.4. NON-POTABLE (RECYCLED) WATER SYSTEM

A. Existing Non-Potable Water System. A Study of Non-Potable Water System was prepared by Engineering Resources in January 2005. The City owns 29 wells that are part of the City's Non-Potable Water System. The 29 wells have varying levels of solvents, nitrates, pesticides, and ammonium perchlorate and cannot be used for potable water demands without treatment and/or blending. The wells can, however, be used for irrigation and other non-potable uses. In an effort to conserve potable water, the City has been constructing a non-potable water system that utilizes its non-potable water supply and reclaimed water from the City's Water Reclamation Facility (WRF) for irrigation, landscaping, and industrial uses. The city's non-potable distribution lines are located in the vicinity of the plan area, as shown in Figure 8-2. The New York Street/Esri and Downtown station areas are in Pressure Zone 2 with the nearest wells located just south of the Esri campus. The University Street station area is in Zone 3, with the University having its own private non-potable water system.

B. Domestic Non-Potable Water System Improvements. The Non-Potable Water System plan recommends that:

a. A 12" main be installed in New York Street (2,400 LF), and 20" mains be installed to connect to the two wells south of Esri. These improvements have already been completed.

b. An 8" main be installed from the State Street/Texas Street well east on State Street, north on Texas Street, and east on Oriental Avenue to serve the new Midtown Neighborhood Park and connect to the existing 8" main in Eureka Street (2,500 LF).

c. An 8" main be installed in Colton Avenue and University Street to accommodate expansion of the system to parks in the University Village area. See Figure 8-2.

8.5. WASTEWATER SYSTEM

A. Existing Wastewater System.

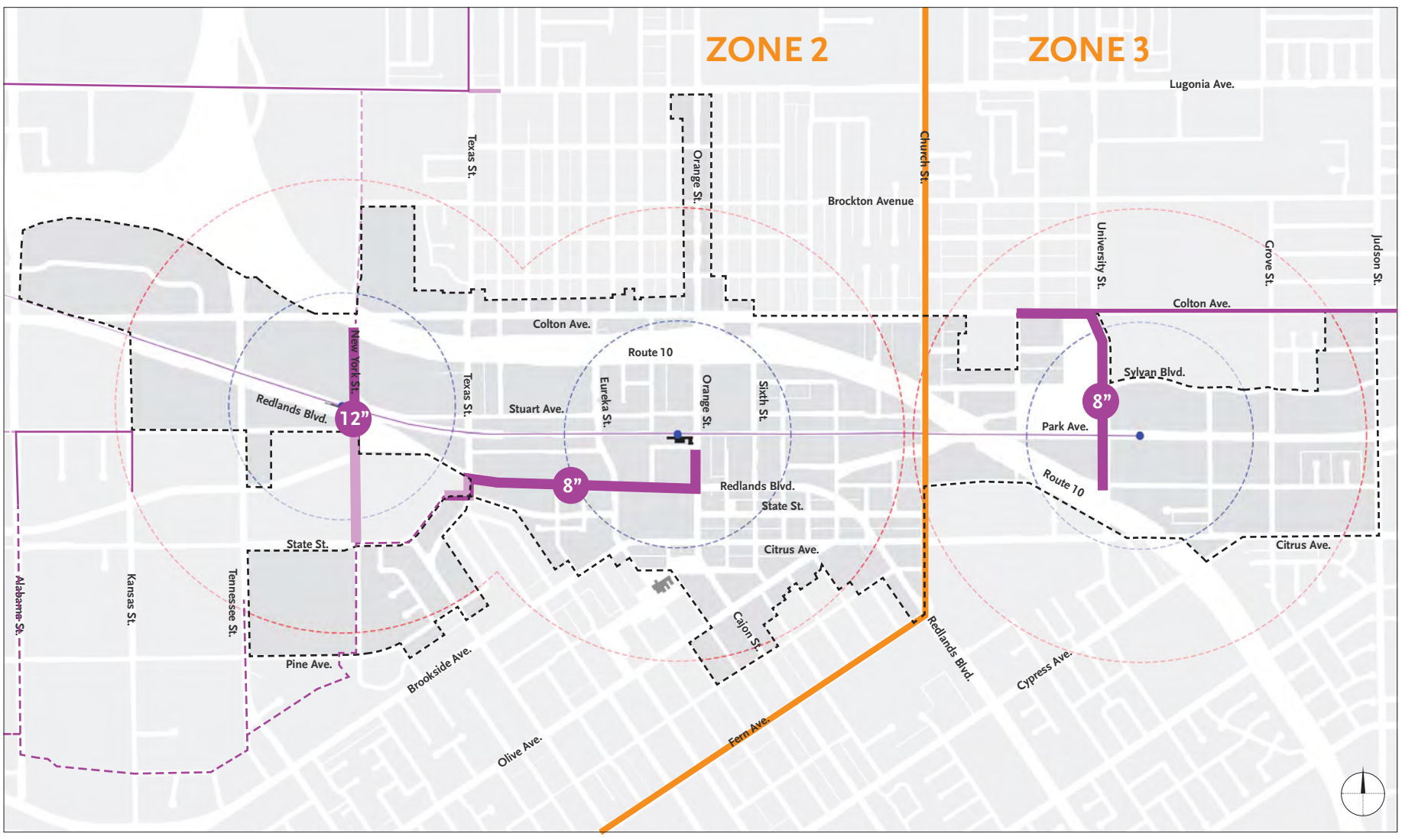
1. **Wastewater Treatment.** The City treats approximately 5.6 million gallons of wastewater daily. The Redlands Wastewater Treatment Facility is located in northwest Redlands adjacent to the Santa Ana River. The City's Wastewater Treatment Plant (WWTP) has the capability to treat 9 million gallons a day (MGD) to a secondary level. Of that, 7.2 MGD can be treated to a tertiary level. All wastewater collected and treated is from the City's service area and is discharged within the City's service area. The City utilizes all wastewater collected and treated at its WWTP in its service area for distribution to customers and Percolation into Bunker Hill. The City requires new commercial development to provide dual plumbing for irrigation systems in order to accommodate the use of recycled/non-potable water.

2. **Sanitary Sewer System.** City Sewer Mains, per the City of Redlands, service the plan area as shown in Figure 8-3. . In general, wastewater effluent from all of the TVSP flows westerly through the University, Downtown and New York Villages toward the treatment plant. Redlands Public Works does not have a sewer model, but is unaware of any problems with the system within the TVSP area.

3. **Sewer Demands.** Sewer Demands for Redlands are shown in Table 8-3.

4. **New Sewer Demands** generated by the TVSP development program are depicted in Table 8-4.

FIGURE 8-2. *EXISTING AND PROPOSED NON-POTABLE WATER SYSTEM*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Existing Non-Potable Water Pipeline
- Proposed Non-Potable Water Pipeline
- x" TVSP Pipeline Upgrade
- Pressure Zone Boundary

B. Wastewater System Improvements.

1. Sewer System Improvements. New development within the TVSP will add a total peak hour flow of 1.81 CFS in the peak hour, which is roughly equivalent to the capacity of a 10" sewer. See Figure 8-3.

While a sewer model should be developed to confirm system dynamics, estimated improvements to the system include (see Figure 8-3):

a. A 12" sewer should replace the 8" sewer (or an 8" sewer should be added) in University Street from Park Avenue to the I-10 Freeway (725 LF).

b. An 18" sewer should replace the 15" sewer (or an 8" sewer should be added) in Citrus Avenue from Central Avenue to just past Church Street (1,750 LF).

c. A 12" sewer should be added in State Street from Eureka Street to 1st Street, thence north on 1st St to Redlands Boulevard, thence west on Redlands Boulevard to Texas Street (2,000 LF).

d. The 1986 Wastewater System Master Plan should be updated.

e. Prior to any street construction within the project area, the need for replacement of sewer mains to meet ultimate capacity or to replace for age or condition should be verified.

f. The condition of all trunk sewer within the TVSP area, and downstream to the WWTP (8" or above) should be verified.

g. Field data on invert elevations should be obtained and plotted on a scaled plan to enable rapid determination of capacity of all lines within the area.

TABLE 8-3. *SEWER DEMANDS*

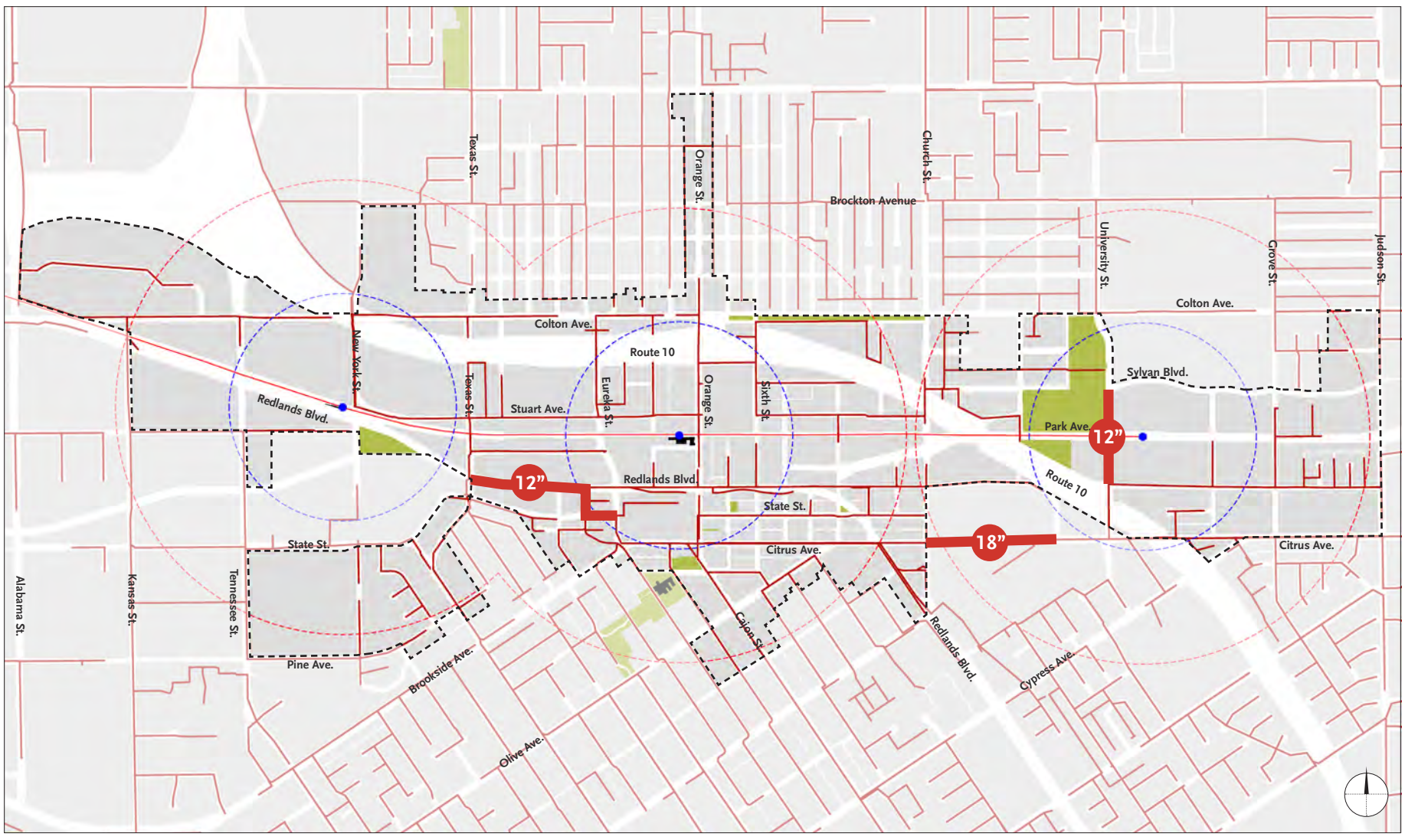
Land Use Type	Sewer Load	
	gpd/du	gpd/acre
Apartments	210	
Housing (single family)	280	
Hotel (100 gpd/room)	100	
Civic (0.10 gpd/sf)		4,536
Commercial (0,05 gpd/sf)		2,178
Parks (0.07 gpd/sf)		0

Based on City of Redlands "Water and Sewer Demands Spreadsheet" (May 8, 2019).

TABLE 8-4. *TVSP NEW SEWER LOADS*

Station Area	Development Area (acres)	Apartment Units (#)	Residential Sewer Load (gpd)	Hotel Units (#)	Hotel Sewer Load (gpd)	Commercial (acres)	Commercial Sewer Load (gpd)	Civic (acres)	Civic Sewer Load (gpd)	Total Sewer Load (gpd)
New York/ Esri	19.20	489	102,690	0	–	2.31	5,031	0	–	**107,721**
Downtown	30.30	916	192,360	90	9,000	2.40	5,227	0	–	**206,587**
University	26.10	595	124,950	129	12,900	5.69	12,393	1.29	5,619	**154,177**
Total	**75.60**	**2,000**	**420,000**	**219**	**21,900**	**10.40**	**22,651**	**1.29**	**5,619**	**468,486**

FIGURE 8-3. *SANITARY SEWER SYSTEM AND PROPOSED UPGRADES*



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Existing Sewer Pipeline
- x" TVSP Sewer Pipeline Upgrade

8. INFRASTRUCTURE

8.6. FLOODWATERS AND DRAINAGE

A. Existing Floodwaters and Drainage.

1. **Flooding.** The TVSP area has historically experienced flooding during moderate storm events. Portions of the plan area – particularly the majority of the parcels within a quarter mile of the three stations – are located within the Flood Zone (see Figure 8-4). Per the Redlands Floodplain Regulations, in a FEMA Floodzone any new "occupiable" finished floor must be at least two feet above the 1% (100-year) base flood elevation. In addition, any floodplain cross-section modifications (earthen platforms) may not cause more than a one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

2. **Drainage.** Per the 2014 Master Plan of Drainage (MPD) Executive Summary, the causes of the flooding include both local and regional storm drain deficiencies. The main cause of the flooding is a lack of conveyance capacities in the Mission Zanja (Zanja), the Redlands Boulevard storm drain, and the Oriental storm drain. With a capacity of approximately 2,400 cubic feet per second (CFS), the Redlands Boulevard storm drain receives over 4,200 CFS from the Zanja and the Carrot storm drain and 4,000 CFS from Reservoir Canyon and the Oriental storm drains. All four of these tributaries experience a confluence near the intersection of Redlands Boulevard and Ninth Street. Over the past three decades, the focus of several studies has been to reduce the flood potential from the Zanja and Reservoir Canyon storm drain. Several alternatives have been investigated and proposed, ranging from multiple detention basins, to a downtown "bypass" structure that would direct Zanja flows around the Redlands Boulevard storm drain.

The May 2014 MPD Proposed Priorities (see Figure 8-5) show proposed high priority improvements for the plan area. The MPD also provides details and cost estimates.

In addition, the MPD describes the two following alternatives for dramatically reducing flood events in the downtown area:

- Alternate 1. A 15'W x 9'H RCB added in Redlands Boulevard (see Figure 8-6).
- Alternate 2. A 12'W x 8'H RCB located midblock north of Redlands Boulevard that by-passes Redlands Boulevard (see Figure 8-7).

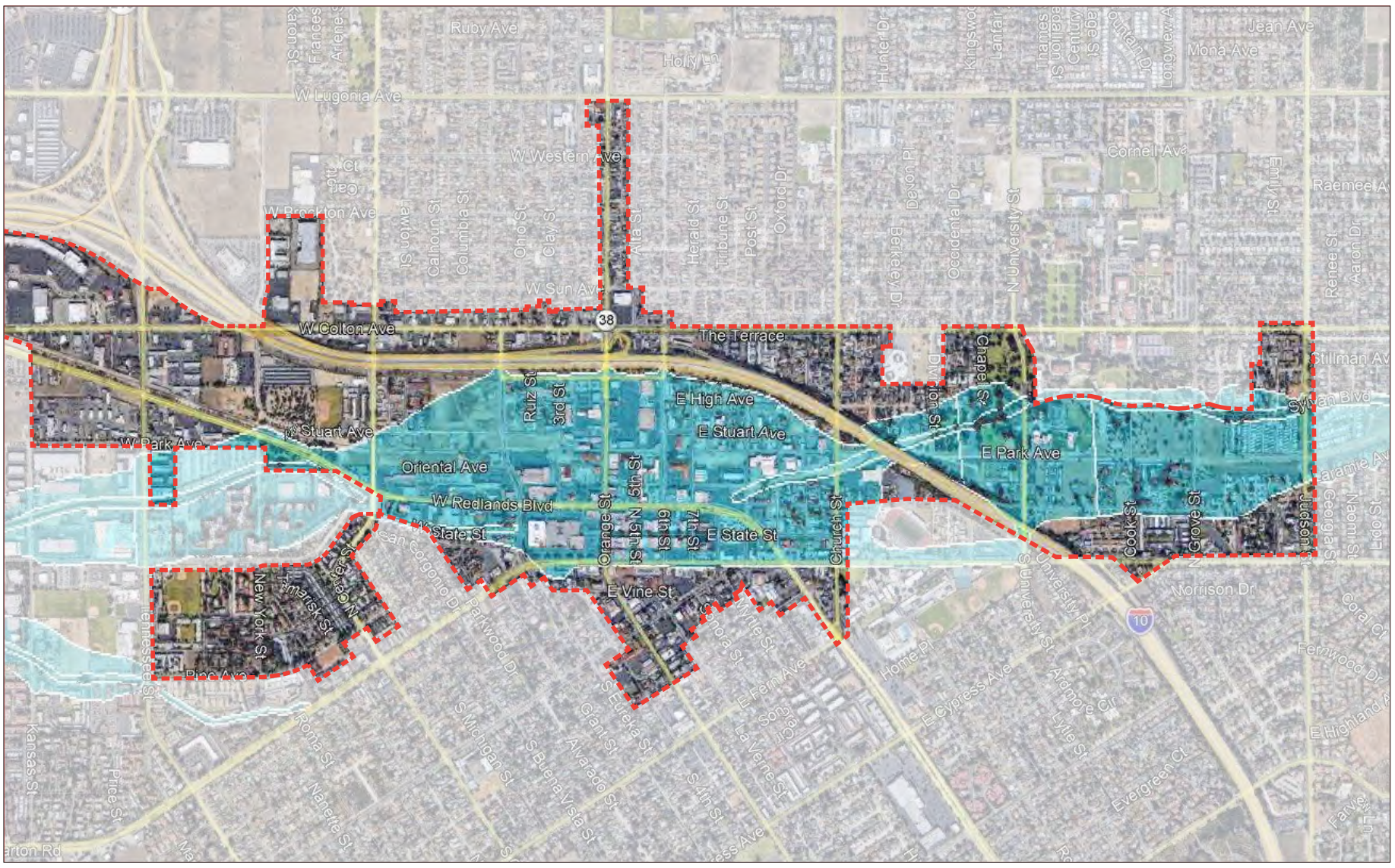
B. Flooding and Drainage Improvements.

1. **Downtown Station Area Improvements.**

   a. **Prepare and Process a Letter of Map Revision (LOMR).** Additional advanced hydrologic modeling (see Appendix A) was performed to investigate the parameters of the existing Flood Insurance Rate Map (FIRM) and determine the feasibility of removing properties from the Floodplain. It was found that modeling using new precise LIDAR topography and advanced hydrology software could result in a potentially reduced Floodplain Area. See Figure 8-8 as compared to Figure 8-4.

   While the LOMR process may cost the City $100,000, it a) could potentially result in the removal of approximately 155 core properties from being subject to the City's Floodplain Regulations, b) would subsequently eliminate the associated private Floodplain Insurance costs these property owners pay on an annual basis (estimated at $2,000 per property per year), c) would accordingly encourage and facilitate

FIGURE 8-4. *EXISTING 100-YEAR FEMA FLOOD PLAIN*



LEGEND

- Specific Plan Boundary
- Flood Plain

development on these properties, and d) would result in street-oriented, pedestrian-friendly buildings since new buildings would not need to be raised two feet above the floodplain.

b. **Implement MPD Alternative 1 for Downtown.** The additional advanced hydrologic modeling found that implementation of Alternative 1 from the MPD resulted in further significant reduction of the Floodplain area. See Figure 8-9.

   While the MPD Alternative 1 process and construction may cost the City $15 million, it a) could remove an additional 231 core properties from being subject to the City's Floodplain Regulations, b) would eliminate the associated private Floodplain Insurance costs these property owners pay on an annual basis (estimated at $2,000 per property per year), c) would accordingly encourage and facilitate development on these properties, and d) would result in street-oriented, pedestrian-friendly buildings since new buildings would not need to be raised two feet above the floodplain.

2. **University Street Station Area Improvements.** The Zanja channel that runs through this station area is undersized. It is recommended that a diversion drainage system be explored that intercepts flows near or east of North Grove Street where it would be conveyed parallel to the Zanja and discharged (into the Zanja) just upstream of the I-10 underpass.

3. **New York Street/Esri Station Area Improvements.** The Zanja channel (Mission Creek) that runs through this station area is undersized, yet some flood conveyance capacity could be improved by increasing the sizes of the Kansas Street, New York Street, and Tennessee Street crossings. At Tennessee Street, the crossing height is restricted most likely due to utility crossings. It is recommended that the City evaluate the crossings downstream of the Esri campus within the Mission Creek (Zanja channel) to potentially increase the flow capacity to the channel. This task would include evaluating/improving the crossings from approximately Alabama Street to New York Street.

4. **Improvements for Properties Subject to Floodplain Regulations.** As mentioned above, all new retail, commercial, and multi-family development on properties within the floodplain must, per the City's Floodplain Regulations, employ flood mitigation measures that raise the ground floors to safe levels. However, until this happens, there are a number of design responses that can ensure that these mitigation measures maintain a street-oriented, pedestrian-friendly urban character. These urban regulations are as follows:

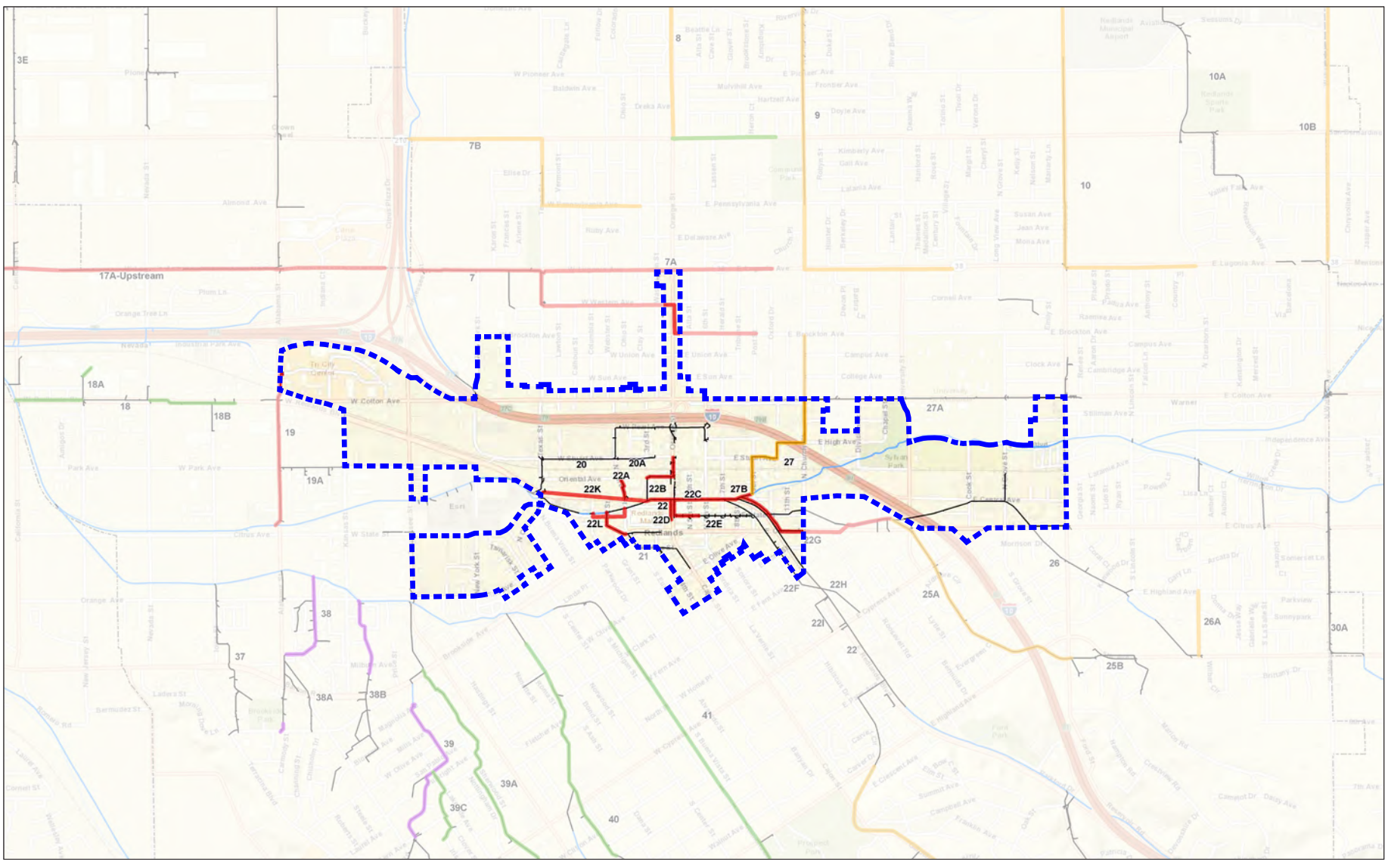
   a. Provide flood control mitigations that raise the ground floors on all new retail, commercial, and multi-family development so that measures implemented are seamless with existing fabric in terms of scale, frontage, and fenestration.

   b. Ensure that measures implemented do not detract from the experience of the pedestrian and that the measures encroach as little as possible into the public right of way, while at the same time remain as accessible as possible.

   c. All development in the TVSP area must adhere to these standards:

      - Measures undertaken must raise ground levels to comply with safe levels as established by City of Redlands Floodplain Regulations and FEMA Flood Zone maps. "Safe Levels" will be established on a case by case basis

FIGURE 8-5. REDLANDS MASTER PLAN OF DRAINAGE PROPOSED PRIORITIES.



LEGEND

- Specific Plan Boundary
- Open Channel
- Existing Storm Drain
- 2 Storm Drain Facility ID
- Proposed Main Line Priority
  - 1A
  - 1B
  - 2
  - 3

8. INFRASTRUCTURE

8.6. FLOODWATER AND STORMWATER (CONTINUED)

FIGURE 8-6. *MASTER PLAN OF DRAINAGE ALTERNATIVE 1*



FIGURE 8-7. *MASTER PLAN OF DRAINAGE ALTERNATIVE 2.*



FIGURE 8-8. *100-YEAR FLOOD PLAIN MODELED WITH LIDAR TOPOGRAPHY AND ADVANCED HYDRAULIC MODELING*

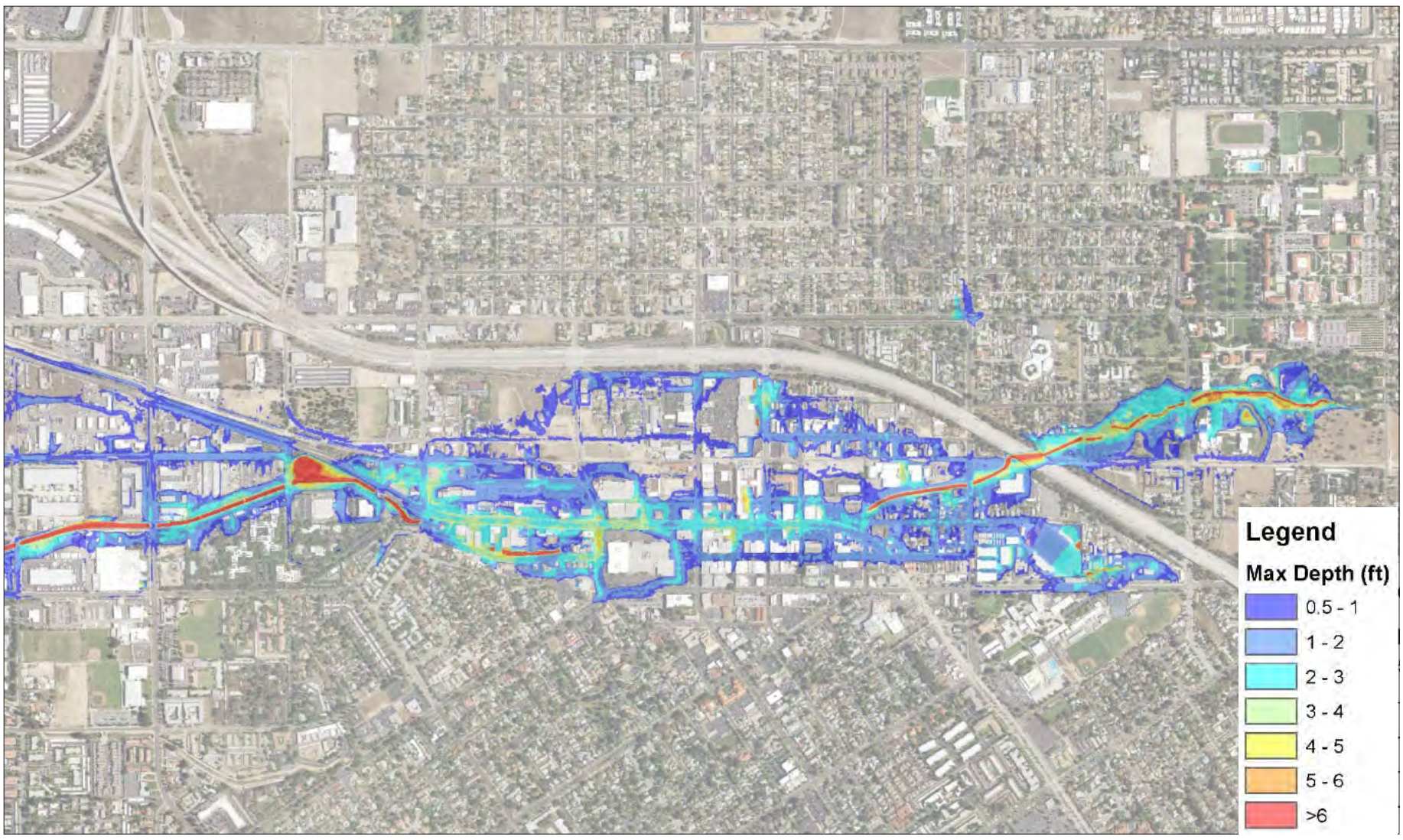
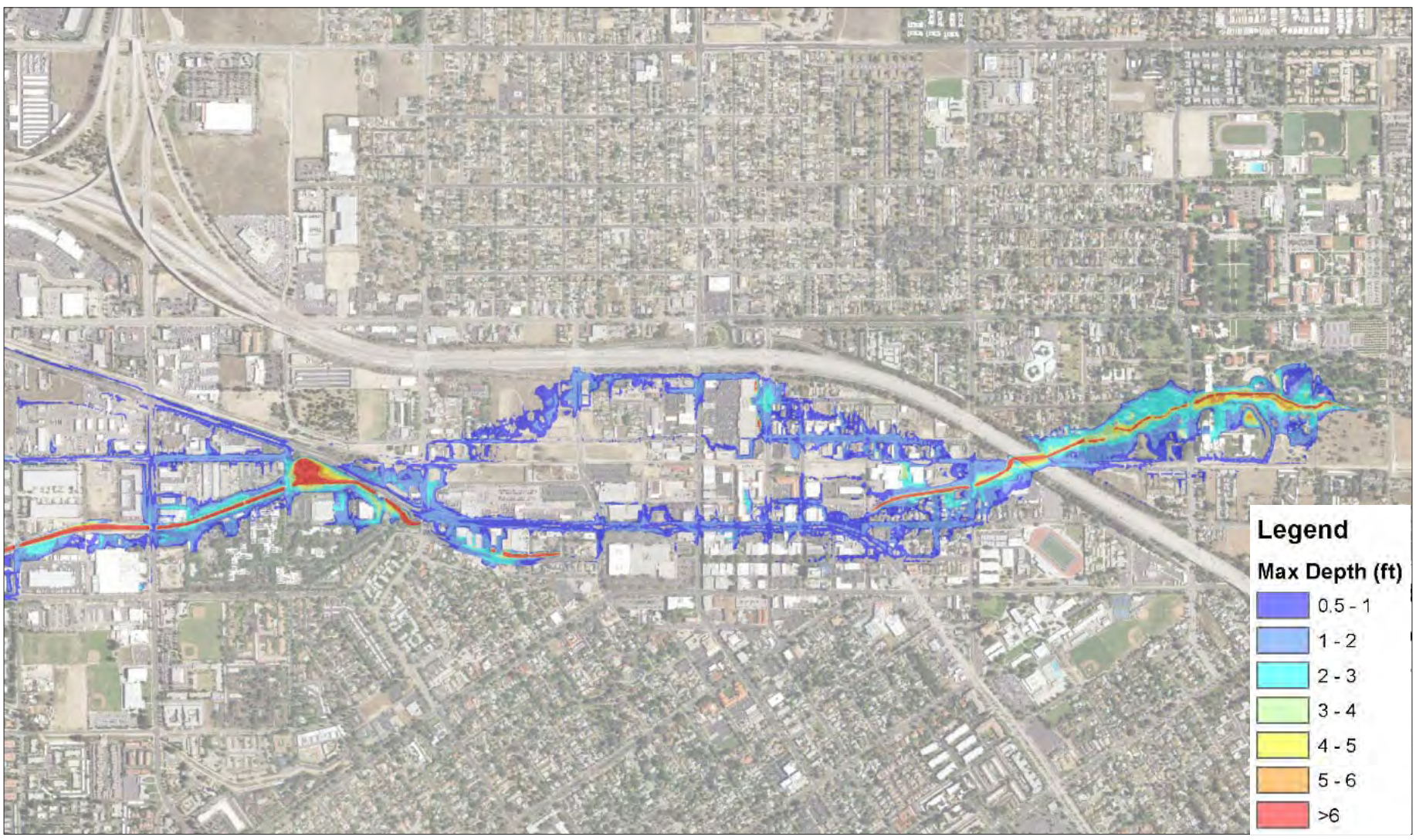


FIGURE 8-9. *100-YEAR FLOOD PLAIN WITH IMPLEMENTATION OF MPD ALTERNATIVE 1 (CULVERT IN REDLANDS BOULEVARD.*



by the Project Engineer and reviewed and approved by the Chief Building Official.

- Measures undertaken shall comply with the American Disabilities Act and the State Building Code. These shall provide appropriate ramping for handicapped access.
- Wheelchair ramps may extend or project into a required rear or sideyard but shall be designed to minimize the encroachment in the required front yard.
- Measures undertaken shall not present large blank walls to the public right-of-way. At least 75% of a building's frontage should be activated with steps, landscaping, street furniture, etc.
- There shall be breaks in any flood control intervention such as raised sidewalks, every 30 feet. Examples of features that can break up the monotony of flood control interventions include stairways, entrances, and planting features.
- Windowsills of new buildings shall be in character (in terms of height and placement) with adjacent buildings.
- A ramp may only occupy up to 15 % of building frontage. Properties with limited frontage may be exempted from this through design review by the Development Services Department.
- Ramps and ramp handrails on all ramps greater than 20 feet in length must be hidden behind street walls or landscaping features such as hedges.
- Elevated sidewalks, arcades, and galleries can only be utilized when the new development is greater than 120' in width.

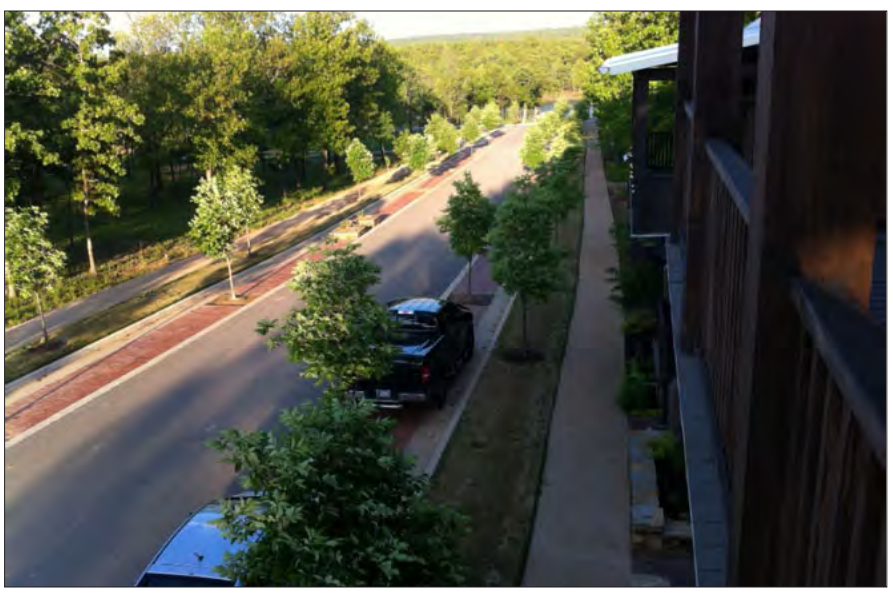
Removing properties from the flood plain is essential for creating an urban, pedestrian-friendly environment where buildings – especially those with retail ground floors – can be accessed directly from the sidewalk, as is currently the case in Redlands' Downtown commercial district. Directly sidewalk access into buildings is the defining characteristic of virtually every successful American downtown and is critical for generating active, vibrant streets. Per existing standards, new buildings that are introduced along streets such as State Street east of Orange Street, where properties are currently located one foot below the floodplain, would need to have ground floors that are three feet above adjacent existing buildings (since, per City standards, the new ground floors must be located two feet above the floodplain). As seen in Figure 8-9, implementation of MPD Alternative 1 removes all the properties along State Street from the floodplain. It also raises above the floodplain the parking lots along Citrus Avenue that could accommodate future infill, resulting in development with ground floor levels consistent with existing, surrounding Downtown buildings.

Similarly, creating a walkable environment around the three stations (especially the Downtown and University Village stations, which are both located below the floodplain) is essential to generating successful, transit-oriented places. Like Downtown, a mixed-use retail environment is planned for the are around the University Street station.

Finally, removing properties from the floodplain – especially if the implementation costs are paid for by State or Federal grants – would lower the cost of development and accordingly encourage and facilitate development. Once built, the new development will generate tax revenues for the City.



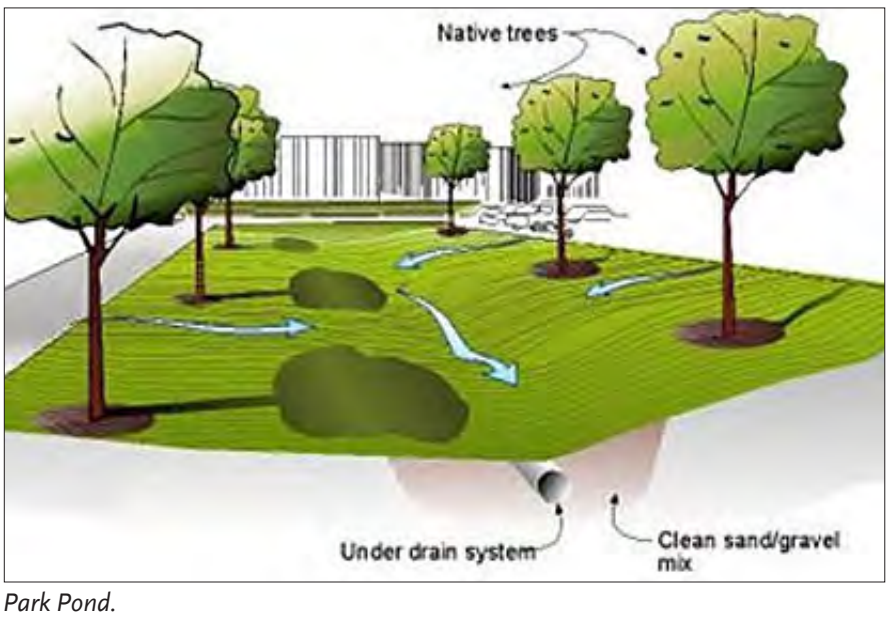
Tree Pocket and Pervious Pavers.



Tree Zippers.



Simple Green Street.



Park Pond.

8.7. SUSTAINABLE STORMWATER MANAGEMENT AND STRATEGIES

A. Conventional Stormwater Management. Also known as pave-pipe-and-dump, conventional engineering treats rainwater as a waste product and tries to collect, channelize, and dump it in pipes and rivers.

B. Green Infrastructure Rainwater Management. Also known as low impact design, green infrastructure attempts to mimic nature by capturing and infiltrating rainwater near to where it falls, thus reducing pipe sizes and increasing groundwater recharge while creating spaces that people enjoy.

1. Green Infrastructure Best Management Practices (BMPs).

    a. Tree Pockets and Tree Zippers. This is a road diet practice in which pavement is removed in order to plant trees. A tree pocket is often installed every couple of parking spaces, and a tree zipper involves removing a strip of asphalt and planting trees along the strip – often to create a protected bike lane.

    b. Simple Green Streets. This is a green infrastructure practice in which the street side planting strip is scooped out, trees are planted, and curbs are slotted to allow rainwater to enter and leave the planting strip.

    c. Park Ponds. This is a multi-purpose green infrastructure in which parks are depressed so that they can serve a dual role as a retention pond.

    d. Pervious Pavers. Pervious pavers allow rainwater to infiltrate between the pavers and into the gravels and soils underneath the pavers.

In general, conventional stormwater management addresses the large storm events that cause flooding while green infrastructure addresses the smaller events that cause nuisance flows and first-flush pollution. It should be noted that the smaller events comprise, typically, over 85% of the annual rainfall. Thus, BMPs need to be evaluated and selected on a project-by-project basis.

8.8. DRY UTILITIES

A. Dry Utilities. As new development occurs, undergrounding of utilities shall be required for lines that are less than 66 kV. For lines 66kV or greater, the City may consider working with a developer to utilize existing undergrounding funds in order to underground these larger utilities. GTE (telephone), Southern California Edison (electrical) and Southern California Gas (gas)) have indicated that their existing facilities and policies are adequate to serve the existing and future development.

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CHAPTER 9: IMPLEMENTATION AND ADMINISTRATION

9.0. INTRODUCTION

This Chapter provides a framework for implementation of the Transit Villages Specific Plan (TVSP), focusing on six key categories: flood control; parking; parks and open space; streetscape and utilities; land use and housing; and Transportation. For each category it identifies key actions and funding and financing strategies for implementing these. This Chapter also includes Specific Plan administration procedures, including amending this Specific Plan.

This Implementation and Administration Chapter is comprised of the following sections:

9.1. Specific Plan Implementation Background 9:1
9.2. Specific Plan Implementation Recommendations 9:1
9.3. Implementation Framework 9:2
9.4. Specific Plan Amendment 9:6
9.5. Specific Plan Entitlement and Permit Process 9:6

9.1. SPECIFIC PLAN IMPLEMENTATION BACKGROUND

In November 2018 HR&A Advisors, Inc. concluded a market analysis of the Transit Villages Specific Plan (TVSP) area to inform the plan's guiding principles and recommendations. The firm analyzed office, retail, and residential land uses and observed the following:

A. Office Market. The office market saw significant growth prior to the 2008 recession, adding nearly 1.0 million square feet of space, mostly in freeway-adjacent areas. Since then however, there has been little additional development, with the market absorbing existing inventory.

The office market in Redlands has consistently higher rents than its secondary market, but Redlands office rents have not reached pre recession levels. However, Downtown Redlands outperforms the citywide average with higher rents and lower vacancy compared to the newer office inventory.

B. Retail Market. Redlands is a net importer of retail dollars, meaning consumers already see Redlands as a regional retail destination. Most of the retail inventory is located in shopping centers, however, projects like the Redlands Packing House demonstrate a market shift toward higher-end experiential retail placemaking.

Retail spaces in Downtown Redlands are performing considerably well. With limited recent deliveries and favorable location, standalone retail in Downtown has relatively higher rents and lower vacancies than traditional shopping center retail inventory. The University Street Station Area lacks retail spaces and the New York Street/Esri Station Area mostly has suburban style retail strip centers, which are both dated and underperforming. With the new Arrow Line, there is a potential of building on the success of the Downtown and extending that experience along Redland Boulevard and at the new transit station areas. With higher density developments, both residential and employment-generating uses are likely to require supportive retail spaces to cater to their needs.

C. Residential Market. The residential market in Redlands is comparatively stronger than its neighboring cities, with higher rents and lower vacancies. However, very little new inventory has been added in the last ten years, inclusive of the TVSP area, and market expansion has been limited.

Regional and city growth projections anticipate significant addition in number of jobs and residents, but current trends indicate that the residential market is not growing fast enough to catch up with the growth. For the TVSP area, which is comprised of predominantly single-family homes (and commercial areas), the Arrow Line offers the City an opportunity to explore planning tools that would enable higher density residential developments that could capture and retain employment and resident growth.

9.2. SPECIFIC PLAN IMPLEMENTATION RECOMMENDATIONS

A. Principles for Development. The observations from this market study informed the creation of four principles for development in the TVSP:

1. Densify housing.
2. Allow for mixed-use districts.
3. Invest in the public realm.
4. Encourage employment generating uses.

B. Implementation Recommendations. These principles, in turn, guided recommendations for each station area:

1. New York Street/Esri Station Area

- Support Esri's growth through planning for high-density, mixed-use, residential options;
- Leverage Esri's presence by planning for employment-generating uses to attract more innovation-based companies; and
- Introduce a community-serving retail component to support the new residential development.

2. Downtown Station Area

- Capitalize on growing trend of experiential food & beverage and entertainment-focused retail spaces;
- Leverage access to transit to attract and retain residents, employees, and visitors to catalyze economic vitality; and
- Establish an organization that will promote and attract investments in downtown Redlands.

3. University Street Station Area

- Expand residential options for the University-based employees and students with attention to off-campus, multifamily, affordable and mixed-income housing; and
- Encourage student-oriented, pedestrian-accessible retail options that do not compete with downtown Redlands.

9. IMPLEMENTATION AND ADMINISTRATION

9.3. IMPLEMENTATION FRAMEWORK

This section offers a framework for implementation of the TVSP which will help realize these station area recommendations. It is organized by core areas of focus in the TVSP (e.g., Flood Control, Parks and Open Space Networks, Land Use and Housing) with pertinent implementation strategies. These strategies seek to address and balance four key overarching needs: flood control infrastructure, green infrastructure, fiscal sustainability, and delivery of community benefits.

A Funding Matrix (Table 9-1). is located at the end of this section that identifies key funding sources and tools relevant to this chapter's implementation strategies. This list is non-exhaustive but details many of the funding sources available to the City today. Moreover, since the California public financing landscape is constantly changing, the requirements and applicability of many of these tools may change over time and new tools may become available. The City should continuously review and update this matrix based on changes to the Federal, State and Local funding landscape.

The suitability of each of these tools often depends upon the characteristic of the station area and particular project being considered. As such, the matrix indicates applicability to infill, greenfield, or large redevelopment sites. In general, the Downtown Station contains mostly infill opportunities and a large redevelopment opportunity at the former Redlands Mall, while the New York Street/Esri Station and the University Street Station feature greenfield development opportunities. This chapter does not suggest that all sources and tools should be used together. Rather, the most effective funding tools should be carefully selected and applied based on the geographic context, market and political feasibility, and City policy goals.

A. Flood Control. Completion of Flood Control measures is central to the realization of the TVSP. With a majority of properties within a quarter mile of each station area lying in the 100-year floodplain, development in areas closest to the rail stations will be limited until Flood Control infrastructure is completed.

1. **Flood Control Strategy.** Actions for flood control include:
   - Prioritize flood control improvements early in the TVSP implementation to unlock value of properties in the 100-year floodplain. These improvements are critical to realizing the development potential of the majority of properties within a quarter mile of each station area, allowing for a reduction in flood insurance cost and building restrictions (see section 8.6).
2. **Flood Control Financing.** Actions to fund improvements include:
   - Explore partnerships with major land-owners to help fund infrastructure improvements. Partnerships could be especially successful for flood control improvements due to their tangible and visible link to property value. These partnerships could be in-kind contributions or formalized through a Community Facilities District (CFD) or Impact Fee.
   - Explore applying for federal and state grants to offset the capital cost of improvements.

B. Parking. Parking, while a necessity, is a significant burden on development costs, particularly in land constrained areas like Downtown Redlands. Efficiently using existing and future parking inventory can reduce developer obligations on parking and make higher density development viable in the near term. The Downtown parking strategies are dependent on market conditions, and accordingly many of them may not be realized in the early phases of the implementation of this Plan, while some, such as instituting a pay for parking program, will require further actions by future developers and/or the City. In particular, the delivery of the Stuart Avenue Parking Garage, key to establishing a shared parking district, will require either up-front bonding from the City or a public-private partnership due to few alternative revenue sources early in the TVSP's implementation. Parking implementation strategies can be found in Chapter 6 of the TVSP.

C. Parks and Open Space Networks. New parks and open space will not only provide new spaces for recreation and relaxation but help enhance the public realm, critical in encouraging increased pedestrian activity and establishing greater connection between the three station areas.

1. **Parks and Open Space Networks Strategy.** Actions for parks and open space networks include:
   - Prioritize greenways and trail improvements which, as proven real estate value generators, can help increase value capture capacity early on. Priority improvements include the Midtown Neighborhood Greenbelt, Zanja Greenway, and the Mill Creek Zanja, in the Downtown, New York Street/Esri and University Street station areas respectively (see sections 7.9, 7.10, 7.11), as well as the Orange Blossom Trail which traverses all station areas (see section 5.2).
   - Consider phasing in open space to keep pace with development. Investment in open space should be benchmarked to the planned open space per resident upon full build-out for each station area.
2. **Parks and Open Space Networks Funding Mechanisms.** Actions to fund or encourage private delivery of improvements include:
   - Consider using Enhanced Infrastructure Financing District ("EIFD") bonding to fund initial park and open space capital expenses.
   - Consider using a Mello-Roos Community Facilities District ("CFD") to fund park and open space capital costs, maintenance and operations.
   - Consider using Quimby Fees as a means of establishing open space and related improvements in the TVSP.
   - Consider recalibrating existing or implementing new developer impact fees to fund improvements. Alternatively, fees may be waved in exchange for developer-led capital improvements.
   - Explore establishing a community benefits program that includes parks and open space as a benefit which private investment can be directed towards in exchange for more generous development standards.
   - Explore voluntary partnerships with major local businesses and institutions to help fund open space improvements. The structure of each deal would determine the role of each party regarding capital expenditures and ongoing operations and maintenance funding.
   - Consider the establishment of a BID or TID in Downtown to maintain the open space improvements within the District. Both allow funding of capital improvements and maintenance but feature different governance structures creating different revenue sources and representation.
   - Explore federal and state grants to offset the capital cost of improvements.

D. Streetscape and Utilities. The TVSP calls for extensive improvements to underground utilities and streetscapes. Careful attention to the order and speed of implementation of improvements will be important to maximize efficacy of public funds while minimizing negative impacts on existing residents and businesses.

1. **Streetscape and Utilities Strategy.** Actions for streetscape and utility improvements include:
   - Implement water and sewer infrastructure improvements that serve as the foundation for future development under the TVSP before other surface-level infrastructure. Focusing on subterranean improvements (see sections 8.3, 8.4, and 8.5) first will reduce risk of having to remove and replace circulation, transportation, and open space improvements. Additionally, water and sewer improvements will allow the intensity of development outlined under the TVSP to occur without aggravation on the overall systems.

- Consider an incremental approach to transit corridor and transportation infrastructure improvements (e.g. new sidewalks, street redesigns, street tree plantings) to allow use of non-general fund sources of financing. This includes funds through tax-increment financing (via a potential EIFD), impact fees, development agreements, public-private partnerships, community facility district funds, among others.
- Develop a Curb Space Management plan that ensures pick-up and drop-off areas are provided where necessary without stopping traffic flow. This will be accomplished by providing designated curb space for transportation network companies in each commercial block.
- Collaborate with Omnitrans to deliver curbside improvements near station areas and along key transit routes within the TVSP.
- Collaborate with car share, bike share, and emerging mobility providers to locate stations for car share parking, multiple bike fixed stations, bike parking areas for dockless programs, and parking for other emerging technologies that aid small trips, such as motorized scooters.

2. **Streetscape and Utilities Funding Mechanisms.** Actions to fund or encourage private delivery of improvements include:
    - Consider forming an Enhance Infrastructure Financing District (EIFD) to fund initial streetscape and utility capital expenses.
    - Consider use of parking revenues from the TID for improvements including streetscape, transit, bicycle and pedestrian improvements.
    - Consider using a Mello-Roos CFD to fund streetscape and utility maintenance.
    - Consider recalibrating existing or implementing new developer impact fees to fund improvements. Alternatively, fees may be waved in exchange for developer-led capital improvements.
    - Consider requiring new development to deliver infrastructure upgrades in the public right-of-way, including active transportation improvements (e.g., sidewalks, bike facilities) and climate resiliency upgrades (e.g., street trees, bioswales).
    - Explore applying for federal and state grants to offset the capital cost of improvements.

E. Land Use and Housing. The TVSP envisions significant new development within each station area. The following strategies encourage new development that is high-quality, inclusive, and maximizes public value creation.

1. **Development Incentives.** Development can be incentivized in the TVSP through the following means:
    - Explore building intensity minimums in transit-oriented development zones to encourage higher density and mixed-use development which supports creating walkable neighborhoods around the City's three rail stations.
    - Consider implementing a clearly defined and streamlined development approvals framework that incentivizes development by lessening perceived development risk to invest in the TVSP.
    - Explore implementing a subvention program on locally collected property taxes for new improved value on commercial properties that meet development intensity requirements and provide community benefits. Any such program should contain a sunset provision, as this would be a temporary means to catalyze desired development in the TVSP early in the plan's implementation.
    - Consider establishing a BID or TID in Downtown to increase the attractiveness of the area to new investment.

2. **Affordable Housing Strategies.** Actions to increase affordable housing production include:
    - Encourage use of the State of California Density Bonus Law to support the construction of affordable housing. The California Density Bonus Law (California Government Code Section 65915 – 69518) is a mechanism which allows housing developers to obtain more favorable local development requirements in exchange for offering to build or donate land for affordable or senior units. Developers that provide affordable or senior housing units may be rewarded with up to a 35% increase in project density or a larger package of incentives, including reduced parking, setbacks and minimum square footage requirements.
    - Consider establishing an inclusionary housing policy to support the construction of affordable housing. With the help of a consultant, this policy can be calibrated to maximize affordable housing production without stifling overall housing production.
3. **Affordable Housing Funding.** Actions to increase affordable housing funding include:
    - Pursue new sources of funding for affordable housing, including a "linkage fee" on new commercial development.
    - Explore establishing a community benefits program that includes affordable housing as a benefit which private investment can be directed towards in exchange for more generous development standards.
4. **Publicly Owned Land.** Actions for publicly owned land include:
    - Develop a centralized inventory of publicly owned parcels within the TVSP to identify vacant or underutilized parcels with economic development potential.
    - Coordinate with the County of San Bernardino to attain right of first refusal on privately owned tax-delinquent properties that would otherwise be disposed of in auction, and then acquire them as publicly owned land for economic development uses.
    - Coordinate with public agencies to develop preferred development programs for publicly owned sites that are both market-supportable and align with the goals of the TVSP.
    - Consider delaying disposition or long-term leasing of City assets within a quarter mile of each station area until the rail line arrives to maximize value capture potential. These proceeds can subsequently be reinvested into the TVSP area.
    - Include development guidelines and stipulations to encourage high quality development. Any disposition or ground lease should be discounted to ensure new development meets the development intensity, transit-oriented design, and community benefits envisioned under the TVSP.
5. **Redlands Mall.** Actions for the Redlands Mall include:
    - Consider establishing performance-based entitlements for the redevelopment project. Despite being privately held, the TVSP creates value to the Redlands Mall site, primarily through increased development capacity. The City should explore having entitlements at various stages of redevelopment tied to private delivery of key public benefits that reflect City priorities. A non-exhaustive list of these priorities includes site infrastructure, park and open space, and shared parking.
    - Consider establishing overlapping EIFD and Mello-Roos CFD districts to created dedicated funding streams for on-site infrastructure improvements.

F. Transportation Improvements. The TVSP envisions significant changes to the City's road network and streetscape. With close collaboration with appropriate partners, these changes can significantly improve the travel experience for non-auto users in each of the station areas.

9. IMPLEMENTATION AND ADMINISTRATION

9.3. IMPLEMENTATION FRAMEWORK (CONTINUED)

1. **Public Transit Strategies.** Actions to improve access to public transit for workers and residents in the TVSP include:
   - Continue to work with regional transit service providers to bring rail to Redlands.
   - Collaborate with Omitrans to adjust bus routes to maximize use of and access to the rail line and accommodate the new proposed street network.
   - Improve pedestrian and bicycle connectivity from the new rail stations to the specific plan area.

2. **Alternative Transportation.** Actions to encourage the use of alternative forms of transportation include:
   - Continue to implement recommendations in the 2014 City of Redlands Bike Master Plan that will service the TVSP as well as connections from the TVSP to the regional bike network.
   - Provide clearly identified and conveniently located bike parking along all mixed use and commercial streets in the specific plan area.
   - Provide safe and conveniently located sheltered or indoor parking for long-term parkers.
   - Implement new code regulations that require office and commercial uses to have access to safe and conveniently located lockers and showers.

TABLE 9-1. *FUNDING TOOL MATRIX*

Tools	Description	Infill	Greenfield	Large Redev.	City Action
Enhanced Infrastructure Financing District ("EIFD")	EIFDs divert future local property tax revenues to either pay directly for or issue bonds for the construction of infrastructure and public facility improvements. EIFDs were established in 2015 and have been subsequently refined to finance capital costs associated with public works, such as transportation, transit, parks, water and sewer facilities, and flood control and drainage.	x	x	x	Consider a feasibility study to evaluate district boundary alternatives, funding capacity, formation of single or multiple districts, and the political support to issue debt. Any EIFD should be established early to increase total bonding capacity in later years. This bonding should focus on delivering transportation and circulation infrastructure upgrades and major projects needed to realize the proposed open space network.
Mello-Roos Community Facilities District ("CFD")	CFDs, established pursuant to the Mello-Roos Community Facilities District Act of 1982, are special districts authorized to levy a special tax and issue tax exempt bonds for financing of public facilities and services.	x	x	x	Consider the establishment of a CFD as a means of funding the operations and maintenance of public infrastructure as well as costs associated with conservation planning, maintenance, and improvements related to open space in the TVSP.
EIFD and CFD Combination	These two financing tools are often combined together to encourage greater property owner participation in the CFD. The additional tax levy on property owners from the CFD is eventually rebated using dedicated EIFD funds as the property tax base grows.	x	x	x	See above
Community Benefits Program	A community benefits program enables a city to conduct more streamlined and transparent negotiations with developers for an equitable package of "public benefits" in return for the city granting more generous development standards for projects that are otherwise consistent with city policy objectives. An evaluation tool helps systematically quantify the "economic value" of a proposed zone change, General Plan amendment, and/or development agreement.	x	x	x	Conduct a financial feasibility analysis through the assistance of a real estate economics consultant to assess the financial threshold and market appetite to support community benefits. Community benefits can include various infrastructure projects outlined in the TVSP, including many open space improvements. Hire a consultant to create a transparent and user-friendly evaluation model for future use when assessing new development proposals.
Business Improvement District ("BID")	BIDS, established under the Parking and Business Law of 1989, allow cities to levy assessments against businesses in a defined district to fund improvements or services that benefit businesses in the district.	x			Consider formation. A BID or PBID could be especially useful in the Downtown Redlands station area which features a high concentration of businesses in a walkable environment. The BID could assist with security, cleaning, and marketing of the district.
Property and Businesses Improvement District ("PBIDS")	PBIDs, established under the Property and Business Improvement District Law of 1994, allow cities to levy assessments on property or business owners in a defined district to fund improvements or services that benefit assessed properties in the district.	x			

TABLE 9-1. *FUNDING TOOL MATRIX (CONTINUED)*

Tools	Description	Infill	Greenfield	Large Redev.	City Action
Transportation Improvement District ("TID")	TIDs, otherwise known as parking benefit districts ("PBD"s), allocate parking revenues for a wide range of improvements within the District's boundaries, including parking construction and operations, streetscape improvements; transit, bicycle and pedestrian improvements, Transportation Demand Management programs, and other programs that benefit the District, such as security, street cleaning, and marketing.	x			Consider formation. A TID could be especially useful in the Downtown Redlands station area which features high parking demand and a high number of streetscape and transportation improvements.
Developer Impact Fees	Fees levied on new or proposed development to cover costs of providing public services to this development.	x	x	x	Consider implementing new or recalibrating existing developer impact fees to fund improvements. New or existing fees should be calibrated to ensure financial viability of area development projects and revised periodically to respond to market conditions and completion of TVSP improvements.
Quimby Fees	The Quimby Act allows California cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Any land required to be dedicated or fees required to be paid can only be used to acquire new parkland or fund capital improvements at existing park facilities, not to offset park operation and maintenance costs.	x	x	x	Consider dedicating fees to improvements in the TVSP.
Better Utilizing Investments to Leverage Development ("BUILD") Grants	Federal grant program administered by U.S. DOT which provides funding for multimodal, multi-jurisdictional projects that may not qualify as easily for traditional U.S. DOT program.	x	x	x	Consider applying
Flood Mitigation Assistance Grant Program	Federal program administered by the Federal Emergency Management Agency, which provides eligible communities funds to reduce or eliminate long-term funding risk to structures insured under the National Flood Insurance Program.	x	x	x	Consider applying
Infrastructure for Rebuilding America ("INFRA") Grants	Federal grant program administered by U.S. DOT to fund infrastructure projects. Local jurisdictions are eligible to apply and can use proceeds for public works.	x	x	x	Consider applying
Safe Routes to School ("SRTS") Grant Program	State and Federal funding grant program administered by Caltrans which provides eligible infrastructure projects that enhance student bicycle and pedestrian access to local schools.	x	x	x	Consider applying
State of California's Infill Infrastructure Grant Program	State grant program administered by the California Department of Housing and Community Development which funds infrastructure improvements to facilitate new infill housing.	x		x	Consider applying

9. IMPLEMENTATION AND ADMINISTRATION

9.4. SPECIFIC PLAN AMENDMENT

A. Applicability. The provisions and public improvements described in this Transit Villages Specific Plan shall apply to all properties and proposed public improvements within the T*ransit Villages Specific Plan* area.

B. Administration and Enforcement. It shall be the duty of the City of Redlands to enforce the provisions set forth in the *Transit Villages Specific Plan*. See Section 4.1 (Purpose and Applicability) of the Development Code Chapter for administration procedures of the Development Code.

C. Specific Plan Amendment Procedures. This *Transit Villages Specific Plan* may be amended as site-specific circumstances change from the time of writing, to respond to new State or federal law, to ensure compliance with any General Plan amendments that are made, or to modify policies that may become obsolete or unrealistic over time. The Transit Villages Specific Plan may be amended according to the requirements of Redlands Municipal Code Chapter 18.204 and California Government Code Sections 65350-65456, 65453, 65454, and 65456, and as summarized in the following provisions:

1. General Plan Consistency.

a. This Specific Plan and its Development Code may not be amended unless the amendment is consistent with the City of Redlands 2035 General Plan.

2. Initiation. Specific plan amendments may be initiated per the following procedures:

a. The planning commission may initiate proceedings by motion.

b. The city council may initiate proceedings by motion, and then refer the matter to the planning commission for public hearing.

c. The planning department may propose amendments to the planning commission for consideration.

3. Noticing.

a. If the amendment to this Specific Plan would have an effect on the permitted form or uses of property/properties within the Specific Plan boundaries, then:

i. Notice of public hearing must be given 10 days prior to: property owner(s); project applicants; each local agency that will provide infrastructure or other necessary facilities or services to the project; and all owners of property within 300 feet of the boundaries of the property that is the subject of the hearing (see Government Code Section 65091).

ii. Where the notice would affect more than 1,000 people, a 1/8-page newspaper advertisement can substitute the above noticing requirement.

iii. Notice must also be given in advance to anyone who requests it in writing and in any other manner it deems necessary or desirable.

4. Public Hearing.

a. Planning Commission. The Planning Commission will hold a public hearing on the amendment to the Specific Plan and make a recommendation to the City Council.

b. City Council.

i. The City Council must hold at least one public hearing before amending the Specific Plan.

ii. The Council will then decide to approve, conditionally approve, or deny the amendments.

iii. The City Council's decision on the amendment is final, subject to appeal.

c. Appeals. Appeals are subject to the rules and regulations of Redlands Municipal Code, Chapter 1.06.

9.5. SPECIFIC PLAN ENTITLEMENT AND PERMIT PROCESS

A. Commission Review and Approval.

1. Applicability. Projects or new individual buildings shall require site plan approval in accordance with RMC Chapter 18.12 (Sections 18.12.070 through 18.12.130) prior to the issuance of any building, engineering, or construction permits. Projects or individual buildings that require site plan approval under RMC Chapter 18.12 shall also require architectural review by the Planning Commission subject to the objective design standards of this Specific Plan prior to the issuance of any building permit. Projects or individual buildings which occur within an area for which a Master Planned Development Permit (or "Planned Development") has already been issued must still obtain a Commission Review & Approval permit prior to the issuance of any building, engineering, or construction permits.

2. Process. The requirements and procedures for Commission Review & Approval shall be consistent with the applicable provisions of RMC Chapter 18.12. Submittal items and requirements for a Commission Review & Approval shall be those listed on the applicable development application form(s) provided by the Development Services Department.

3. Findings. The findings necessary for approval of a Commission Review & Approval permit shall be the same as those required in the applicable provisions of RMC Chapter 18.12 (see Section 18.12.080(D)).

B. Master Planned Development Permit.

1. Applicability. Any project with the Transit Villages Specific Plan area which meets all the following criteria shall be subject to the requirements of this section and shall require a Master Planned Development Permit (or "Planned Development") prior to the issuance of any building, engineering, or other construction permits.

a. Includes a project area of one-half acre (21,780 square-feet) or more;

b. Includes the construction of two (2) or more new buildings; and,

c. Includes the dedication or introduction of new vehicular right-of-way.

An application for a Master Planned Development Permit (or "Planned Development"), when submitted as a comprehensive site plan for master planning purposes, shall be "quasi-legislative" in nature and subject to review and recommendation by the City's Planning Commission with final review and approval by the City Council.

2. Process. A Master Planned Development Permit (or "Planned Development") shall be subject to the requirements and development standards of this plan, architectural review by the Planning Commission subject to the objective design standards of this plan, the Subdivision Regulations (RMC Title 17), and the applicable provisions of RMC Title 15.

a. An application for a Master Planned Development Permit (or "Planned Development") shall be made by the owner(s) of the property or properties, or their authorized representative, and shall be on a form provide by the Development Services Department and accompanied by a filing fee as established by the City Council.

b. An application for a Master Planned Development Permit (or "Planned Development") shall be accompanied by maps showing the subject property, as well as any other data required by the Development Services Department or other City departments to adequately present the application to the Planning Commission and City Council.

c. A Master Planned Development Permit (or "Planned Development") shall be processed as two stages, as follows.

i. Stage 1. The first stage is the consideration of the Planned Development permit or entitlement. The plans, maps, and exhibits filed with a Planned Development application shall be considered conceptual and not final for development purposes. A Socio-Economic Cost/Benefit Study should also be prepared concurrent with the Master Planned Development Permit for comprehensive review.

   Note 1: If applicable, a subdivision map may also be required for any land divisions or parcel mergers, in accordance with the Subdivision Map Act and RMC Title 17 (Subdivision Regulations).

ii. Stage 2. If the Planned Development is approved, then the second stage shall consist of a subsequent filing of an application for a Commission Review & Approval permit pursuant to RMC Chapter 18.12 for all individual buildings and building sites. The plans, maps, and exhibits filed with each Commission Review & Approval application shall be fully detailed and considered final for development purposes. Per Section 9.5(A) above, a Commission Review & Approval permit must still be obtained for each individual building prior to the issuance of any building, engineering, or construction permits.

   Note 2: If applicable, a Conditional Use Permit may also be required for a conditionally permitted use, in accordance with RMC Chapter 18.192. If applicable, a subdivision map may also be required for further land divisions or parcel mergers, in accordance with the Subdivision Map Act and RMC Title 17 (Subdivision Regulations).

d. Public Hearing – Planning Commission. An application for a Master Planned Development Permit (or "Planned Development") shall be considered by the Planning Commission at a noticed public hearing. Notice shall be published in a newspaper of general circulation within the City and mailed in accordance with the requirements of Government Code Section 65091.

e. Public Hearing – City Council. Upon receipt of the recommendation of the Planning Commission, the City Council shall hold a noticed public hearing. Notice shall be published in a newspaper of general circulation within the City and mailed in accordance with the requirements of Government Code Section 65091. The City Council may approve, modify, or disapprove the recommendation of the Planning Commission.

f. The Planning Commission and/or City Council may affix to a Master Planned Development Permit such conditions as it deems necessary and reasonable to protect the best interests of the surrounding property and neighborhood, the Transit Villages Specific Plan, the General Plan and the intent thereof.

3. **Submittal Requirements.** The following items are supplemental or in lieu of those items required by the applicable development application form(s) provided by the Development Services Department, or required by the City's Zoning Regulations (RMC Title 18) and Subdivision Regulations (RMC Title 17).

a. Development Application Form and related items.

b. Legislative Application Form, if applicable (e.g., GPA, Zone Change, Development Agreement, etc.).

c. Written narrative Project Description for the entire project, including a detailed Phasing Plan.

d. Tentative Subdivision Map(s), if applicable.

e. Draft Development Agreement in a form acceptable to the City Attorney.

f. Conceptual Site Plan: proposed streets, blocks, general building placement/pads (if known), building frontages on streets, general area of different land uses, general areas of parking lots (if known), general areas of perimeter and interior landscape, general areas for open space and drainage features, overall site layout, and acreages for all areas and proposed land uses.

g. Conceptual Engineering Site Plan: show proposed utilities and improvements (e.g., right-of-way dimensions, lane dimensions, cross-sections, etc.). May include a separate Street Striping Plan.

h. Water capacity analysis and sewer capacity analysis.

i. Conceptual Architectural Renderings or Elevations: general building form, massing, height, rooflines, and general style. (Note: does not require detailed information about architectural treatments or finishes at the conceptual stage.)

j. Conceptual Landscape Plan: preliminary landscape plan to include open space plan. (Note: does not require a preliminary planting or irrigation plan at the conceptual stage). Conceptual landscape plan may show general planting zones, include a list of potential plant and tree selections, and provide preliminary calculations demonstrating conformance to the City's water efficient landscape ordinance.

k. Any engineering studies that have been completed in conjunction with preparing the site design (e.g.,

   Preliminary WQMP, hydrology report, preliminary grading plan, soils report, geotechnical report, etc.).

l. Water Supply Assessment for any project that is subject to CEQA and proposes commercial development of more than 250,000 square-feet of floor space, a retail center with more than 500,000 square-feet of floor space, or any development with more than 500 dwelling units (Calif. Water Code §10910 and §10912).

m. Other studies as may be required for an individual project (e.g., VMT impact analysis, Air Quality/GHG analysis, biological or cultural resources assessment, traffic LOS with Measure U analysis, etc.).

4. **Required Findings.** In considering a request for a Master Planned Development Permit (or "Planned Development"), the Planning Commission shall satisfy itself that the following conditions prevail before recommending to the City Council that the Planned Development application be approved. The findings listed below shall be made by the approving body prior to project approval.

   a. That the proposed Planned Development is in conformity with the General Plan of the City;

   b. That the proposed Planned Development is in conformity with the purpose, intent, and transit-oriented objectives of the Transit Villages Specific Plan;

   c. That the proposed Planned Development will comply to the maximum extent feasible with the applicable development standards and other design regulations of the Transit Villages Specific Plan;

   d. That the proposed Planned Development and land use is appropriate at the proposed location;

   e. That the proposed Planned Development will not be detrimental to the public health, safety and welfare; and,

   f. That the proposed Planned Development complies with all applicable mitigation measures contained in the Transit Villages Specific Plan EIR or other environmental document prepared for the project.

Note 3: For good cause, the City Council may approve deviations from the development standards and design regulations of the *Transit Villages Specific Plan* if the City Council determines that the Planned Development will remain substantially consistent with the objectives of the *Transit Villages Specific Plan*.

C. Master Planned Development Permit Process. This section describes the general planning steps that should be followed for master planning an area that meets the criteria in section 9.5(B)(1) to prepare a Conceptual Site Plan and Engineering Site Plan prior to submittal of a Master Planned Development Permit application.

1. Step One: Land Use Zones

Apply appropriate land use and civic/open space zones to the original site in conformance with Figure 4-1 (Regulating Plan) and Section 4.2 (Regulating Plan, Zones, and Land Use Standards) of the Development Code (Chapter 4) and as shown in Figure 9-1 (Original Site) and 9-2 (Apply Zoning) below. For purposes of demonstration, the Village Center (VC), Village General (VG), Neighborhood General 1 (NG1), and Civic Space (CS) zones are shown in Figure 9-2.

FIGURE 9-1. *ORIGINAL SITE*

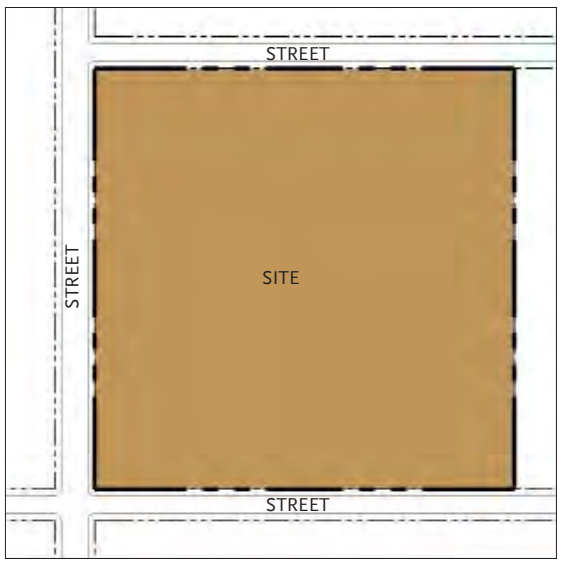


FIGURE 9-2. *APPLY ZONING*



2. Step Two: Primary and Secondary Connections.

First establish primary roadways and street intersections to create village scaled blocks (see Figure 9-3 below). Large land areas (e.g., area south of the University) or large megablocks (e.g., Redlands Mall site) must be divided into smaller village-scale blocks by introducing applicable street types and implementing the appropriate development standards in accordance with the applicable zone. Primary roadways should provide vehicular access, on-street parking, and ample pedestrian walkways (sidewalks). While automobile connections remain important, equal priority must be given to major transit connections and convenient pedestrian and bicycle pathways.

Then establish secondary connections such as alleys and pedestrian paseos (see Figure 9-4 below). Secondary connections may be street right-of-way, pedestrian paseos, plazas, and pedestrian greenbelts. Emphasis should be placed on developing high-quality pathways that are safe, attractive, and comfortable to pedestrians and bicyclists. Buildings should front pedestrian paseos with windows, entries, and appropriate frontage types per Section 4.6 (Frontage Standards). Village-scale block lengths and widths may vary depending on the block sizes in the surrounding (existing) area and the applicable development standards, but generally should not be more than 200 to 300 feet in length without a break such as an intersecting street, alley, or paseo.

Refer to Section 4.14 in the Development Code (Chapter 4) for block and special lot design standards. Refer to Section 4.15 in the Development Code (Chapter 4) for street design standards and Chapter 5 (Transportation & Circulation) for street types, dimensions, and illustrative cross-sections.

FIGURE 9-3. *INTRODUCE STREETS*

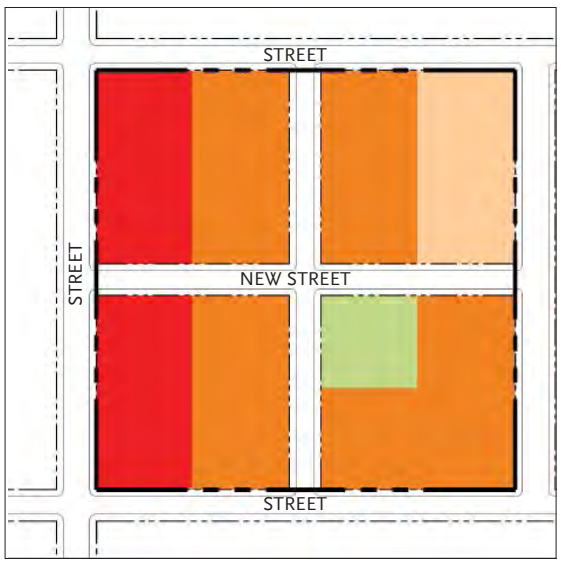


FIGURE 9-4. *INTRODUCE ALLEYS AND PASEOS*



3. Step Three: Design Parcels, Building Envelopes, and Frontage.

To provide a framework for village-scale buildings that are consistent with their place in the city, divide the building parcels into smaller "design parcels" based on the building length standards in Section 4.3 (Development Standards) of the Development Code (Chapter 4) and as shown in Figure 9-5 (Create "Design Parcels") below. Design parcels are intended for design purposes only, but may be recorded as separate, legal parcels. Once design parcels have been created, introduce building envelopes based on the setbacks and heights allowed by the applicable zone in the Section 4.3 of the Development Code as shown in Figure 9-6 (Create Building Envelopes) below. Finally, designate where appropriate frontage elements will be introduced per Section 4.6 (Frontage Elements) of the Development Code and as show in Figure 9-7 (Designate Frontage) below. Frontage elements should be provided along all ground floor frontages that face public streets, pedestrian paseos, and publicly accessible open spaces. In addition, access to vehicle parking structures, surface parking lots, and services should be properly planned and placed on the parcel in accordance with the applicable development standards in Section 4.3. (Development Standards).

The design parcels, building envelopes, frontage placement, and parking/service placement and access should be adhered to during the subsequent Commission Review & Approval process for site plan and building approval. The conceptual site plan for a Planned Development application will not include site development details such as precise building footprints, pedestrian entrances and ADA-accessibility, driveways and on-site vehicular circulation, parking areas, loading zones, refuse enclosures, planters and landscape areas, NPDES treatment, and other details typically required for a Commission Review & Approval entitlement. These details would be required with a Commission Review & Approval application for each individual building site as the Master Planned Development is constructed in a coordinated manner over a period of several years or phases.

FIGURE 9-5. *CREATE "DESIGN PARCELS"*

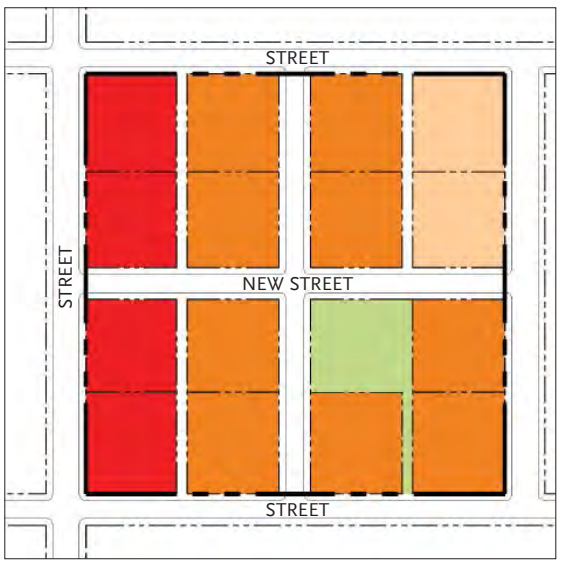


FIGURE 9-6. *CREATE BUILDING ENVELOPES*

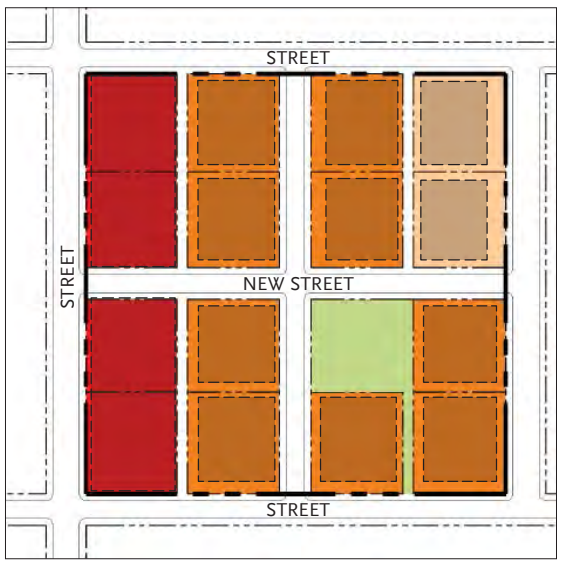
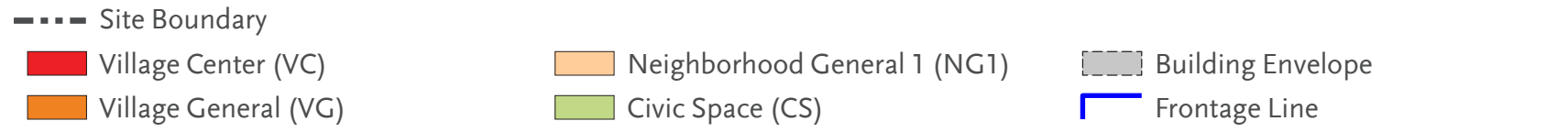


FIGURE 9-7. *DESIGNATE FRONTAGE*





4. Step Four: Building Placement and Public Open Space.

Building size and placement is a high priority in this Specific Plan. New buildings appropriately scaled to their place in the city in conformance with the applicable zone should form the street space to create an active, pedestrian-friendly "street wall" with street-facing windows, transparent openings for ground floor retail stores and restaurants, and stoops and door yards for residential buildings.

FIGURE 9-8. *INTRODUCE BUILDINGS*



Public and semi-public open spaces should be planned in close coordination with building placement. Building frontages should face, shape, and enclose open space areas so that the public realm open space acts as an "outdoor room" that is an integral component of the surrounding development (see Figure 9-8 below). Refer to Section 4.16 in the Development Code (Chapter 4) for park, plaza, and open space design development standards. Public open spaces may be plazas, parks, outdoor seating/dining areas, parklets, water features or fountains, functional green space, active or passive recreation areas, children's play areas, and similar public realm amenities. Public open space for the intent of this section does not include storm water detention/retention basins, runoff treatment swales, creeks or waterways, street medians or parkways (e.g., between curb and sidewalk), parking lots, and similar areas that cannot be functionally utilized by pedestrians or residents.

Public open spaces should be connected via pedestrian or other access ways to form a network of open spaces, where feasible, rather than a series of isolated and disconnected open spaces areas that would limit or discourage their use.

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List of General Plan Policies
for Transit Villages

Chapter 2: Distinctive City

2-A.16: Use transit stations as focal points for interconnectivity; plan to equally serve travelers from north and south. Plan for each village around the transit stations to have a unique character that complements the adjacent neighborhoods.

2-A.51: Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.

2-P.25: Encourage a variety of uses and activities, such as a mix of commercial, office, restaurant, specialty retail, and residential uses, and civic, cultural, and entertainment activities to attract visitors and residents from across the community by creating a lively, interesting social environment.

2-P.26: Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station.

2-P.27: Conserve Downtown's character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.

2-A.90: Complete and adopt a Downtown Specific Plan as the guide for Downtown development that will establish guidelines or standards for roadways, building forms, architecture, signage, streetscape, parking, and public realm amenities.

2-A.94: Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High-Density Residential standard.

2-A.95: Enhance and extend the civic realm through vibrant streetscapes.

2-A.96: Promote redevelopment of the Redlands Mall with a vibrant mix of uses. Explore feasibility of re-extending the traditional street grid through the new development.

2-A.97: Seek an increased presence of both residents and activity in Downtown with new development—particularly residential as part of mixed-use development—as well as commercial, entertainment, and cultural uses that serve both residents and visitors.

2-A.98: Promote a variety of housing types to attract a spectrum of households to live Downtown.

2-A.99: Ensure that new development along Redlands Boulevard is pedestrian-oriented.

2-A.101: Address parking demand by finding additional areas to provide parking for Downtown, and by developing creative parking management strategies, such as shared parking, maximum parking standards, “smart” metering, utilizing on-street parking for reuse of existing buildings, paid parking, etc. Monitor the impacts of new technology such as the autonomous vehicle and car hire /car share services on the total demand for parking.

2-A.102: Improve connections from Downtown to adjacent neighborhoods, including areas north of I-10, through streetscape enhancement and multi-modal improvements.

Chapter 3: Prosperous Economy

3-A.10: Encourage mixed-use projects within the Transit Villages that will attract a wide array of uses including retail, restaurant, entertainment, office, residential, and cultural offerings.

3-A.14: Encourage commercial development, neighborhood retail, and professional offices and services of the appropriate scale and business types along neighborhood commercial corridors, such as Orange Street and Colton Avenue.

3-P.12: Promote Redlands as a destination where visitors can shop, dine, play, and stay, and help create opportunities for increased visitation, hotel stays, sales tax generation, and employment.

3-P.16: Strengthen Downtown as a center of commerce and culture, with attractions for local residents, workers, and regional visitors year-round.

3-A.33: Support efforts to improve the economic and physical environment in the Downtown area by enhancing and expanding tourism-related activities and capital improvements, and generating external in-kind and monetary support for these efforts.

3-A.36: Support revitalization of underutilized commercial space throughout Downtown, including the Redlands Mall, which could create new opportunities for businesses and residents, and provide a critical link to rail.

3-A.37: Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core.

3-A.38: Improve the safety and sense of safety throughout Downtown and the adjoining commercial areas.

3-A.39: Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.

3-A.40: Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.

Chapter 4: Livable Community

4-P.1: Promote a balanced rate and distribution of development and uses pursuant to the standards identified in Measure U and compatible with the fabric of the existing community.

4-P.3: Focus new development in infill areas in order to preserve open space, agriculture, and citrus groves, particularly around the edges of the city.

4-A.1: Promote the orderly development and growth of urban areas in infill areas and the city center while encouraging the ongoing cultivation of agricultural land and the preservation of rural living areas in the canyons, Crafton, and Mentone.

4-A.3: Ensure that infill development complements existing development in use, design, and scale, and that it supports the cohesion and integration of the city's development pattern.

4-A.6: Provide for the extension of public services in a logical and functional manner to minimize impacts on service providers while focusing development in infill areas that can accommodate development in a timely manner.

4-P.7: Promote a diversity of compatible land uses throughout the city, providing opportunities for the development of a range of businesses, services, residential types, and public facilities to meet the needs of the community.

4-P.8: Provide for buffers and transitions between low- and high-intensity land uses.

4-P.9: Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.

4-P.10: Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.

4-P.12: In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods.

4-P.13: Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site) in Downtown, the Transit Villages, and along Redlands Boulevard to promote vibrancy.

4-P.14: Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High Density Residential standard.

4-P.16: Promote a variety of housing types to serve the diverse needs of the community.

4-A.7: Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.

4-A.8: Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.

4-A.9: Encourage the incorporation of residential units in Downtown mixed-use projects consistent with the Redlands Downtown Specific Plan.

4-A.11: Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.

4-A.12: Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.

4-A.20: Establish new neighborhood commercial centers to serve the needs of community members in areas planned to accommodate new growth, such as Downtown and the Transit Village areas.

4-P.26: Support the University of Redlands in the development of its campus and the surrounding area in a manner that enriches both the University and Redlands communities.

4-A.23: Support development of the campus in ways that both strengthen its ties to the community and enhance its status as a major activity center for the neighborhood.

4-P.39: Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.

4-A.87: Promote clusters of mixed-use development along Redlands Boulevard near the Mixed Use Cores of the proposed Transit Villages, providing opportunities for commercial, office, and residential development consistent with the needs and characteristics specific to each Transit Village.

4-A.88: Promote infill development along Redlands Boulevard where it is classified as a Boulevard to create a continuous corridor of mixed-use and commercial activity.

4-A.89: Complete and enhance the sidewalk system along both East and West Redlands Boulevard. Make pedestrian enhancements to facilitate the safe crossing of the street.

4-A.90: Extend and enhance the center median of Redlands Boulevard with landscaping, public art, and lighting to improve the aesthetics and enhance its function as a major east-west boulevard.

4-P.40: Encourage the revitalization of the commercial corridors on Colton Avenue at Orange Street by providing opportunities for a variety of commercial uses and providing guidelines for site design to create a more welcoming visual environment.

4-A.91: Develop an area plan for the Colton Avenue and Orange Street corridors that will improve the public spaces, enhance the quality of architecture and landscape architecture, attract a mix of family-friendly retail and professional businesses to serve the neighborhoods, and improve the overall attractiveness of the areas.

4-A.93: Seek to improve the mix of office, professional, and service related businesses along Colton Avenue and Orange Street that will serve the neighborhood.

4-A.95: Promote infill development to create a continuous corridor of mixed-use and commercial activity.

4-A.96: Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages.

4-A.97: Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.

Transit Villages Policies and Actions

4-P.41: Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.

4-P.42: Provide for new jobs, housing, and entertainment opportunities in com-pact, walkable environments.

4-P.43: Ensure that each Transit Village has a unique character and identity that reflects its existing assets and unique characteristics, and provides appropriate services at that location.

4-P.44: Provide choices for travel options, including walking, biking, vehicular, and transit.

4-P.45: Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.

4-P.46: Improve connectivity between Transit Villages and existing neighborhoods.

4-P.47: Provide for appropriate transitions between Transit Villages and surrounding neighborhoods.

4-P.48: Provide development and infill opportunities as alternatives to building at the edges of the city.

4-P.49: Allow residential and mixed-use projects in the Mixed Use Core at densities up to the High Density Residential standard.

4-P.50: Allow for density bonuses in the Transit Village Overlay Zone contingent on the provision of public benefits. Density bonuses shall be a minimum of 25 percent within a quarter-mile of each transit station, and 10 percent in areas located between a quarter-mile and a half-mile radius of each transit station. Public benefits may include but are not limited to amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a voluntary transfer of development rights program.

4-P.51: Complete a Transit Village Plan that will define: village character, design guidelines for architecture and site development, permitted and conditional uses, building setbacks and heights, yards, interfaces with the public streets and sidewalks, security measures, and transitions to existing neighborhoods.

4-P.52: Encourage stops of larger trains (Metrolink) in stations that can adequately accommodate their size and have greater availability of and access to parking.

Actions for the New York Street Transit Village

4-A.112: Create an active and compact transit-oriented core with office uses that provide opportunities for jobs and innovation, as well as commercial and residential uses to serve the needs of the area's workers.

4-A.113: Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

4-A.114: Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.
4-A.115: Provide pedestrian routes between offices, neighborhoods, and Downtown.

4-A.116: Implement bicycle route improvements that provide strong east-west connections to other Transit Villages as well as north-south connections to improve access to existing neighborhoods to the north. Routes would include the Orange Blossom Trail, the Lugonia Trail on New York Street, and a route along Texas Street.

4-A.117: Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel.

4-A.118: Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians.

4-A.119: Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

Actions for the Downtown Redlands Transit Village

4-A.120: Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.

4-A.121: Encourage a centrally-located mix of uses to promote activity and economic vitality.

4-A.122: Maintain a distinctive character that builds on Downtown's many historic features and its citrus heritage.

4-A.123: Promote the reuse of citrus packing houses, historic warehouses, and other historic commercial buildings to create a destination for residents and tourists.

4-A.124: Ensure accessibility within the Transit Village to arts and cultural venues and programming.

4-A.125: Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

4-A.126: Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and ground-floor active uses.

4-A.127: Strengthen pedestrian and bicycle circulation routes within Downtown and to and from adjacent neighborhoods.

4-A.128: Implement bicycle route improvements that provide strong east-west and north-south connections. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, and routes on Colton Avenue, Orange Street, and Citrus Avenue.

4-A.129: Improve the I-10 undercrossing at Eureka Street, Orange Street, and 6th Street to increase comfort and safety for all modes of travel and enhance north-south circulation.

4-A.130: Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

Actions for the University Transit Village

4-A.131: Provide more multi-family housing for university students, staff, and other members of the community in the Mixed Use Core and adjacent residential areas.

4-A.132: Create opportunities for ground-floor commercial uses, such as restaurants and cafes, retail, and professional services to serve university students, staff, and neighborhood residents in the Mixed Use Core.

4-A.133: Promote pedestrian circulation between the station, homes, schools, and parks, with primary routes along multi-purpose trails (the Orange Blossom and Mill Creek Zanja trails), Citrus Avenue, and University Street.

4-A.134: Implement bicycle route improvements that enhance circulation between the station, homes, schools, and parks and provide connections to Downtown. Routes would include the Orange Blossom Trail, the Mill Creek Zanja Trail, and routes on Citrus Avenue, University Street, and Colton Avenue.

4-A.135: Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail connections along the Mill Creek Zanja.

4-A.136: Improve the I-10 undercrossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists.

4-A.137: Establish a boulevard along University Street from I-10 to Colton Avenue.

4-A.138: Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

Chapter 5: Connected City
(transportation policies)

5-P.1: Maintain a cohesive circulation system through a “layered network” approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geo-graphic areas.

5-P.4: Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.

5-P.9: Design a layered transportation network for individuals of all ages and abilities.

5-P.11: Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.

5-P.13: Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.

5-P.14: Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.

5-P.15: Incorporate green infrastructure into the design of new roadways and retro-fit existing roadways where appropriate.

5-P.16: Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/from adjacent neighborhoods.

5-A.2: Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.

5-A.4: Consider innovative design solutions to improve mobility, efficiency, connectivity, and safety through the use of traffic calming devices, roundabouts, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, and signal coordination.

5-A.5: As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc.

5-A.6: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in road-ways based on actual vehicular travel versus design capacity.

5-A.7: Add new streets to create a finer-grained, pedestrian-scaled road net-work where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.

5-A.8: Manage travel speeds in Downtown, at Transit Villages, and near schools, parks, and the University to enhance safety.

5-A.9: Adopt a “vision zero” approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

5-P.17: Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible.

5-P.19: Enhance street lighting for pedestrians where current lighting is inadequate.

5-A.20: Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.

5-A.21: Strengthen trail connections to Downtown (such as Orange Blossom Trail, Lugonia Trail, Citrus Avenue, and Church Street).

5-A.22: Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.

5-P.21: Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.

5-A.25: Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.

5-A.27: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

5-A.36: Allow for flexibility and creativity in the roadway standards, where appropriate, to preserve historic features, specimen trees and significant landscaping, accommodate turn lanes, parking, wider sidewalks, bike paths, turnouts for buses, public art, and landscaped medians.

5-A.37: Encourage the use of car share and car hire services within Redlands to provide vehicular transportation alternatives.

5-A.38: Plan for future innovations in vehicular transportation such as self-driving vehicles.

5-A.44: Establish new boulevards Downtown and in the Transit Villages that include planted center medians, accommodations for transit, wider sidewalks, and amenities for pedestrians.

5-P.27: Support passenger rail as an alternative mode of regional transit.

5-A.61: Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations.

5-A.62: Develop station area plans to determine the appropriate modes of transportation to be accommodated at each passenger rail station, the inter connections between those modes, and the facilities to be provided to support each mode.

5-A.67: Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity.

Chapter 5: Connected City
(parking policies)

5-A.17: Locate public parking facilities to serve the downtown around the periphery so as not to draw additional vehicles into the core areas. Ensure that easily identifiable pedestrian connections exist between public parking areas and the downtown core.

5-P.29: Ensure a balanced parking supply that adequately serves the community while employing strategies to reduce both the number of parking spaces needed, the area occupied by parking, and the number of vehicular trips needed within predominantly pedestrian oriented areas.

5-A.70: Locate Downtown public parking to encourage a park once approach. Provide pedestrian directional signage to direct persons from peripheral parking to downtown destinations.

5-A.73: Provide adequate parking availability Downtown for residents, commuters, visitors, and shoppers throughout the day.

5-A.74: Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.

5-A.75: Consider techniques to reduce the amount of area in the Transit Villages occupied by parking, especially for developments located within easy walking distance of the Passenger Rail stations.

5-A.77: Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

5-A.78: Develop flexible on-site vehicle parking requirements. Such requirements would include implementation of innovative parking techniques, implementing effective TDM programs to reduce parking demand, and consideration of other means to efficiently manage parking supply and demand.

5-A.80: Design parking structures in a manner so that they can be adaptively reused if they become obsolete for parking needs in the future.

REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT

SCH NO. 2021080622

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TABLE OF CONTENTS

Section Page

LIST OF FIGURES ..... **ii**

LIST OF TABLES ..... **iii**

APPENDICES ..... **v**

ACRONYMS AND ABBREVIATIONS ..... **vi**

1.0 EXECUTIVE SUMMARY **1-1**

2.0 INTRODUCTION **2-1**

3.0 PROJECT DESCRIPTION **3-1**

4.0 ENVIRONMENTAL SETTING **4-1**

5.0 ENVIRONMENTAL IMPACT ANALYSIS **5-1**

SECTION 5.1, AESTHETICS 5.1-1
SECTION 5.2, AIR QUALITY 5.2-1
SECTION 5.3, CULTURAL RESOURCES 5.3-1
SECTION 5.4, ENERGY 5.4-1
SECTION 5.5, GEOLOGY AND SOILS 5.5-1
SECTION 5.6, GREENHOUSE GAS EMISSIONS 5.6-1
SECTION 5.7, HAZARDS AND HAZARDOUS MATERIALS 5.7-1
SECTION 5.8, HYDROLOGY AND WATER QUALITY 5.8-1
SECTION 5.9, LAND USE AND PLANNING 5.9-1
SECTION 5.10, NOISE 5.10-1
SECTION 5.11, POPULATION AND HOUSING 5.11-1
SECTION 5.12, PUBLIC SERVICES 5.12-1
SECTION 5.13, RECREATION 5.13-1
SECTION 5.14, TRANSPORTATION 5.14-1
SECTION 5.15, TRIBAL CULTURAL RESOURCES 5.15-1
SECTION 5.16, UTILITIES 5.16-1
SECTION 5.17, MANDATORY FINDINGS OF SIGNIFICANCE 5.17-1

6.0 ALTERNATIVES **6-1**

7.0 PREPARERS AND PERSONS CONTACTED **7-1**

LIST OF FIGURES

Figure		Page
FIGURE 3-1	REGIONAL LOCATION	3-5
FIGURE 3-2	LOCAL VICINITY	3-7
FIGURE 3-3	AERIAL VIEW	3-9
FIGURE 3-4	SPECIFIC PLAN STATION AREAS	3-11
FIGURE 3-5	GENERAL PLAN LAND USE DESIGNATION	3-13
FIGURE 3-6	GENERAL PLAN TRANSIT VILLAGES	3-15
FIGURE 3-7	EXISTING ZONING DISTRICTS	3-17
FIGURE 3-8	REGULATING PLAN	3-29
FIGURE 3-9	FUTURE STREET NETWORK IMPROVEMENTS	3-31
FIGURE 3-10	FUTURE PEDESTRIAN NETWORK IMPROVEMENTS	3-33
FIGURE 3-11	FUTURE BICYCLE NETWORK IMPROVEMENTS	3-35
FIGURE 3-12	PUBLIC REALM PLAN	3-37
FIGURE 3-13	EXISTING AND PROPOSED DOMESTIC WATER DISTRIBUTION	3-39
FIGURE 3-14	EXISTING AND PROPOSED NON-POTABLE WATER DISTRIBUTION	3-41
FIGURE 3-15	EXISTING SEWER SYSTEM AND PROPOSED UPGRADES	3-43
FIGURE 3-16	TRANSIT VILLAGES SPECIFIC PLAN AND TRANSIT PRIORITY AREAS	3-45
FIGURE 3-17	VACANT AND NONCONFORMING PARCELS	3-47
FIGURE 3-18	AREAS OF CHANGE	3-49
FIGURE 3-19	ILLUSTRATIVE PLAN	3-51
FIGURE 5.10-1	NOISE MEASUREMENT LOCATIONS	5.10-11
FIGURE 5.10-2	SAN BERNARDINO INTERNATIONAL AIRPORT NOISE CONTOURS	5.10-17
FIGURE 5.14-1	TRANSIT PRIORITY AREAS & SPECIFIC PLAN TAZS	5.14-11
FIGURE 6-1	ALTERNATIVE TWO AREA	6-13

LIST OF TABLES

Table		Page
TABLE 1-1	SUMMARY OF IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE	1-5
TABLE 2-1	SUMMARY OF NOP / INITIAL STUDY COMMENT LETTERS	2-3
TABLE 2-2	SUMMARY OF PUBLIC SCOPING MEETING COMMENTS	2-9
TABLE 3-1	TVSP PROPOSED BUILDOUT	3-22
TABLE 4-1	HAZARDOUS MATERIALS SITES	4-10
TABLE 4-2	303(D) WATER QUALITY IMPAIRMENTS	4-13
TABLE 4-3	EXISTING AMBIENT NOISE MEASUREMENT RESULTS	4-17
TABLE 4-4	POPULATION ESTIMATES AND PROJECTIONS, 2021-2045	4-17
TABLE 4-5	CITY OF REDLANDS EXISTING HOUSING STOCK, 2021	4-17
TABLE 4-6	SCAG HOUSEHOLD PROJECTIONS, 2021-2045	4-17
TABLE 4-7	SCAG PROJECTED EMPLOYMENT TRENDS 2016-2045	4-17
TABLE 4-8	EXISTING AND PROJECTED JOBS-HOUSING BALANCE IN THE CITY AND COUNTY	4-18
TABLE 4-9	EXISTING PARKS WITHIN THE TVSP AREA	4-19
TABLE 4-10	EXISTING MAJOR ROADWAY CHARACTERISTICS WITHIN SPECIFIC PLAN AREA	4-20
TABLE 4-11	MUED WATER SUPPLY 2020	4-23
TABLE 4-12	MUED PROJECTED WATER SUPPLY (AF)	4-23
TABLE 5.1-1	SCENIC ROADWAYS IN THE CITY	5.1-5
TABLE 5.2-1	AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS	5.2-2
TABLE 5.2-2	AIR QUALITY MONITORING SUMMARY 2018-2020	5.2-13
TABLE 5.2-3	ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB)	5.2-14
TABLE 5.2-4	SCAQMD REGIONAL AIR QUALITY THRESHOLDS	5.2-15
TABLE 5.2-5	SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS	5.2-16
TABLE 5.2-6	CONSTRUCTION EQUIPMENT ASSUMPTIONS	5.2-19
TABLE 5.2-7	MAXIMUM PEAK CONSTRUCTION EMISSIONS WITHOUT MITIGATION	5.2-20
TABLE 5.2-8	SUMMARY OF PEAK OPERATIONAL EMISSIONS	5.2-21
TABLE 5.3-1	RECORDED PREHISTORIC ARCHAEOLOGICAL RESOURCES	5.3-7
TABLE 5.3-2	LIST OF HISTORICAL PROPERTIES WITHIN SPECIFIC PLAN AREA	5.3-8
TABLE 5.4-1	ESTIMATED CONSTRUCTION ELECTRICITY USAGE FOR BUILDOUT OF THE TVSP	5.4-5
TABLE 5.4-2	ESTIMATED CONSTRUCTION EQUIPMENT FUEL FOR BUILDOUT OF THE TVSP	5.4-5
TABLE 5.4-3	ESTIMATED CONSTRUCTION WORKER FUEL CONSUMPTION FOR TVSP BUILDOUT	5.4-9
TABLE 5.4-4	ESTIMATED CONSTRUCTION VENDOR AND HAULING FUEL CONSUMPTION	5.4-9
TABLE 5.4-5	ESTIMATED ANNUAL OPERATIONAL VEHICLE FUEL CONSUMPTION AT BUILDOUT	5.4-10
TABLE 5.4-6	ESTIMATED OPERATIONAL ANNUAL NATURAL GAS DEMAND AND ELECTRICITY CONSUMPTION AT BUILDOUT	5.4-11
TABLE 5.6-1	TVSP CONSTRUCTION GREENHOUSE GAS EMISSIONS	5.6-10
TABLE 5.6-2	TVSP SERVICE POPULATION	5.6-11
TABLE 5.6-3	OPERATIONAL GREENHOUSE GAS EMISSIONS	5.6-12
TABLE 5.6-4	PROJECT CONSISTENCY WITH THE CARB 2007 SCOPING PLAN	5.6-13
TABLE 5.6-5	PROJECT CONSISTENCY WITH THE CARB 2017 SCOPING PLAN	5.6-15
TABLE 5-6-6	PROJECT CONSISTENCY WITH THE CITY GENERAL PLAN SUSTAINABLE COMMUNITY ELEMENT POLICIES	5.6-19
TABLE 5.7-1	HAZARDOUS MATERIALS SITES	5.7-9
TABLE 5.8-1	303(D) WATER QUALITY IMPAIRMENTS	5.8-7
TABLE 5.8-2	PROJECTED GROUNDWATER SUPPLIES (AFY)	5.8-10
TABLE 5.9-1	CONSISTENCY WITH SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY.	5.9-4
TABLE 5.9-2	PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN ACTIONS AND POLICIES	5.9-6
TABLE 5.10-1	CITY OF REDLANDS GENERAL PLAN NOISE/LAND USE COMPATIBILITY MATRIX	5.10-7
TABLE 5.10-2	CITY OF REDLANDS GENERAL PLAN INTERIOR AND EXTERIOR NOISE STANDARDS	5.10-8
TABLE 5.10-3	CITY OF REDLANDS OPERATIONAL NOISE STANDARDS	5.10-9
TABLE 5.10-4	EXISTING AMBIENT NOISE MEASUREMENT RESULTS	5.10-10
TABLE 5.10-5	EXISTING NOISE AND LAND USE COMPATIBILITY	5.10-13
TABLE 5.10-6	CONSTRUCTION EQUIPMENT ASSUMPTIONS	5.10-19
TABLE 5.10-7	VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT	5.10-21
TABLE 5.10-8	CONSTRUCTION EQUIPMENT VIBRATION LEVELS	5.10-22
TABLE 5.11-1	CITY OF REDLANDS SCAG REGIONAL HOUSING NEEDS ALLOCATION, 2021-2029	5.11-2
TABLE 5.11-2	POPULATION ESTIMATES AND PROJECTIONS, 2021-2045	5.11-4

TABLE 5.11-3	CITY OF REDLANDS EXISTING HOUSING STOCK, 2021	.5.11-4
TABLE 5.11-4	SCAG HOUSEHOLD PROJECTIONS, 2021-2045	.5.11-4
TABLE 5.11-5	SCAG PROJECTED EMPLOYMENT TRENDS, 2016-2045	.5.11-4
TABLE 5.11-6	EXISTING AND PROJECTED JOBS-HOUSING BALANCE IN THE CITY AND COUNTY	.5.11-5
TABLE 5.11-7	TVSP PROPOSED BUILDOUT POPULATION & EMPLOYEE INCREASE	.5.11-7
TABLE 5.12-1	FIRE STATIONS	.5.12-4
TABLE 5.12-2	POLICE STATIONS	.5.12-5
TABLE 5.12-3	EXISTING PARKS WITHIN THE TVSP AREA	.5.12-5
TABLE 5.13-1	EXISTING PARKS WITHIN THE TVSP AREA	.5.13-2
TABLE 5.14-1	EXISTING MAJOR ROADWAY CHARACTERISTICS WITHIN SPECIFIC PLAN AREA	.5.14-4
TABLE 5.14-2	SPECIFIC PLAN TRAFFIC ANALYSIS ZONES	5.14-13
TABLE 5.16-1	MUED WATER SUPPLY 2020	.5.16-3
TABLE 5.16-2	MUED PROJECTED WATER SUPPLY (AF)	.5.16-3
TABLE 5.16-3	WATER DEMANDS FROM BUILDOUT OF THE TVSP	.5.16-7
TABLE 5.16-4	PROJECTED MUED WATER DEMAND	.5.16-7
TABLE 5.16-5	TVSP ESTIMATED WASTEWATER GENERATION	5.16-11
TABLE 5.16-6	SOLID WASTE GENERATION DURING PROJECT OPERATION	5.16-18
TABLE 6-1	IMPACT COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVES	 6-25
TABLE 6-2	COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVES ABILITY TO MEET OBJECTIVES	 6-27

APPENDICES

Appendix Title

APPENDIX A ..... INITIAL STUDY, NOP, AND NOP COMMENTS
APPENDIX B ..... AIR QUALITY IMPACT ANALYSIS
APPENDIX C ..... CULTURAL & PALEONTOLOGICAL RESOURCES REPORT
APPENDIX D ..... ENERGY IMPACT ANALYSIS
APPENDIX E ..... GREENHOUSE GAS EMISSIONS ANALYSIS
APPENDIX F ..... WATER SUPPLY ASSESSMENT
APPENDIX G ..... NOISE IMPACT ANALYSIS
APPENDIX H ..... TRIP GENERATION
APPENDIX I ..... VMT SCREENING ANALYSIS

ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
µg/m³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH_4	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
CUP	Conditional Use Permit
dB	decibel

dBA	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydrofluorocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
I-5	Santa Ana Freeway
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO_2e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH_3	ammonia
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NMC	New Model Colony

NOP	Notice of Preparation
NO_2	nitrogen oxide
NO_x	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
O_3	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
$PM_{2.5}$	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM_{10}	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF_6	sulfur hexafluoride
SIP	state implementation plan
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_4	sulfates
SoCalGas	Southern California Gas Company
SO_x	sulfur oxides
SP	Specific Plan
SR	State Route
SR-60	Pomona Freeway
SR-83	Euclid Avenue
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
TVDSP	Transit Villages District and Specific Plan
tpy	tons per year

TTCP	traditional tribal cultural places
TUA	traditional use area
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification

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1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Redlands General Plan Transit Villages District and Specific Plan Project (proposed Project). This Draft EIR has been prepared in conformance with the City of Redlands environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City's website.

Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

A new commuter rail line, called the Arrow, is under construction in the city that will be operated by San Bernardino County Transportation Authority (SBCTA). The Arrow will initially include five stations connecting the existing San Bernardino Transit Center in downtown San Bernardino and the University of Redlands using an approximately 9-mile stretch of former Atchison, Topeka, and Santa Fe railway right-of-way. Three of the new Arrow stations are located in the city, which include: 1) New York Street/Esri Station near the intersection of Redlands Boulevard and New York Street across from the existing Esri campus, 2) Downtown Station north of the Santa Fe Depot between Eureka Street and Orange Street, and 3) University Street Station adjacent to the University of Redlands at the south end of campus near North University Street (see Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*).

The proposed Transit Villages Specific Plan (TVSP) area generally includes the parcels located within approximately one-half mile, or a 10-minute walk, of the three new Arrow stations in the city. The entire TVSP area, which covers approximately 947 acres (approximately 1.5 square miles) is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The TVSP area also includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue (see Figure 3-4, *Specific Plan Station Areas*).

1.2 PROJECT DESCRIPTION SUMMARY

The proposed TVSP includes amending the GP2035 to establish a new Transit Village Development (TVD) land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The existing GP2035 Transit Village Overlay Zone (TVOZ)

boundaries of the New York Street, Downtown, and University stations would be adjusted as part of this Specific Plan process, and the adopted TVSP boundary would be the TVOZ boundary. The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities.

The TVSP provides for infill development, redevelopment and development of a number of vacant parcels located within the Project area, that are shown in Figure 3-17, *Vacant and Non-Conforming Parcels*. The maximum development that would occur from buildout of the TVSP would include up to 2,400 dwelling units, 220 hotel rooms, 265,000 square feet (SF) of retail commercial uses, 238,000 SF of office uses, and 280,000 SF of open space and parks. The total square-footage and dwelling units that are included in buildout of the TVSP could be constructed at the present time under the current GP2035 land use designations and current zoning designations within the Project area, as shown in Figure 3-18, *Areas of Change,* and Figure 3-19, *Illustrative Plan*. In other words, buildout pursuant to the TVSP would be within the buildout provided for within the GP2035. However, the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provide aesthetic and community benefits.

Infrastructure and Open Space Improvements

The TVSP would also provide a framework for a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit users, and motorists. The proposed street and open space network would provide a contiguous green space connecting the TVSP villages. The proposed Zanja Greenway would be located along a historic existing irrigation feature that traverses the Project area from Sylvan Boulevard in the University Transit Village southwest past the New York Street/Esri Transit Village. The TVSP would install riparian landscaping along the Zanja Greenway, which also runs parallel to the Orange Blossom Trail. The TVSP also includes an open space plaza at State Street/Third Street, a midtown greenbelt in the Downtown Transit Village, a central park in the University Transit Village, and a neighborhood park in the New York Street/Esri Transit Village.

Water system infrastructure improvements include upgrading potable water mains due to age and size to provide reliable fire suppression and adding non-potable water mains to serve the New York Street/Esri and Downtown station areas. The University Station area would be served by extending a private university-owned non-potable system. The Project proposes to install new 12-inch non-potable waterlines in New York between Colton Avenue and State Street that would connect to future non-potable pipelines, ultimately connecting to the existing non-potable pipeline in Lugonia Avenue. The Project proposes to install a new 8-inch non-potable waterline in Orange Street and Redlands Boulevard that would connect to a proposed non-potable pipeline in State Street, ultimately connecting to the proposed non-potable pipeline in New York Street. and the Project would include a new 8-inch non-potable line in University Street and Colton Avenue that would connect to the existing non-potable line in Colton Avenue. The Project also proposes the construction of various other new non-potable waterlines and improvements to existing sewer lines through replacement or construction of new sewer mains. The precise timing of infrastructure improvements are not known with certainty, as improvements would likely depend on the timing of future developments, buildout of private development projects, future availability and amounts of public grant funding or other public funds, and other factors.

1.3 PROJECT OBJECTIVES

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.
2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.
3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.
4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces in line with the City of Redland's unique culture and history.
5. Transform streets and create neighborhood connectivity through pedestrian-oriented improvements.
6. Provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.
7. Provide for transit-oriented development around the three new Arrow Line stations in line with the City's General Plan.

1.4 SUMMARY OF ALTERNATIVES

Section 6.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 6.0 are summarized below.

Alternative 1: No Project/Buildout of the Existing Zoning. Under this alternative, the proposed Specific Plan would not be developed. In accordance with the CEQA Guidelines, the No Project/ Buildout of Existing Zoning Alternative will be the continuation of the existing plan, policy or operation into the future when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation. Section 15126.6(e)(3)(A) of the CEQA Guidelines states that, "typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan."

This alternative evaluates the environmental effects of buildout of the TVSP area according to the existing General Plan and zoning designations. Because the TVSP area is an urban area that is generally built out, most new development would occur as adaptive reuse of existing buildings, development on existing vacant sites, and infill or redevelopment of existing uses at the intensity allowed by the existing zoning. The majority of development under this alternative would similarly occur on vacant and non-conforming parcels as shown on Figure 3-17, *Vacant and Non-Conforming Parcels*. The addition of residential uses and mixed residential uses within the TVSP area would not occur, as proposed by the project. However, as described in Chapter 3.0, Project Description, the amount of square-footage and dwelling units listed in Table 3-1 could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized.

The Alternative 1: No Project/Buildout of Existing Zoning Alternative evaluation provides a comparison between the environmental impacts of the proposed Specific Plan in contrast to the result from not approving, or denying, the proposed Specific Plan. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

Alternative 2: Reduced TVSP Area Alternative. Under this alternative, the parcels located within Traffic Analysis Zone (TAZ) 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments in TPAs would meet the criteria set forth by Screening Criteria 1. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

Alternative 3: Reduced Intensity Alternative. Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts.

Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-2: The Project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.	**PPP CUL-1,** as described below.	Potentially significant	**MM CUL-1,** as described below.	Less than significant
Impact AE-3: The Project is located within an urban area and would not conflict with applicable zoning and other regulations governing scenic quality.	None	Less than significant	None required	Less than significant
Impact AE-4: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None	Potentially significant	**Mitigation Measure AES-1: Construction Lighting.** The developer and construction contractors shall install all temporary construction lighting such that: (a) lamps and reflectors do not illuminate upon areas beyond the implementing project site, including any off-site security buffer areas; (b) lighting does not cause excessive reflected glare; (c) direct lighting does not illuminate the nighttime sky; (d) illumination of the project site and its immediate vicinity is minimized; and (e) lighting is directed toward construction work areas and shielded from offsite areas.	Less than significant
Cumulative	None	Less than significant	None required	Less than significant
5.2 Air Quality				
Impact AQ-1: The Project would conflict with or obstruct implementation of an applicable air quality plan.		Potentially significant	**MM AQ-1 through MM AQ-10,** as listed below.	Significant and Unavoidable

Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.		Potentially significant	**MM AQ-1: Tier 3 Construction Equipment.** Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications. **MM AQ-2: Low VOC Paints.** Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that "Super-Compliant" low VOC paints shall be utilized that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings. **MM AQ-3: Electric Construction Equipment.** Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that contract specifications for construction activities rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines. **MM AQ-4: Alternative Fueled Construction Equipment.** Construction plans and specifications and construction permitting for developments within the TVSP area shall	Significant and Unavoidable

			include the requirement to use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment. **MM AQ-5: Construction Equipment Maintenance.** Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that construction equipment be maintained in good operating condition pursuant to manufacturer specifications to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification. **MM AQ-6: Construction Vehicle Management Plan.** Prior to the issuance of any grading permits for developments within the TVSP area, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Redlands denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by	

			the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff. **MM AQ-7: Enhanced Energy Efficiency.** Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable): • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			and off-white colors that reflect heat away from buildings; • Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products. **MM AQ-8: Enhanced Water Conservation.** To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy)[1]. Development proposals within the TVSP area shall also implement the following: • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. EPA Certified WaterSense labeled or equivalent faucets,	

[1] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			high-efficiency toilets (HETs), and water-conserving shower heads; • Use of recycled water, when available.	
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations		Potentially significant	**MM AQ-9: Localized Emissions.** For implementing projects within the TVSP area, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. During the City's review process of development applications in the TVSP area, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions. **MM AQ-10: Toxic Air Contaminants.** Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			(e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{10} concentrations exceed 2.5 microgram per cubic meter ($\mu g/m^3$), $PM_{2.5}$ concentrations exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: • Air intakes located away from high volume roadways and/or truck loading zones. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).	
Cumulative		Potentially significant	**MM AQ-1 through MM AQ-10**, as listed above.	Significant and Unavoidable

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.3 Cultural Resources				
Impact CUL-1: The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	**PPP CUL-1:** The City of Redlands Historic Architectural Design Guidelines shall apply to all projects within the TVSP Area. The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* may also be applicable to properties or projects that may affect historic buildings and resources.	Potentially Significant	**MM CUL-1: Historical Properties.** Prior to issuance of a permit for a development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to: • Preparing a historic resource management plan;	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); • Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; • Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and • Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.	
Impact CUL-2: The Project would not cause a substantial adverse change in the significance of an archaeological resources pursuant to CEQA Guidelines Section 15064.5.	None	Potentially significant	**MM CUL-2: Desktop Review.** During environmental review for future projects located within the TVSP area, a qualified archaeologist will prepare a brief letter report to determine the likelihood for the project site to contain archaeological resources. This letter report will contain the results of background research and will tier off the research conducted in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments prepared by Material Culture Consulting, Inc. Additional reference material will be reviewed, including project area specific historic photographs, topographic maps and	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			existing historic information. The background information provided in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments will be valid for five (5) years, after which time an updated search of the CHRIS will be required and submitted as an addendum to the original document. If there is any evidence that the project site has an increased sensitivity for archaeological or tribal cultural resources, based on existing onsite historic-age buildings or structures, or if previously identified resources are present within the project area or vicinity, then Mitigation Measure CUL-4 through Mitigation Measure CUL-6 shall be implemented. **MM CUL-3: Native American Coordination.** Where a recorded Native American archaeological site is identified, the City shall initial coordination with identified California Indian tribes. It should be noted that during the coordination process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a prehistoric archaeological site, which could be considered a historic tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). **MM CUL-4: Phase 2 Archaeological Site Testing.** If previously identified archaeological resources are present within the project area, a Phase 2 Archaeological Site Testing program shall be recommended, which would include evaluating the horizontal and vertical dimensions of a site, the	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Results of the testing program, in tandem with the Native American coordination process required by Mitigation Measure CUL-3 will determine the historic significance of the resource. When appropriate, the final testing report must be submitted to the City for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document, should one be required. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then development of a mitigation and monitoring program is required. **MM CUL-5: Data Recovery Program.** If significant cultural resources are present within a given Project Area, preferred mitigation for significant cultural resources is avoidance through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			harm shall be taken. For archaeological resources where preservation is not an option, a Data Recovery Program is required, which includes a Collections Management Plan. The program and plan will be subject to City review and approval prior to implementation. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City Development Services Department. **MM CUL-6: Archaeological Resources Management Plan (ARMP).** If resources are discovered within a given Project Area, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) will be required. In this case, the ARMP should include the following, at a minimum: At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor has been retained. Monitors will report to the Project Archaeologist for the Project and may work in collaboration with Native American monitors for tribal cultural	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			resources that may be a historical resource as defined in Public Resources Code section 5020.1(k). • The Project Archaeologist shall meet the U.S. Secretary of the Interior Standards. • Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation. • The Project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum: a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner/consulting Native American tribes and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to a archaeological resources evaluation. • A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring. *A. Pregrading Conference*	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			The Project Archaeologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of archaeological resources, general archaeological items, including the archaeology and culture history of the area, as well as pictures of typical artifacts, sites, and resources that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the Project Area. The Project Archaeologist and Native American monitors shall be called to assess the find to determine if additional monitors should be mobilized to the Project Area to examine and evaluate the resources. *B. Archaeological Monitoring* An adequate number of qualified archaeological monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored, including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			frequency and location of inspections will be determined by the Project Archaeologist. Archaeological monitoring will include inspection of exposed cut surfaces and spoils piles. Monitors maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Artifact Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Artifact Collection Log and/or Photograph Log comprise the field notes. These notes shall be filed weekly with the Project Archaeologist and be made available to the Proponent and City upon request. *C. Monitor's Authority to Temporarily Halt Project Activities* Archaeological monitors have the authority to initiate a temporary work stoppage of construction activities to assess and/or recover a potentially significant discovery. It is important that all earthmoving contractor	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			personnel recognize the authority of the monitor(s) to redirect Project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of significant discovery, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for cultural materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Archaeologist. If phone communication is problematic, the monitor will demarcate a 50-ft buffer zone around the specimen using flagging pins until the find is assessed and potential impacts to archaeological resources are avoided, minimized, or mitigated. *D. Unanticipated Discovery Protocol* If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Archaeologist shall assess the significance of such resources and shall meet and confer with the City Development Services Department and designated Native American monitors from consulting tribes regarding the mitigation for such resources. *E. Data Recovery Plan for Archaeological Resources* The following plan identifies protocol for assessing newly discovered resources. This section follows state guidelines for management of archaeological resources, as well as current best practices and industry standards for cultural resource management professional. Please note that when inadvertent discoveries of Native American archaeological resources occur, coordination with consulting Native American	

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			tribes/affiliations should be completed prior to removal or treatment of these resources, to ensure proper treatment and disposition, as outlined in Mitigation Measures TCR-3. The Project Archaeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. *F. Isolates* Less than three artifacts in one location are defined as isolates. These may consist of, for example, a single projectile point, a culturally modified animal bone, or a glass bottle. When isolates are discovered, the monitor carefully examines the surrounding area to ensure that other artifacts are not present. Subsequently, the monitor photographs the isolate with a scale bar, obtains GPS coordinates of the location and records the isolate using standard California Department of Parks and Recreation (DPR) series 523 forms. *I. Archaeological Sites* Archaeological sites consist of more than three artifacts in one location. In addition, sites may have features such as rock ovens, burials, and other human-created alterations of the natural environment - with or without the presence of artifacts. Sites and features require evaluation to determine if they meet significance criteria as per CEQA. An archaeological site is considered significant if	

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			it is eligible or potentially eligible for listing in the CRHR. When an archaeological site is discovered during any Project activity, the archaeological monitor will divert construction away from the area at a minimum distance of 50 ft from the find and establish an exclusionary zone (flagging pins/tape) around the resource. The archaeological monitor(s) will then notify the Project Archaeologist for direction on how to proceed. Regardless of the outcome of the significance and CRHR eligibility assessment, every feature and site require a standard set of data collection for analysis and recordation on standard DPR forms. Features or sites older than 50 years must be delineated and photographed, GPS coordinates must be taken, and features and site records are completed including production of field maps and sketch map drawings. Thorough mapping is required for all features or sites, and include an accurate elevation measurement, the depth the deposit extends below surface and true north reading. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			professional repository, at the Western Science Center in Hemet. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. All items found in association with Native American human remains shall be considered grave goods and sacred in origin and subject to special handling pursuant to Mitigation Measure TCR-4. **MM CUL-7: Human Remains**. Procedures taken upon discovery of human remains will be consistent with State Law (California Health and Safety Code Section 7050.5; California PRC Section 5907.98) and CR-3. If human remains are encountered during project grading, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The monitor(s) will immediately divert work a minimum of 100 feet and place an exclusion zone (flagging pins) around the burial. In-place preservation and protection from further disturbance shall always be the preferred approach. If the San Bernardino County Coroner determines the remains to be Native American, the NAHC shall be contacted within a twenty-four (24) hour timeframe. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant (MLD) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources	

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			Code 5097.98. According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052). If the coroner determines the remains represent a historic-era, non-Native American burial, standard non-invasive analysis of the skeletal remains and any artifacts will be performed on any burials removed. Reburial in place is preferred, but if burials are removed, they will be reinterred in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Reburial locations will be formally recorded on standard DPR forms as an Archaeological Redeposit. The site record will include maps of the original and reburial locations. The record will include dates of excavation and interment and a list of individuals (with affiliation) present during reburial. A burial treatment report will be prepared separately from any other reports and will be a confidential document. Copies will be filed with the Eastern Information Center, the MLD and the NAHC (latter two for Native American burials only). Any skeletal analysis or artifact analysis will be included in the final monitoring compliance report for the Project. **MM CUL-8: Monitoring Compliance Report.** The Project Archaeologist shall prepare a final archaeological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard	

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			guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any artifacts recovered, an inventory of any resources recovered, updated DPR forms, if any, and any other site(s) identified, final disposition of the resources, and any additional recommendations. A final copy shall be submitted to the City of Redlands Development Services Department and the South Central Coast Information Center (SCCIC). **MM CUL-9: Curation of Archaeological Resources.** All archaeological materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation and Monitoring Program. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves	

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			Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as further stipulated in Mitigation Measures TCR-3 and TCR-4. Arrangements for long-term curation of all recovered artifacts, with the exception of tribal cultural resources, must be established between the applicant/property owner and the consultant prior to the initiation of the Phase 2 Archaeological Site Testing Program. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79.	
Cumulative	**PPP CUL-1**, listed above	Potentially Significant	**MM CUL-1 through MM CUL-9**, listed above.	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.4 Energy				
Impact E-1: The Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.	None	Less than significant	None required	Less than significant
Impact E-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	None	No Impact	None required	No impact
Cumulative	None	Less than significant	None required	Less than significant
5.5 Geology and Soils				
Impact GEO-6: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	None.	Potentially significant	**MM GEO-1: Paleontological Resources Management Program (PRMP).** If a project proposes subsurface disturbance within an area mapped as a high sensitivity geologic unit (i.e., older alluvial deposits), or subsurface disturbance greater than 5 feet deep within an area mapped at the surface as a low sensitivity geologic unit (i.e., younger alluvial deposits), a paleontological resource management program (PRMP) is required unless a qualified paleontologist retained by a Project Proponent provides a letter to the City verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP will be reviewed and approved by the City prior to the issuance of a grading permit. The PRMP will be designed and implemented prior to any ground disturbance activities to monitor, salvage, and curate any recovered fossils associated with the project area, should these be unearthed. It is recommended that, if	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			necessary, a project's PRMP implement the following standard procedures: 1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities. As per Society of Vertebrate Paleontology (SVP) guidelines, a qualified paleontological monitor is an individual who has demonstrated sufficient paleontological training and field experience to have acceptable knowledge and experience of fossil identification, salvage and collection methods, paleontological techniques, and stratigraphy. An undergraduate degree in geology or paleontology is preferable but is less important than documented experience performing paleontological monitoring. The paleontological monitor must work under the direction of the Project Paleontologist. 2. The project paleontologist retained shall review the approved development plan	

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			and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable. b. Paleontological monitoring of	

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			earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level. c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary. d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains. e. If fossil remains are encountered,	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate. f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed	

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			specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions. *A. Pregrading Conference* The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of	

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			paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils. *B. Paleontological Monitoring* Paleontological monitoring of earthmoving activities within older Quaternary alluvial deposits will be initially conducted on a full-time basis, and earthmoving activities below five feet within younger Quaternary alluvial deposits will be conducted on a part-time (spot-checking) basis by the paleontological monitor. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain	

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			close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request. *C. Monitor's Authority to Temporarily Halt Project Activities* Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 50-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated. *D. Data Recovery Plan for Paleontological Resources* If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project Paleontologist will consult with the Project Applicant/Proponent prior to	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			collecting any bulk samples. Scientifically significant fossils of microscopic size consisting of vertebrates, invertebrates, plants, or trace fossils, may be in sediments that produce significant finds. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality. Construction activities shall continue outside of a 50-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes. *F. Monitoring Compliance Report* The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations. *G. Curation of Paleontological Resources* Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Development Services Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks. At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.	
Cumulative	None	Potentially significant	**MM GEO-1**, listed above.	Less than significant
5.6 Greenhouse Gases				
IMPACT GHG-1: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	None	Less than significant	**MM AQ-7 and MM AQ-8**, listed above.	Less than significant
IMPACT GHG-2: The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	None	Less than significant	None required	Less than significant
Cumulative	None	Less than significant	**MM AQ-7 and MM AQ-8**, listed above.	Less than significant
5.7 Hazards and Hazardous Materials				
Impact HAZ-4: The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.	None	Less than significant	None required.	Less than significant
Cumulative		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.8 Hydrology and Water Quality				
Impact WQ-2: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	None	Less than significant	None required	Less than significant
Impact WQ-3i: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site.	**PPP HYD-1 National Pollutant Discharge Elimination System (NPDES).** Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs. **PPP HYD-3 Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to: • Control contaminants into storm drain systems • Educate the public about stormwater impacts • Detect and eliminate illicit discharges • Control runoff from construction sites	Less than significant	None required	Less than significant
Impact WQ-3ii: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.		Less than significant	None required	Less than significant
Impact WQ-3iii: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		Less than significant	None required	Less than significant
Impact WQ-3iv: The Project would not substantially alter the existing drainage pattern of the site or area,		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.	• Implement BMPs and site-specific runoff controls and treatments			
Impact WQ-4: The Project would not risk release of pollutants due to project inundation within a flood hazard zone.		Less than significant	None required	Less than significant
Cumulative	**PPP HYD-1:** NPDES, listed above **PPP HYD-2:** Santa Ana RWQCB MS4 Permit, listed above	Less than significant	None required	Less than significant
5.9 Land Use and Planning				
Impact LU-2: The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.10 Noise				
Impact NOI-1: The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	None.	Potentially Significant	**MM NOI-1: Construction Equipment:** Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			MM NOI-2: Construction Staging: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity. **MM NOI-3: Construction Noise Levels:** Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall demonstrate that all construction activity within the TVSP will satisfy the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g., residential). **MM NOI-4: Construction Noise Barriers:** Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the TVSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall: • Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g.	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts; • Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and • Be removed and the site appropriately restored upon the conclusion of the construction activity. **MM NOI-5: Residential Exterior Noise:** Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 60 dBA CNEL exterior noise level standard as defined by Table 7-11 of the City of Redlands General Plan Healthy Community Element through preparation of an acoustical analysis. The outdoor environment is limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area as intended by the General Plan Healthy Community Element. **MM NOI-6: Residential Interior Noise:** Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 45 dBA	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			CNEL interior noise level standard as defined by Table 7-11 of the General Plan Healthy Community Element and by Title 24, Part 2, of the California Building Code through preparation of an acoustical analysis. **MM NOI-7: Non-Residential Developments:** Prior to the issuance of a building permit for a non-residential development within the TVSP that has the potential to impact noise sensitive residential land uses, the project plans and specifications shall demonstrate compliance with Municipal Code Section 8.06.090(F).	
Impact NOI-2: The Project would not generate excessive groundborne vibration or groundborne noise levels.		Potentially Significant	**MM NOI-8: Construction Vibration:** Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Redlands Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project Applicant/Developer shall demonstrate compliance with Municipal Code, Section 8.06.020 vibration perception	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			threshold as 0.01 inches per second (in/sec) RMS. **MM NOI-9: Construction Vibration Near Fragile Historic:** Any site-specific development project within 25 feet of an extremely fragile historic building shall engage a qualified structural engineer to conduct a pre-construction assessment of the structural integrity of the nearby historic structure(s) and submit evidence to the City of Redlands Building and Safety Division detailing that the operation of vibration-generating equipment associated with the new development would not result in structural damage to the adjacent historic building(s). If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required.	
Cumulative		Potentially Significant	**MM NOI-1 through MM NOI-9**, listed above.	Less than significant
5.11 Population and Housing				
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	None	Less than significant	None required	Less than significant
Cumulative	None	Less than significant	None required	Less than significant
5.12 Public Services				
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection	**PPP PS-1: Development Impact Fees.** As a standard requirement for implementing projects within the	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
services or the provision of new or physically altered fire station facilities.	TVSP Area, and prior to issuance of any building permits for the implementing project, the project applicants/developers shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.			
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or physically altered police station facilities.		Less than significant	None required	Less than significant
Impact PS-4: The Project would not result in substantial adverse physical impacts associated with park and recreation services or the provision of new or physically altered park facilities.	None	Less than significant	None required	Less than significant
Impact PS-5: The Project would not result in substantial adverse physical impacts associated with other governmental services or the provision of new or physically altered public facilities.	**PPP PS-1**, listed above.	Less than significant	None required	Less than significant
Cumulative	**PPP PS-1** and **PPP PS-2**, listed above.	Less than significant	None required	Less than significant
5.13 Recreation				
Impact REC-1: The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	**PPP PS-2**, listed above.	Less than significant	None required	Less than significant
Impact REC-2: The Project would not include recreational facilities or requires the construction or expansion recreational facilities which might have an adverse physical effect on the environment.	None	Less than significant	None required	Less than significant
Cumulative	**PPP PS-2**, listed above.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.14 Transportation				
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities.	None	Less than significant	None required	Less than significant
Impact TR-2: The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (B) regarding vehicle miles traveled.	None	TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, 53837101, 53834601 would be less than significant. TAZ 53827101 would be potentially significant.	**Mitigation Measure TR-1: VMT Screening.** Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in in the City of Redlands CEQA Assessment VMT Analysis Guidelines. If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as: • Modifying the project's build environment characteristics to	TAZ 53827101 would be significant and unavoidable

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			reduce VMT generated by the project • Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project • Participating in an available VMT fee program and/or VMT mitigation exchange or banking program, if any exist, to reduce VMT from the project or other land uses to achieve acceptable levels Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas) Constructing bicycle network improvements along the project's frontage consistent with the TVSP	
Cumulative	None	Less than significant	None required	Less than significant
5.15 Tribal Cultural Resources				
Impact TCR-1: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	None.	Potentially Significant	**Mitigation Measure CUL-2 through CUL-9**, listed previously. **Mitigation Measure TCR-1: Archaeological Resources Management Plan (ARMP).** If resources are discovered within a given Project Area, for any ground disturbing activities within 300 feet of the Mill Creek Zanja, or if there is a high potential for encountering resources, an Archaeological	Less than significant
Impact TCR-2: The Project would not cause a substantial adverse change in		Potentially significant		Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.			Resources Management Plan (ARMP) and tribal monitoring shall be required. In this case, the ARMP should include the following, at a minimum: • At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor and a Native American monitor from the consulting tribe(s) have been retained. Archaeological monitors will report to the project Archaeologist for the project and may work in collaboration with Native American monitors from consulting tribes. The project Archaeologist shall meet the U.S. Secretary of the Interior Standards. • Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.	
Cumulative		Potentially significant		Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• The project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum: a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner, consulting Native American tribes, and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to an archaeological resources evaluation.	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring. **Mitigation Measure TCR-2: Inadvertent Discovery of Tribal Cultural Resources.** In the event that Native American tribal cultural resources are inadvertently discovered during the course of grading for any project being developed under the Transit Villages Specific Plan, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process. Construction staff should also be provided with cultural sensitivity training, including identification of possible in situ tribal cultural resources. 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			methods and provide the City of Redlands with evidence of same: a. Accommodate the process for onsite reburial of the discovered items with the interested Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed. b. A curation agreement with an appropriate qualified repository within San Bernardino County or Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County or Riverside County, to be accompanied by payment of the fees necessary for permanent curation. c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the Project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum (or similar appropriate qualified repository able and willing to accept the tribal cultural resources) by default.	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City of Redlands documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grading meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Redlands, CHRIS, and consulting tribe(s). **Mitigation Measure TCR-3: Treatment and Disposition of Tribal Cultural Resources.** In the event that tribal cultural resources, including historic and pre-contact materials, are discovered during the course of ground disturbance for any project being developed under the Transit Villages Specific Plan, the following procedures shall be implemented: 1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by an archaeologist meeting the Secretary of the Interior's standards. Work on the other portions of the project, outside of the	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			buffered area, may continue during this assessment period. 2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s). 3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s). 4. Treatment and Final Disposition: The Applicant shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains discovered during construction of the proposed project. The Applicant shall relinquish the cultural resources through one or more of the following methods and provide the City of Redlands with evidence of same: a. Accommodate the onsite reburial of the discovered cultural resources in consultation with the consulting Native American tribe(s) or band(s). The reburial area shall be protected from any future impacts. All reburials are subject to a reburial agreement that shall be developed between the landowner and the consulting tribes outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			(vis-a-vis project plans, conservation/preservation easements, etc.). Reburial shall not occur until all cataloguing and recordation have been completed. b. In the event that reburial is infeasible, and/or if more than one Native American tribe or band is involved with the proposed project and cannot come to a consensus as to the disposition of cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated. The landowner shall relinquish all ownership and rights to this material and confer with the consulting tribes to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. c. Within 60 days following the completion of ground-disturbing activities, a Monitoring Compliance Report shall be submitted to the City of Redlands. The Monitoring Report shall document monitoring activities conducted by the Project Archaeologist and Native Tribal Monitor(s) including:	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			any impact to cultural resources discovered on the project site; how each mitigation measure was fulfilled; the type of cultural resources recovered and the disposition of such resources; evidence of completion of pre-grading cultural sensitivity training required for the construction staff; and daily/weekly monitoring notes from the archaeologist in a confidential appendix. The Monitoring Compliance Report shall be submitted to the City of Redlands, the South Central Coastal Information Center, and the consulting tribe(s). **Mitigation Measure TCR-4: Discovery of Human Remains.** In the event that human remains are encountered on any project site of any project being developed under the Transit Villages Specific Plan, the construction contractors, Project Archaeologist, and designated Native American Tribal Monitor (if any) shall immediately stop all work within 100 feet of the discovery. The Applicant shall immediate notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). State Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC),	

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			which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center and/or NAHC. According to the California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Sections 5097.98(e) and 5097.94(k)).	
5.16 Utilities and Service Systems				

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact UT-1: The Project would not require or result in the relocation or construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	None.	Potentially significant.	**Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4,** listed above.	Less than significant
Impact UT-2: The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years.	None.	Less than significant	None required	Less than significant
Impact UT-3: The Project would not require or result in the relocation or construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	None.	Potentially significant	**Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4,** listed above.	Less than significant
Impact UT-4: The Project would not result in a determination by the wastewater treatment provider that would serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the providers existing commitments.	None.	Less than significant	None required	Less than significant
Impact UT-5: The Project would not require or result in the relocation or construction of new drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.	None.	Potentially significant	**Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4,** listed above.	Less than significant
Impact UT-6: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	None.	Less than significant	None required	Less than significant
Cumulative	None	Less than significant	None required	Less than significant

2. Introduction

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Project. This EIR has been prepared by the City of Redlands in its capacity as Lead Agency, as that term is defined in Section 15367 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this Draft EIR, the City of Redlands has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this Draft EIR reflect the independent judgment of the City as Lead Agency.

2.1 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this Draft EIR is intended as an informational document to inform public agency decision makers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the Project that might avoid or lessen significant environmental effects. Thus, this Draft EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 EIR SCOPE AND CONTENT

Impacts Found to Be Potentially Significant. Based on the Initial Study conducted for the proposed Project, the City determined that an EIR should be prepared for the Redlands General Plan Transit Villages District and Specific Plan Project ("TVSP" or "proposed Project"). Topics requiring a detailed level of analysis evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the City of Redlands. The City determined through the Initial Study process that impacts related to the following topics are potentially significant and require a detailed level of analysis in this Draft EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Impacts Found Not to Be Significant. CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment". Topics that have been determined not to be significant and are therefore not discussed in detail in the EIR were identified based upon the responses to the NOP and an Initial Study prepared by the City of Redlands. The City determined through the initial review process that impacts related to the following topics are not potentially significant and are not required to be analyzed in this Draft EIR:

- Agriculture & Forest Resources
- Biological Resources
- Mineral Resources
- Wildfire

2.3 EIR PROCESS

Notice of Preparation/Initial Study

Pursuant to the requirements of CEQA, the City of Redlands, as Lead Agency, prepared an Initial Study (IS) and Notice of Preparation (NOP) for the proposed Project, which was distributed on September 1, 2021 for a 30-day public review and comment period that ended on September 30, 2021. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant EIR Section
State Agencies	
California Department of Transportation (Caltrans), October 13, 2021	
This letter provides background on Caltrans and their role as a responsible agency, as well as their recommendations for the Project. They recommend preparing a Traffic Impact Analysis (TIA) from data no more than 2 years old, and submitting the TIA prior to the circulation of the DEIR. They also included the following comments: They recommend designing local streets to serve circulation and safety equally, and to consider the standards provided by the Americans with Disability Act and the California Highway Design Manual. They also recommend placing all non-preferential parking behind buildings, and to provide electric vehicle charging stations and consider them as preferential parking.	Transportation
South Coast Air Quality Management District, September 20, 2021	
This letter provides background on CEQA Air Quality Analysis and the South Coast Air Quality Management District (SCAQMD) recommendations for the analysis of potential air quality impacts. The SCAQMD requested that these recommendations are included, and requested electronic versions of all related documents. The recommendations include the use of the SCAQMD's CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses, and CalEEMod2 land use emissions software. The letter also suggests mitigation measures, including list of resources to utilize that involve the aforementioned handbook, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities. Lastly, they also provided a point of contact.	Air Quality, Greenhouse Gas Emissions
Native American Heritage Commission, September 20, 2021	
This letter discusses Project compliance with AB 52 and SB 18. The letter recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible. The letter also outlines the AB 52 requirements. In addition, the letter provides recommendations for the Cultural Resources Assessment in order to adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources.	Cultural Resources, Tribal Cultural Resources
Regional/Local Agencies	
Department of Public Works, San Bernardino County, September 28, 2021	
This letter provides two comments with information regarding the District's Comprehensive Storm Drain Plan (CSDP), and San Bernardino County Flood Control District (SBCFCD) permitting. The Department of Public Works has advised that the Project is subject to the CSDP, which is available at the County's Flood Control District Offices. The CSDP should be used as a guideline for drainage in the area, and any revision to the existing drainage should be reviewed and approved by the City of Redlands. They also state that if construction of new, or alterations to	Hydrology & Water Quality, Land Use & Planning, Utilities & Service Systems

Comment Letter and Comment	Relevant EIR Section
any existing storm drains would be necessary as part of the Proposed Project, their impacts and any required mitigation should be discussed within the Draft EIR before the document is adopted by the Lead Agency. The Department also noted that San Bernardino County Flood Control District (SBCFCD) right-of way and facilities are located within the proposed Project area. They also stated that any encroachments in the right-of-way or facilities that is not authorized under Permit P-22017018 to SBCTA for rail line construction would require a permit from the SBCFCD prior to start of construction. They have also stated that the necessity for permits, and any impacts associated with them, should be addressed in the EIR prior to adoption and certification. The Department has also requested to be included in the circulation list for all project notices, public reviews, or public hearings.	
San Manuel Band of Mission Indians, September 2, 2021	
This letter provides the desired level of involvement of the San Manuel Band of Mission Indians (SMBMI) in the Project. The letter informs that the Project site is included under Serrano ancestral territory, and borders the Asistencia and the Zanja. The commenter requests that the following actions are taken and submitted to SMBWI for review upon availability: - Cultural report - Geotechnical report (if required for the project) - Project plans showing the depth of proposed disturbance The letter states that the above information will help the Tribe be consulted as per AB 52. The letter also provides a point of contact for the tribe.	Cultural Resources, Tribal Cultural Resources
University of Redlands, September 29, 2021	
This letter provides concerns regarding the costs associated with infrastructure, floodplain mitigation, and appropriate required density. The letter also states that the impacts of the 3,000 dwelling units across the three transit villages need to be studied.	Population & Housing, Hydrology & Water Quality
Individuals	
Andrew Hoder, September 30, 2021	
This letter provides the commenter's opposition to the Project. The commenter states that the Project is not transparent enough. The commenter cited the bulldozing and replacement of the La Posada hotel to be replaced with the Redlands Mall, and believes that this similar venture will impact the historic resources within the area. The commenter implored the City to collaborate with residents and provide alternatives. The letter also suggests that residents would like to replace the mall with a Civic Center to support public utilities. The letter also provides comments directly concerning the NOP. The commenter notes not all proposed platforms are within the Project area. They also state that the historic buildings proposed to be preserved are already mostly torn down. The commenter also pointed out that parking facilities are needed but there isn't mention of who would pay for them. The commenter is concerned that the city will become more like Santa Monica and Los Angeles. They also mentioned concerns regarding water resources and associated infrastructure, as well as associated costs.	Aesthetics, Cultural Resources, Public Services, Utilities & Service Systems, Alternatives
Christian Bogan, September 27, 2021	
This letter provides the commenter's opposition to the Project. The commenter is concerned as that traffic would increase and impact their small business. They stated that there are many issues affecting the city that are more important to invest in than developments.	Transportation
Jeanne Munz, October 4, 2021	

Comment Letter and Comment	Relevant EIR Section
This letter provides the commenter's opposition to the Project. The commenter states that Redlands doesn't need a train, and that the already crowding downtown area would be negatively impacted by tall buildings. They also enquired as to if the City had the right to alter the residential area, and as to whether the current residents had been asked their opinions. Commenter suggested ceasing Project activity before further action is taken by them.	Aesthetics
Teresa McNally, September 25, 2021	
This letter provides the commenter's opposition to the Project. The commenter expressed concern that unrestricted development would turn the city into Los Angeles. They cited the mall at Alabama and Lugonia as a good example of positive development but wants the Redlands Mall to be demolished and believes other residents do as well. They also cited the vote for limiting growth and said that the residents will fight against this and won't give up.	Aesthetics
Richard Bledsoe, Saturday, September 25	
This letter provides the commenter's opposition to the Project. The commenter states that they are a longtime resident that has noticed orange groves have been disappearing. They noted concerns for the short-term new residents and traffic impacts. They stated that they want to slow down development.	Aesthetics, Population & Housing, Transportation
Sharen Wilbur, September 28, 2021	
This letter provides the commenter's opposition to the Project. The commenter states that they are concerned with overdevelopment near the transit stop. The commenter is also expressed concerns that traffic and exhaust will become a major problem. They are interested in keeping the visual character of the city. They want to increase open space and trees to preserve groundwater and air quality. The state is in a water crisis, we are next. They also expressed concerns that tax payers will be supporting the infrastructure required in relation to the Project.	Aesthetics, Air Quality, Hydrology & Water Quality, Transportation, Utilities & Service Systems
Merry Smith, September 3, 2021	
This letter provides the commenter's opposition to the Project. The commenter cited the passing of measure G and has requested that buildings above three stories remain prohibited. They believe that future generations would be impacted by aesthetic changes to downtown.	Aesthetics
Royce, September 4, 2021	
This commenter enquired as to when high rises became categorized under villages.	Aesthetics
Richard O'Donnell, September 1, 2021	
This letter provides the commenter's opposition to the Project. The commenter states that the Project is a violation of the restrictions of voter approved initiative Measure U. They believe the Project is using City Council Resolution 7173 to bypass citizens, and that if the Project was submitted to a popular vote it would fail.	Transportation
Marcia Hemphill, September 27, 2021	
This comment provides the commenter's concern for the Project and its potential to lower the quality of life in Redlands by obstructing mountain views, impacting population density, parking, water supply and traffic.	Aesthetics, Population & Housing, Hydrology & Water Quality, Transportation, Utilities & Service Systems
Lynda Stewart, September 28, 2021	
This comment provides the commenter's opposition to obstructing mountain views.	Aesthetics
Virginia Carlson, September 4, 2021	
This letter provides the commenter's opposition to the Project. The comment states that the City of Redlands should wait to implement the project until after	Not applicable

Comment Letter and Comment	Relevant EIR Section
the next election after expressing concerns of termination due to Proposition G. They are also concerned about the allocation of tax dollars.	
Fred H. Dill, September 29, 2021	
This letter provides the commenter's disapproval of the methods for circulation of the NOP; stating that the Project was not sufficiently circulated. The commenter states that in order to be properly made available to the public, paper mail should be sent to every resident, and that newspapers and other media should have involvement. They also expressed that the scoping meeting over Zoom should be disregarded, as it was not done in person. Lastly, the commenter expressed concerns that judicial disapproval is likely.	Introduction
Pamela Resheske Clark, October 2021	
This letter provides the commenter's opposition to the Project. The comment states that the City of Redlands' Residents voted against developing the mall site over 2 stories high, and that the City should wait to implement the project until after the next election due to Proposition G. The commenter also noted opposition to the parking structure and its impact on downtown aesthetics. The commenter stated that there are ample apartments in Redlands, and this is a concern due to short tenancy and lack of commitment to the area. They also noted concerns regarding water restrictions in place. Lastly, the commenter They also noted concerns regarding increased traffic congestion and the implication on air quality that it would have.	Aesthetics, Air Quality, Population & Housing, Transportation
Susan Williams, June 28, 2021	
This letter provides both praise concerning the thoroughness of the IS/NOP, as well as disapproval of the Project from the commenter. They noted naivety of the speakers at the City Council Meeting, and that Redlands is too small to become more like cities mentioned in the meeting. They stated that there are thousands of apartment buildings already and expressed concern for people coming from out of town to fill the new buildings. They also expressed concern about the building heights. The commenter also expressed concerns about water usage, sewer infrastructure, and impacts to traffic and parking. The commenter would like it to be known that they have experience reviewing EIRs within the nearby territories and stated that they are suspicious about the intentions of the Project.	Population & Housing, Transportation, Utilities & Service Systems
Julia Lambson, September 15, 2021	
This letter provides support of the Project from the commenter, and expresses concerns of a small group of advocates with the intention of ceasing necessary growth within the City. The commenter stated that they have been a resident of the city since 1968, and is excited to see more growth. They expressed avoiding urban sprawl and habitat destruction by increasing building heights. They stated that increasing density downtown would decrease traffic and increase support of local institutions. They also expressed concern for housing affordability and interest in tax revenue. The commenter would like streetlights and tree trimming in their neighborhood.	Public Services, Population & Housing
Cindy Pratt Holter, September 15, 2021	
This letter provides the commenter's disapproval of the Project. The commenter stated that there was a vote to keep the city small, and expressed concern for the impact on the uniqueness of the town. They state that the increased population is affecting traffic, air pollution, noise, and parking. They stated that Redlands is the Emerald Jewel of the Inland Empire and requested to keep the height of the buildings to 3 stories max. The commenter	Air Quality, Cultural Resources, Land Use & Planning, Noise, Population & Housing, Transportation

Comment Letter and Comment	Relevant EIR Section
would like it to be known that they grew up in the city, and that old buildings and orange groves should not be replaced by housing.	
Richard O'Donnell, September 20, 2021	
This comment provides concerns from the commenter regarding the true intentions of the Project, and that they believe future infrastructure updates are the eventual goal. They cited a railway plan from Redlands to San Bernadino as a similar Project with hidden intentions. They noted that the project area is prone to flooding. The commenter suggested that the plan should be divided into an infrastructure plan and a building plan in order to fully disclose costs, and allow for the two plans to be judged separately. The commenter enquired who would pay for the Project, and if there were hidden funds involved.	Hydrology & Water Quality
William E. Cunningham, September 29, 2021	
This letter provides the commenter's opinions as to which impact areas would have significant impacts. They believe aspects of the Project would have significant and unmitigable impacts for several impact areas, including air quality and greenhouse gasses. The commenter provided a variety of concerns related to population growth induced by the Project. They believe that parks are at maximum capacity and stated that 6 acres are required per resident by the city. They stated that the projected population increase was inaccurate and provided an alternative estimate of 6,720 new residents. They also believe that parks are at maximum capacity and stated that 6 acres are required per resident by the city. The commenter stated that the historic value of the town would be impacted due to the increase in residents and new buildings. The commenter also noted that the buildings would impact mountain views both physically and with light and glare.	Aesthetics, Air Quality, Cultural Resources, Noise, Greenhouse Gas Emissions, Recreation, Population & Housing, Public Services, Water & Hydrology
Diane Christensen, September 25, 2021	
This letter provides the commenter's concerns regarding the Project. The concerns include decreased visibility of historic buildings and the construction of large parking structures changing the historic nature of the area. The commenter has also expressed disapproval of existing 3 story apartments. They also stated that SB 9 and SB10 are merely to acquire land. The commenter believes that a hotel would eliminate space for housing, increase traffic, and impact Franklin Elementary School.	Aesthetics, Cultural Resources, Population & Housing, Public Services, Transportation
Organizations	
Southwest Regional Council of Carpenters, September 30, 2021	
This letter provides background information on the Southwest Regional Council of Carpenters (SRCC) and its members, as well as the organization's suggestions and requests regarding the Project. The SRCC requests that the Lead Agency provide notice all notices referring or related to the Project. The SRCC has suggested that City should require development projects constructed within the Project Area to hire a percentage of workers within 10 miles of the project site, and that those workers have graduated from a Joint Labor Management apprenticeship training program approved by the State of California or have equal hours of on-the-job experience in the applicable craft. The SRCC also described community and environmental benefits of hiring a local and skilled workforce, and further outlined some of these benefits by including GHG modeling and VMT analysis.	Population and Housing, Greenhouse Gas Emissions, Transportation

Comment Letter and Comment	Relevant EIR Section
Friends of Redlands, September 3 and September 15, 2021	
The Friends of Redlands (FOR) submitted two letters: one in regard to the Project impacts, and one in regard to the scoping meeting. This first letter from the Friends of Redlands (FOR) provides recommendations and questions regarding the Project. The FOR noted that the Downtown Historical District is a significant and unique cultural to downtown Redlands, and that structures built in the Project area should be constructed in proportion to existing structures, and enquired about the building heights in relationship to obstruction of mountain views. The commenter requested that the Project ensure that the increased traffic caused by the additional population will not degrade the existing Level of Service (LOS C) and allow for easy access on and off the I-10 Freeway. They noted that Downtown Redlands lacks adequate parking, and requested the Project assure that there is ample parking to meet the increase in population in the Project area. They also requested mitigation be provided for the increased noise due to the increase in traffic and the Arrow train. They requested that the Project provide increased policing and fire protection in proportion to the expected increase in population due to apartment living and to increased foot traffic due to the Arrow commuter train stations. They also suggested that the Project account for taxpayer costs imposed by potential modifications to water and sewage infrastructure to meet increased demand. They questioned if infrastructural changes can be completed at an acceptable cost, and asked what the impact of increased population would be on both services. They have also enquired about the impact of increased population on Redlands schools. Lastly, they suggested considering the increased population density in relationship to social distancing in planning for any future pandemic. The second letter was written regarding the scoping meeting. The commenter noted that there was low attendance, they weren't able to figure out the system, and that there needs to be more public outreach to inform voters. They also referred to the above letter and enquired as to whether or not their concerns would be incorporated into the NOP. They also enquired about the anticipated maximum building height would be. They stated that water supply is a concern, and enquired where the water was going to come from. Lastly, they expressed concern for taxpayers supporting the required infrastructure.	Aesthetics, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Public Services, Transportation, Utilities & Service Systems
The Redlands Area Historic Society Inc, September 21, 2021	
This letter provides information regarding the Project location and what could be hundreds of historic resources within and adjacent to it, and an attached list including some of those resources. The letter also states that some structures have received the Historic Society's Heritage Awards over the years. The letter requests that appropriate mitigation measures be applied in regard to these resources.	Cultural Resources, Tribal Cultural Resources

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Redlands hosted two public scoping meetings for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the proposed Project. The Agency Scoping Meeting was held on September 15, 2021, at 4:00 p.m. via Zoom. The Public Scoping Meeting was held on September 15, 2021, at 5:00 p.m. via Zoom. Comments received during the scoping meeting are summarized in Table 2-2, which also includes a reference to the EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-2: Summary of Public Scoping Meeting Comments

Comment Letter and Comment	Relevant EIR Section
Bruce Wick	
The commenter stated that they understand that vehicle miles traveled (VMT) is a concern related to air quality and pollution. The commenter asked if adjustments are being made within VMT analysis regarding individuals working from home more.	Transportation
Sharen Wilbur	
The commenter stated that Redlands has an adequate water supply currently and asks how much the Draft EIR will take into account the years of drought that the region is currently facing or potential drought in the future. The commenter further stated that the Inland Empire has some of the worst air quality in the country and asked what the Draft EIR will use to analyze air quality pollution. The commenter further stated that the influx of residents to the area will make air quality worse.	Air Quality, Hydrology & Water Quality
Katherine Vienne	
The commenter asked if the Draft EIR will analyze impacts from increased residents on schools.	Public Services
Richard O'Donnell	
The commenter asked for an explanation as to why the majority of the TVSP area is not currently developed and asks if the proposed Project would make the property owners want to develop.	Project Description
Mike Schneblin	
The commenter asked if there are any green spaces included in the plan as Redlands' founding fathers wanted to create green space within the city. The commenter asked if there is a conceptual plan to capture stormwater as the Downtown area has experienced flooding in the past.	Project Description, Hydrology & Water Quality

Public Review of the Draft EIR

The City of Redlands filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines.

During the 45-day review period, the Draft EIR is available for public review digitally on the City's website: (https://www.cityofredlands.org/post/environmental-documents)

Written comments related to environmental issues in the Draft EIR should be addressed to:

Brian Foote, Planning Manager/City Planner
City of Redlands
35 Cajon Street, Suite 20
Mailing: P.O. Box 3005
Redlands, CA 92373

Email: bfoote@cityofredlands.org

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who commented on the Draft EIR.

2.3 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the proposed Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures that lists each identified environmental impact, applicable Project design features, standard conditions, proposed mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the Draft EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Project; any applicable Project

design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

This section also summarizes the significant and unavoidable impacts that would occur from implementation of the proposed Project and provides a summary of the environmental effects of the implementation of the proposed Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.

- **Section 6 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 7 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this Draft EIR document.

2.4 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation "by reference all or portions of another document…[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the City of Redlands and is covered by its General Plan 2035. The General Plan 2035 was adopted by the City on December 5, 2017 and provides the fundamental basis for the City's land use and development policies. The General Plan 2035 was the subject of an environmental review under CEQA; a Program EIR for the General Plan 2035 was certified by the City in 2017 (State Clearinghouse Number 2016081041). The Program EIR contains information relevant to the Project. Accordingly, the Program EIR for the General Plan 2035 is herein incorporated by reference in accordance with State CEQA Guidelines Section 15150. The documents are available at https://www.cityofredlands.org/post/planning-division-general-plan.

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3. Project Description

3.1 INTRODUCTION

The City of Redlands ("City") proposes the Redlands Transit Villages Specific Plan (TVSP) ("proposed Project" or "Project") as a means of implementing the Transit Village Concept included in the City of Redlands General Plan 2035 (GP2035), which encourages infill transit-oriented development (TOD) surrounding three new train stations in the City. TOD is a planning concept that provides for residential and commercial uses around a transit station or corridor to facilitate transit use. The TVSP provides a land use plan and form-based code for the TVSP area that is anticipated to be developed by the year 2040. The form-based code provided by the TVSP would emphasize regulating the form of the built environment and public realm amenities, as compared to conventional zoning that primarily focuses on the land uses. However, under the TVSP, it is estimated that buildout of the TVSP area would include the development of an additional 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area over existing conditions. The total square-footage and dwelling units that are included in buildout of the TVSP could be constructed at the present time under the current GP2035 land use designations and current zoning designations within the Project area, as shown in Figure 3-18, *Areas of Change,* and Figure 3-19, *Illustrative Plan.* In other words, buildout pursuant to the TVSP would be within the buildout provided for within the GP2035.

This Project Description section of the Draft Environmental Impact Report (EIR) provides program-level information related to development and operation of the TVSP. As set forth in State CEQA Guidelines Section 15146, the information herein corresponds to the degree of specificity within the proposed TVSP and provides a level of detail needed for evaluation of potential environmental impacts from implementation of the Project. However, future development projects may require additional detailed plan level CEQA analyses.

3.2 PROJECT LOCATION

The City of Redlands is located near the base of the San Bernardino Mountains in San Bernardino County, approximately 60 miles northeast from the City of Los Angeles and approximately 45 miles west from the City of Palm Springs. The city is situated along the Interstate 10 (I-10) corridor, which links the city with the cities of San Bernardino, Fontana, Ontario, and Los Angeles to the west, and Yucaipa, Beaumont, and Coachella Valley cities to the east. State Route 210 (SR-210) originates in the City of Redlands and traverses the northwest part of the city, heading north then west towards the cities of Highland and Pasadena (see Figure 3-1, *Regional Location*).

Redlands encompasses approximately 36 square miles with an estimated 2019 population of approximately 71,513 residents (U.S. Census, 2020). A new commuter rail line, called the Arrow Line, is under construction in the city that will be operated by San Bernardino County Transportation Authority (SBCTA). The Arrow Line will initially include five stations connecting the existing San Bernardino Transit Center in downtown San Bernardino and the University of Redlands using an approximately 9-mile stretch of former Atchison, Topeka, and Santa Fe railway right-of-way.

Three of the new Arrow Line stations are located in the city, which include: 1) New York Street/Esri Station near the intersection of Redlands Boulevard and New York Street across from the existing Esri campus, 2) Downtown Station north of the Santa Fe Depot between Eureka Street and Orange Street, and 3) University Street Station adjacent to the University of Redlands at the south end of campus near North University Street (see Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*).

The proposed TVSP area generally includes the parcels located within approximately one-half mile, or a 10-minute walk, of the three new Arrow stations in the city. The entire TVSP area, which covers approximately 947 acres (approximately 1.5 square miles) is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The TVSP area also includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue (see Figure 3-4, *Specific Plan Station Areas*).

3.3 SITE CHARACTERISTICS

The TVSP area is approximately 947 acres of land that is divided into three planning areas referred to as transit villages, which generally circle each new Arrow station, as shown on Figure 3-4. The New York Street/Esri Transit Village area is generally west of Texas Street and Center Street. The Downtown Transit Village area is generally bounded to the east by Church Street, and to the west by Texas Street, and includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue. The University Street Transit Village area is located east of Church Street and west of Judson Street.

Existing General Plan and Zoning Designation

The City of Redlands GP2035 designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Street Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. The General Plan Transit Villages Overlay provides for residential/mixed uses within a half-mile of each station (see Figure 3-5, *General Plan Land Use Designation*).

The GP2035 Livable Community Element includes a Transit Villages section that provides for the Transit Villages Overlay Zone (TVOZ), which applies to areas within a half-mile radius of five rail stations that were anticipated in the GP2035, which includes the three new Arrow stations (see Figure 3-6, *General Plan Transit Villages*).

Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Villages bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 3-7, *Existing Zoning Districts*.

Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI).

The Downtown Specific Plan (Specific Plan No. 45), which is located within the proposed Downtown Village of the TVSP area, currently provides development regulations for the parcels in the downtown area, which is divided into Town Center, Town Center-Historic District, and Service-Commercial District.

3.4 DESCRIPTION OF ADJACENT AREAS

The TVSP area is surrounded by a variety of GP2035 land use designations and zones including industrial, institutional, agricultural, commercial, and single- and multi-family residential. Views of the surrounding GP2035 land use designations can also be seen on Figure 3-5, *General Plan Land Use Designation,* and views of the surrounding zoning can be seen on Figure 3-7, *Existing Zoning Districts*.

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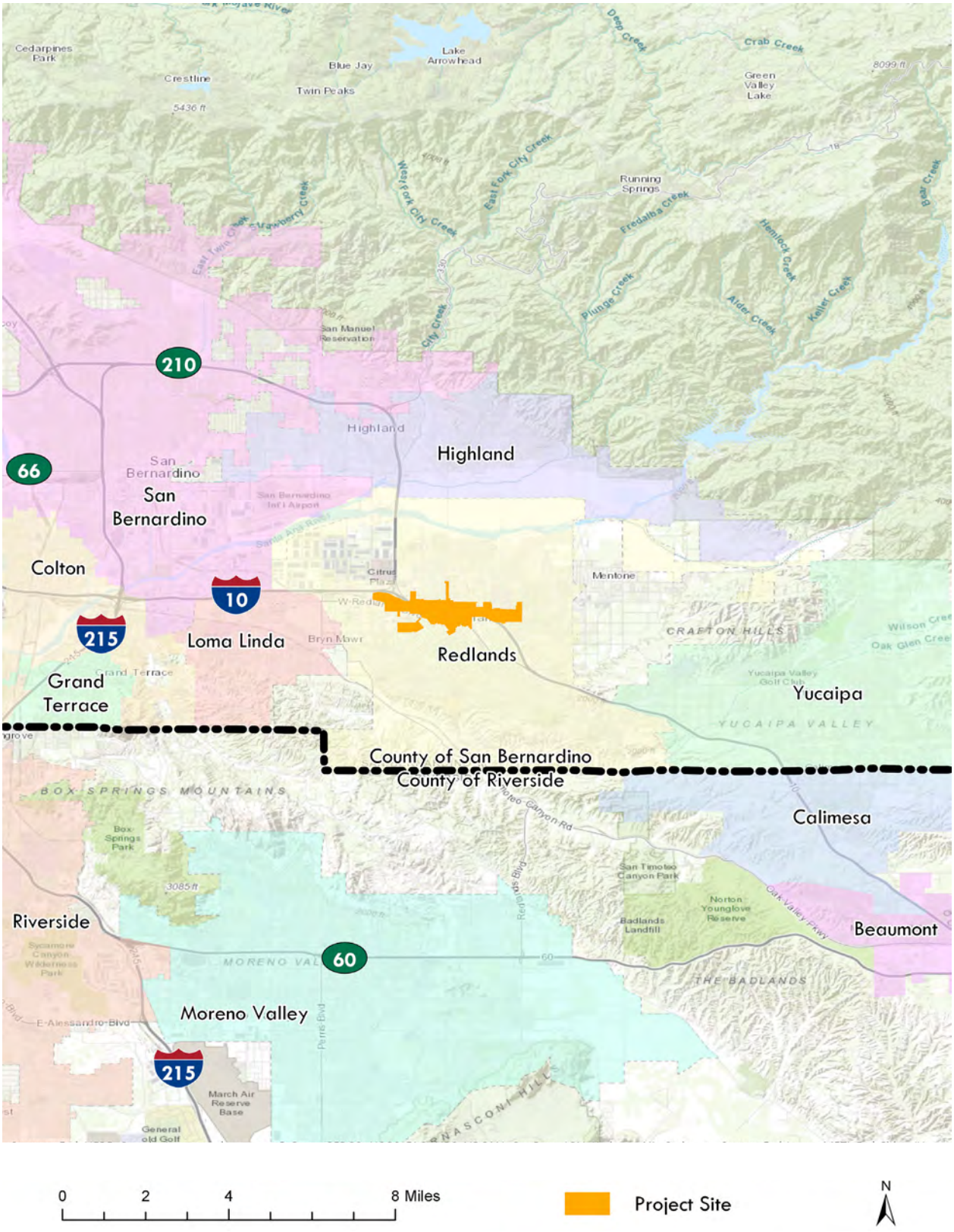
Regional Location



Redlands Transit Villages Specific Plan Draft EIR **Figure 3-1**

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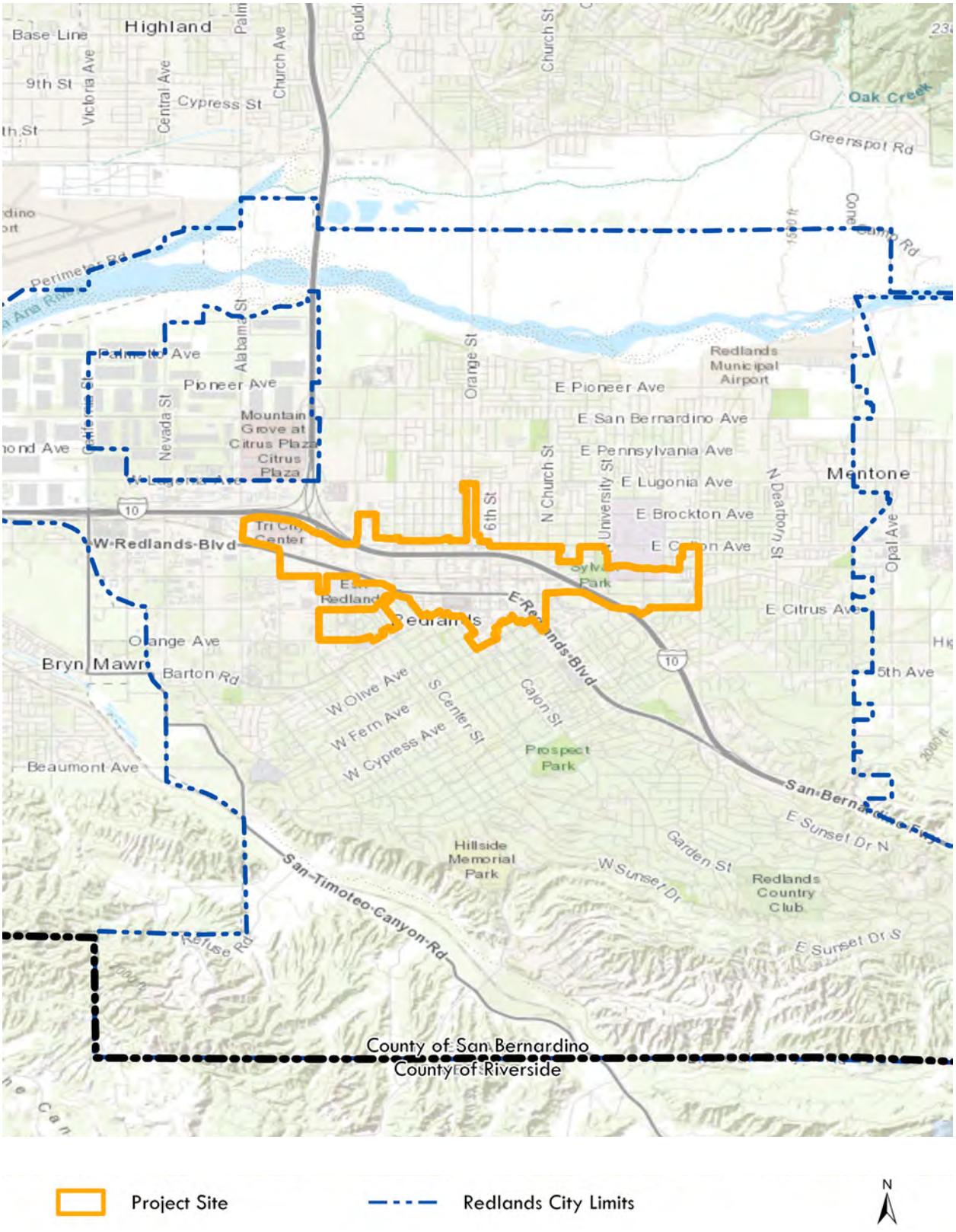
Local Vicinity



Redlands Transit Villages Specific Plan Draft EIR **Figure 3-2**

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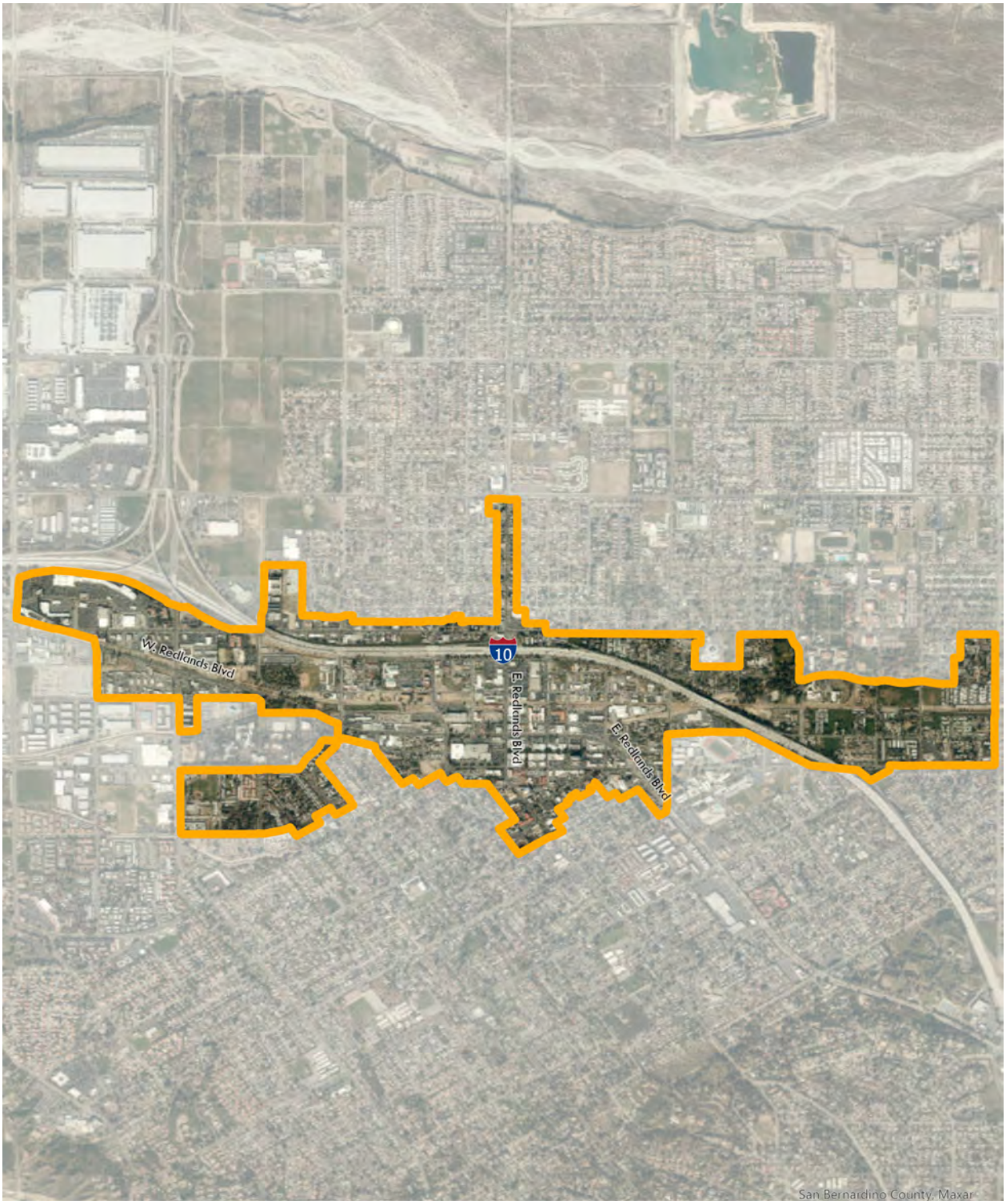
Aerial View



Redlands Transit Villages Specific Plan Draft EIR **Figure 3-3**

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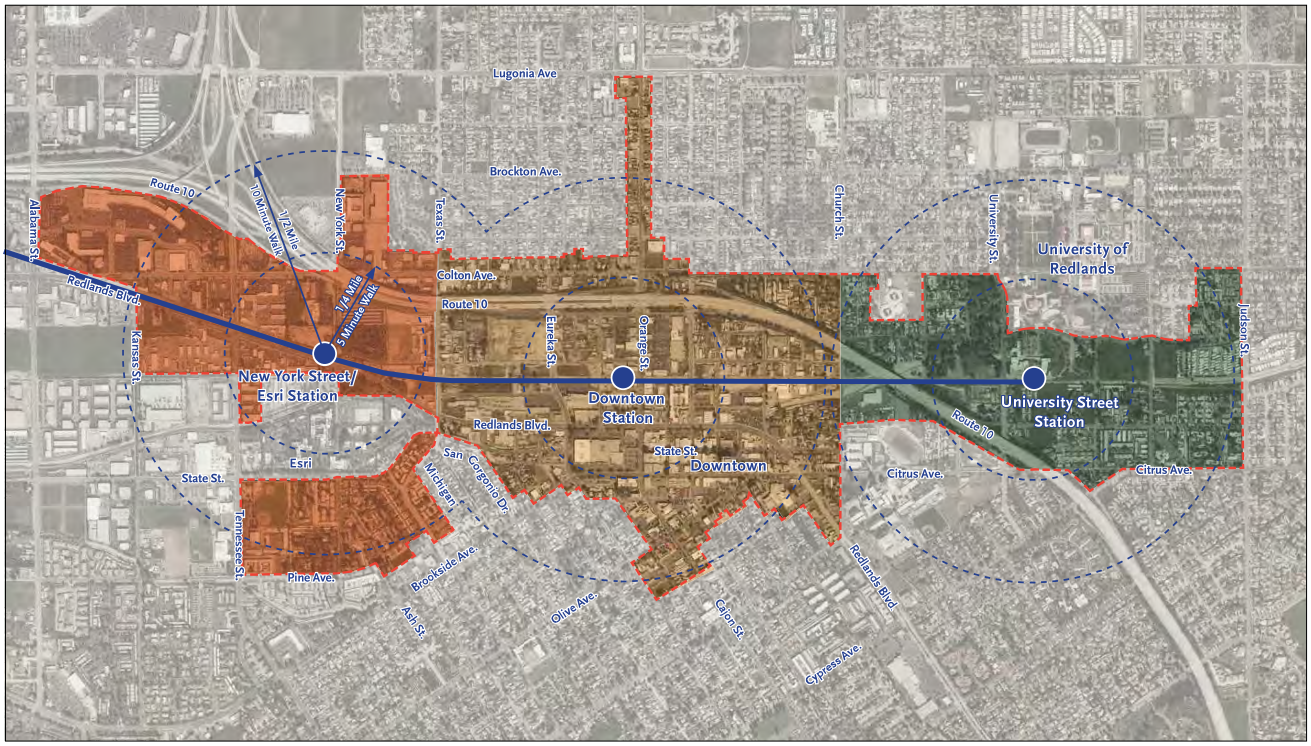
Specific Plan Station Areas



Source: Moule & Polyzoides Architects and Urbanists: *Redlands Transit VIllages Speci ic Plan (April 20, 2020)*

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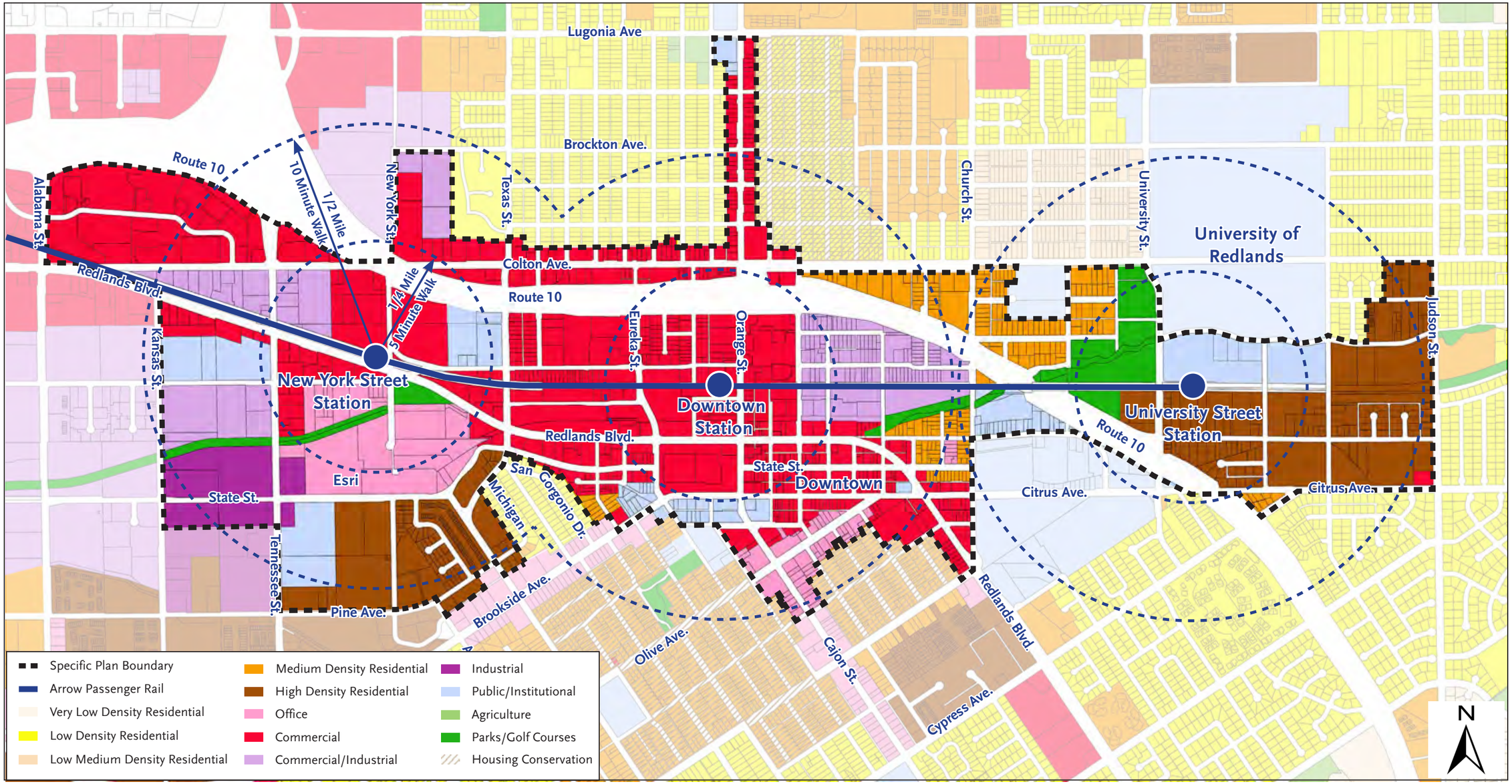

Source: Moule & Polyzoides Architects and Urbanists: Existing Conditions Analysis for *Redlands Transit VIllages Speci ic Plan (Nov 26, 2018)*

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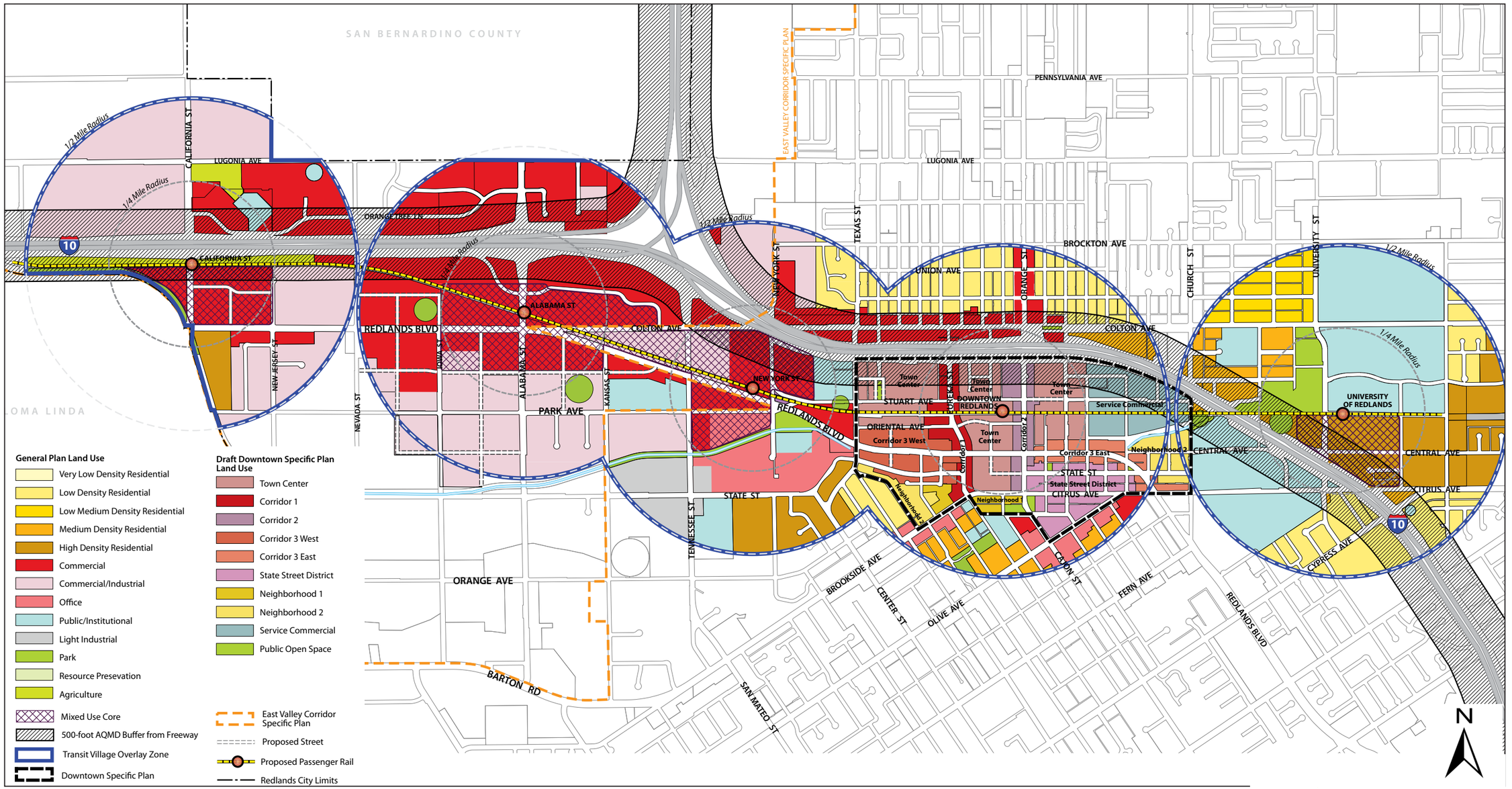

Source: Moule & Polyzoides Architects and Urbanists: Existing Conditions Analysis for *Redlands Transit VIllages Speci ic Plan (Nov 26, 2018)*

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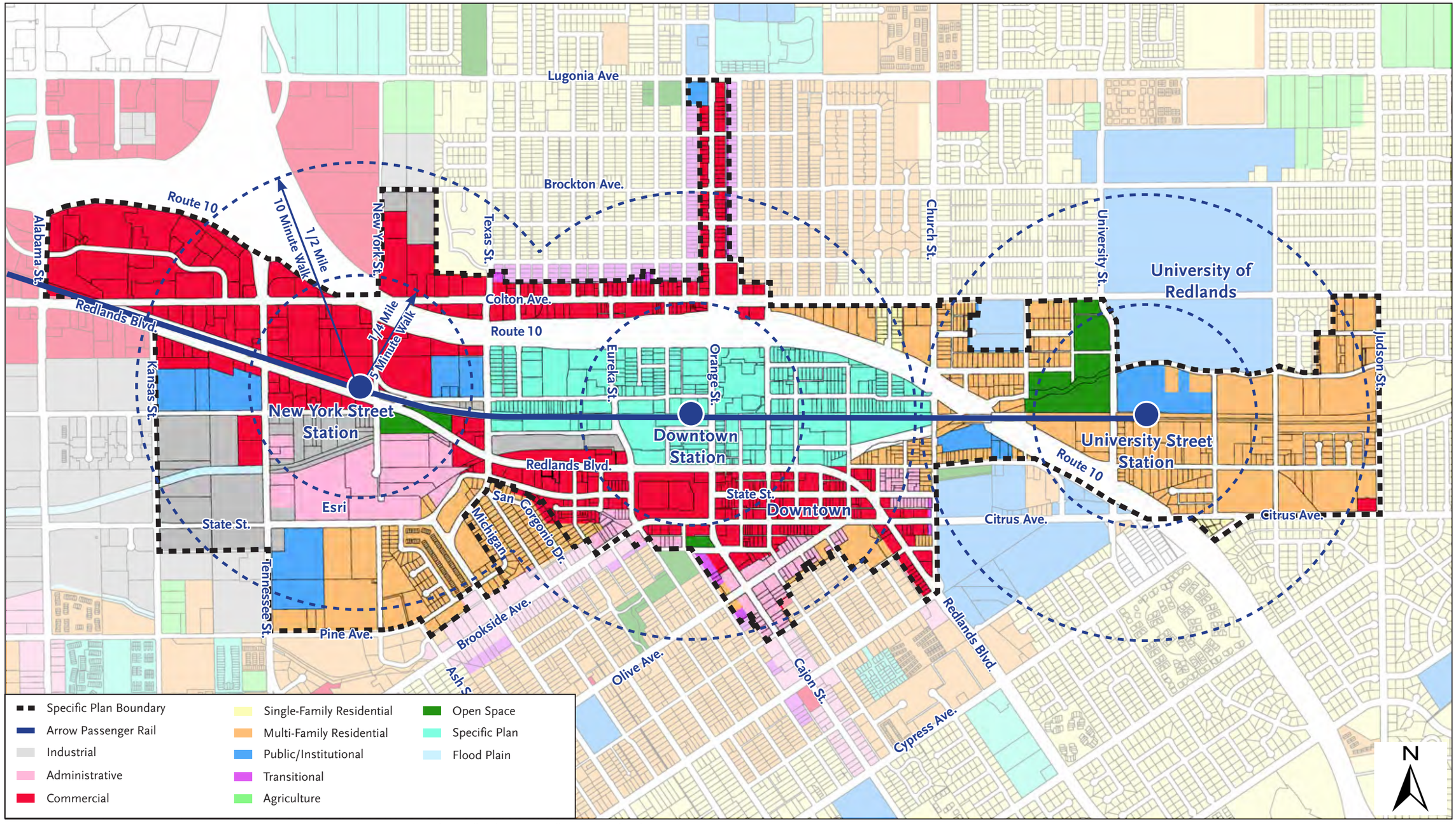
Existing Zoning Districts



Source: Moule & Polyzoides Architects and Urbanists: Existing Conditions Analysis for *Redlands Transit VIllages Specific Plan (Nov 26, 2018)*

Redlands Transit Villages Specific Plan Draft EIR

Figure 3-7

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3.5 PROJECT OBJECTIVES

State CEQA Guidelines Section 15124(b) (14) California Code of Regulations [CCR]) requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project." The proposed TVSP has the following objectives:

1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.
2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.
3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.
4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces in line with the City of Redland's unique culture and history.
5. Transform streets and create neighborhood connectivity through pedestrian-oriented improvements.
6. Provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.
7. Provide for transit-oriented development around the three new Arrow Line stations in line with the City's General Plan.

3.6 PROJECT CHARACTERISTICS

"Project," as defined by the State CEQA Guidelines, means:

> the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700." (14 Cal. Code of Reg. § 15378(a).)

The Project analyzed in this Draft EIR is the adoption of the TVSP that would be developed in multiple phases based on market level conditions and implementing developments. The Draft EIR analyzes buildout of the TVSP at a programmatic level of detail.

3.7 DESCRIPTION OF THE PROJECT

3.7.1 PROJECT OVERVIEW

The proposed TVSP includes amending the GP2035 to establish a new "Transit Village" (TV) District land use designation to provide for infill development of new residential and commercial uses within approximately one-half (0.5) mile of each of the three new Arrow stations. The existing GP2035 TVOZ boundaries of the New York Street, Downtown, and University stations would be adjusted as part of this

Specific Plan process, and the adopted TVSP boundary would replace the TVOZ boundary. The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities.

It is anticipated that individual development projects on privately-owned parcels would occur incrementally and over an extended period of time (i.e., infill development) such as the 20-year or longer lifespan of the TVSP. Public realm and infrastructure improvements related to individual development projects would similarly be constructed incrementally and over time as projects are built throughout the plan area.

Other public realm and infrastructure improvements (e.g., pedestrian and bicycle network improvements, or landscape and lighting improvements, or stormwater and flood prevention improvements, for example) would likewise occur incrementally in segments throughout the plan area over an extended period of time, subject to the availability of public funding sources such Federal, State, or regional grants that may become available in the future.

3.7.2 TRANSIT VILLAGES

New York Street/Esri Village

Within the New York Street/Esri Village, the Project would implement mixed-use development on the vacant and underutilized parcels and provide tree-lined streets and sidewalks for pedestrian access to the station, Esri campus, and Downtown Village area. Landscaping would be installed in the Zanja Channel west of New York Street and the New York Street Neighborhood Park could be sited in the center of the residential planning areas north of the Arrow station. Bike lanes and street trees would be installed on New York Street. Redlands Boulevard between Texas Street and Tennessee Street would be improved to facilitate access to the new station by installing sidewalks, a planted center median, bicycle lanes, and a crosswalk at New York Street.

Downtown Transit Village

Within the Downtown Transit Village, the TVSP vision is to provide a walkable mixed-use district consisting of pedestrian-scaled blocks, tree-lined streets with seating and exterior dining opportunities, and squares and plazas. Surface parking lots would be redeveloped as mixed-use developments with onsite parking garages. Orange Street and Redlands Boulevard would be enhanced with new street trees, streetlights, and other streetscape elements.

The Downtown Transit Village includes redevelopment of the Redlands Mall site, (for which applications are presently being processed with the City) and realignment of State Street and Third Street to restore the interconnected block pattern that existed prior to construction of the mall. Redevelopment of the mall site would include up to 4-story tall mixed-use and/or multi-family residential buildings located throughout the mall site. Within the High Avenue neighborhood, the Project would include infill development of vacant and underutilized parcels, and a parking garage on the Ed Hales Park parking lot located south of Redlands Boulevard between Fifth and Sixth Streets.

The Project would include development of multi-family residential uses between Eureka Street to the east and Texas Street to the west, Stuart Avenue to the north, and State Street to the south. Additionally, a neighborhood park would be located between the railway and Oriental Avenue, east of Texas Street, and a greenway and park network would extend between the Esri campus and downtown.

University Village

This village would be redeveloped with pedestrian-oriented mixed-use buildings and include pedestrian connections directly to the University of Redlands campus. The mixed-use buildings are proposed to be

concentrated along the Rambla corridor. The University Transit Village includes Village North, Village Center, and Village South, and the Sylvan Neighborhood. Village North would provide academic and campus-oriented uses as well as mixed-use buildings with ground floor retail and residential, office, or academic uses on the upper floors. A central park would be located east of the station, and a university-oriented hotel and conference center north of the central park.

Village Center, located between the Arrow station to the north and Citrus Avenue to the south of west of the Rambla, would include mixed-use blocks with neighborhood-serving ground floor uses, such as a market hall or grocery store. Village South, located between Central Avenue to the north and Citrus Avenue to the south, would include commercial and mixed-use buildings that provide regional retail uses, and residential uses along Cook Street. A parking structure lined on the outside by ground floor retail uses and upper floor office or residential uses would be added as the area infills. Also, the Sylvan Neighborhood would be located to the east of Village North and consist of residential uses.

3.7.3 REGULATING PLANS AND ZONES

The proposed TVSP provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based through a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of buildings from larger to smaller to avoid incompatible buildings heights next to each other. The TVSP's regulating plan is shown in Figure 3-8, *Regulating Plan*, and would serve as the zoning map for the TVSP. The Regulating Plan includes the following districts:

- **Village Center (VC).** This district applies to the parcels immediately surrounding the three Arrow stations. New buildings in this zone would have a maximum height of four stories and would be mixed-use, all residential, or all office. Parking would be located within structured garages behind buildings or storefront liners or constructed subterranean.

- **Downtown (DT).** The district applies to parcels facing State Street east of Orange Street, and along the east side of Orange Street between the railway right of way and State Street. This district is largely built out. New buildings would be a maximum of three stories in height and accommodate a mix of uses with commercial ground floors and residential or commercial upper floors. Parking would be located within structured garages behind buildings or storefront liners, subterranean, or in park-once lots or structures.

- **Village General (VG).** This district applies to parcels located around the periphery of the three Arrow stations and permits multi-family and mixed-use buildings with an average height of three stories. Parking may be within structured garages or surface lots that would be located behind buildings, or subterranean garages.

- **Village Corridor (COR).** This district applies to parcels located along the north side of Colton Avenue, both sides of Orange Street north of the I-10, and both sides of Olive Avenue. This district provides for small-scale mixed-use buildings up to two stories in height, with commercial ground floors and residential or commercial upper floors. Parking lots would be located behind and to the sides of buildings.

- **Village Neighborhood 1 (NG1).** This district applies to parcels located between Sixth Street and Church Street and would provide for small-scale commercial and residential-style buildings that accommodate commercial, light industrial, and live-work uses. New buildings would be up to two stories in height. Parking lots would be allowed behind and to the side of buildings.

- **Village Neighborhood 2 (NG2).** This district applies to parcels located between Sixth Street and Chapel Street north of the I-10 and parcels located between Ninth Street and Church Street south of the I-10. This district would enable house-form buildings that accommodate residential and office uses. New buildings would be up to two stories in height and set back from the sidewalk behind front yards. Parking lots would be located behind buildings. New buildings would match or complement prevalent building setbacks along the length of the block and complement building heights and massing of adjacent buildings or buildings across the street.

- **Special District (SD).** This district applies to existing school and other institutional sites throughout the TVSP area. New buildings would accommodate educational, religious, and other civic uses. Parking would be in surface parking lots or garages.

- **Civic Space (CS).** This district applies to parks, plazas, greens, and other open spaces within the TVSP area. These open spaces may accommodate small structures such as gazebos, restrooms, and community centers.

3.7.4 PROJECT AREA BUILDOUT

The TVSP provides for infill development, redevelopment and development of a number of vacant parcels located within the Project area, that are shown in Figure 3-17, *Vacant and Non-Conforming Parcels*. The maximum development that would occur from buildout of the TVSP is shown on Table 3-1, *TVSP Proposed Buildout*. The amount of square-footage and dwelling units listed in Table 3-1 could be constructed at the present time under the current GP2035 land use designations and current zoning designations within the TVSP area (e.g., General Commercial (C-3) and Downtown Specific Plan (SP 45) in the Downtown Transit Village area), as shown in Figure 3-18, *Areas of Change,* and Figure 3-19, *Illustrative Plan*. Buildout pursuant to the TVSP would be within the buildout provided for within the GP2035. However, the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits.

Table 3-1: TVSP Proposed Buildout

Residential			
Type of Dwelling Unit *(estimate only)*	Number of Units (and %) *(estimate only)*	Avg. Floor Area per Dwelling Unit *(estimate only)*	Gross building square-footage *(estimate only)*
Studio	600 (25%)	650	390,000
1 bedroom	600 (25%)	750	450,000
2 bedrooms	600 (25%)	1,000	600,000
3 bedrooms	600 (25%)	1,300	780,000
Residential Total	**2,400 (100%)**	**925 avg.**	**2,220,000**
Retail Commercial	--	--	265,000
Office	--	--	238,000
Hotel	220	--	110,000
Open Space and Parks	--	--	280,000
Total Square Footage			**3,113,000**

3.7.5 TRANSPORTATION

The TVSP provides a framework for development of a walkable, mixed-use environment around the three new Arrow stations. A key component of this framework is a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists that includes the following (as shown in Figure 3-9, *Future Street Network Improvements*).

Street improvements proposed within the TVSP may include the following (i.e., conceptual plans that may or may not be implemented during the timeframe of the specific plan, depending on the timing of future developments and buildout):

- Converting Colton Avenue, Tennessee Street, State Street, Redlands Boulevard, Brookside Avenue, Citrus Avenue, Texas Street, Stuart Avenue, Eureka Street, Sixth Street, University Street, and Grove Street into multi-modal streets.
- Adding multiple new streets north of the New York/Esri station, within the existing Redlands Mall site, and surrounding the University station.
- Converting State Street east of Orange Street into a two-way street.
- Transforming New York Street, Orange Street, and University Street into gateway streets.
- Creating a roundabout on Cypress Avenue at the southeast corner of the TVSP area.

Pedestrian infrastructure improvements proposed within the TVSP may include the following (i.e., conceptual plans that may or may not be implemented during the timeframe of the specific plan, depending on the timing of future developments, availability of public grant funding or other public funds, and other factors):

- Highway underpass improvements at the New York Street, Texas Street, Eureka Street, Orange Street, Sixth Street, Sylvan Boulevard, University Street, and Citrus Avenue I-10 underpasses.
- New signalized intersections at the Orange Street and Shoppers Lane intersection; the University Street and Colton Avenue intersection; and the University Street and Central Avenue intersection.
- Midblock crossing improvements along Brookside Avenue, Citrus Avenue, University Street, Olive Avenue, Eureka Street, and Grant Street.
- Intersection improvements, including bulb-outs and crosswalk redesign, at the following intersections:
    - Redlands Boulevard & Tennessee Street
    - Redlands Boulevard & New York Street
    - Colton Avenue & Texas Street
    - Redlands Boulevard & Texas Street
    - Colton Avenue & Eureka Street
    - Redlands Boulevard & Eureka Street
    - Citrus Avenue & Eureka Street
    - Glenwood Drive & Parkwood Drive
    - Vine Street & 4th Street
    - Colton Avenue & Orange Street
    - Redlands Boulevard & Orange Street
    - Citrus Avenue & Orange Street
    - Colton Avenue & 6th Street
    - Redlands Boulevard & 5th Street
    - Redlands Boulevard & 6th Street
    - Citrus Avenue & 6th Street
    - Vine Street & 6th Street
    - Park Avenue & University Street

- Citrus Avenue & Cypress Avenue (see Figure 3-10, *Future Pedestrian Network Improvements*).

Bicycle infrastructure improvements proposed within the TVSP may include the following (i.e., conceptual plans that may or may not be implemented during the timeframe of the specific plan, depending on the timing of future developments, availability of public grant funding or other public funds, and other factors):

- Class 1 Orange Blossom Trail. A Class 1 bicycle facility is a separate right-of-way for exclusive use for bicyclists and pedestrians. A Class 1 bike lane would be developed on Orange Street from Colton Avenue to Citrus Avenue within the TVSP area.
- Class 2 lanes, which are on-street facilities dedicated to bicycles and identified with lane striping and pole signs, would be developed on Colton Avenue between Orange Street and Redlands Boulevard, Redlands Boulevard, Tennessee Street, Texas Street, Center Street, Eureka Street, Sixth Street, University Street, Gove Street, and State Street west of Eureka Street within the TVSP area;
- Class 3 routes, which are on-street bike routes shared with motorists, would be developed on New York Street and Church Street within the TVSP area (see Figure 3-11, *Future Bicycle Network Improvements*).

The Project includes installation of on-street parallel parking, angled parking, parking lot expansion, and new parking garages in the Downtown Transit Village.

3.7.6 OPEN SPACE AND LANDSCAPE

The proposed street and open space network would provide a contiguous green space connecting the TVSP villages. The proposed Zanja Greenway is located along a historic existing irrigation feature that traverses the TVSP area from Sylvan Boulevard in the University Transit Village southwest past the New York Street/Esri Transit Village. The TVSP would install riparian landscaping along the Zanja Greenway, which also runs parallel to the Orange Blossom Trail. The TVSP also includes an open space plaza at State Street/Third Street, a midtown greenbelt in the Downtown Transit Village, a central park in the University Transit Village, and a neighborhood park in the New York Street/Esri Transit Village. See Figure 3-12, *Public Realm Plan*. The precise timing of open space or other public improvements are not known with certainty, as improvements would likely depend on the timing of future developments, buildout of private development projects, future availability and amounts of public grant funding or other public funds, and other factors.

3.7.7 INFRASTRUCTURE IMPROVEMENTS

Infrastructure plans are conceptual and identify a vision of future improvements based on an assumed buildout of the proposed Specific Plan. The identified infrastructure improvements will likely occur incrementally depending on the location(s), type(s), and extent of future private development projects that would need to utilize the public and private infrastructure. The precise timing of infrastructure and other public improvements are not known with certainty, as improvements would likely depend on the extent and timing of future development projects, buildout of private development projects, future availability and amounts of public grant funding, and other factors. Adoption of the TVSP would provide the policy framework and specific types of improvements (i.e., sufficient specificity to articulate the community's goals for the future) with which the City can then pursuit Federal, State, or regional grant funding that may be available in the future for such public improvements.

Potable Water

Water system infrastructure improvements include upgrading potable water mains due to age and size to provide reliable fire suppression and adding non-potable water mains to serve the New York Street/Esri

and Downtown station areas. The University Station area would be served by extending a private university-owned non-potable system. The TVSP would include the following water main upgrades, as shown in Figure 3-13, *Existing and Proposed Domestic Water Distribution:*

- Upgrading the existing water main in Colton Avenue to a 12-inch main between Texas Street and Orange Street
- Upgrading the existing water main in Stuart Avenue to a 12-inch main west of Texas Street
- Upgrading the existing water main in Eureka Street to a 12-inch water main between Oriental Avenue and Redlands Boulevard
- Upgrading the existing water main in Redlands Boulevard to a 12-inch water main between Orange Street and Sixth Street
- Upgrading the existing water main on Ninth Street to an 8-inch water main between E. Central Avenue and State Street
- Upgrading the existing water main on Church Street to a 12-inch water main between Colton Avenue and Citrus Avenue
- Upgrading the existing water main on University Street to a 12-inch water main between Colton Avenue and E. Central Avenue
- Upgrading the existing water main on E. Central Avenue to a 12-inch water main between University Street and Judson Street

Non-Potable Water

The TVSP proposes to install new 12-inch non-potable waterlines in New York between Colton Avenue and State Street that would connect to future non-potable pipelines, ultimately connecting to the existing non-potable pipeline in Lugonia Avenue. The TVSP proposes to install a new 8-inch non-potable waterline in Orange Street and Redlands Boulevard that would connect to a proposed non-potable pipeline in State Street, ultimately connecting to the proposed non-potable pipeline in New York Street. The TVSP would include a new 8-inch non-potable line in University Street and Colton Avenue that would connect to the existing non-potable line in Colton Avenue. The TVSP also proposes the construction of various other new non-potable waterlines as shown in Figure 3-14, *Existing and Proposed Non-Potable Water Distribution.*

Sewer

The TVSP proposes the following improvements of existing sewer lines, as shown in Figure 3-15, *Existing Sewer System and Proposed Upgrades:*

- Replacing the 8-inch sewer in University Street from Park Avenue to the I-10 Freeway with a new 12-inch sewer (or adding an additional 8-inch sewer line)
- Replacing the 15-inch sewer in Citrus Avenue from Central Avenue to Church Street with a new 18-inch sewer (or adding an additional 8-inch sewer line)
- Adding a new 12-inch sewer line in State Street from Eureka Street to First Street, then north on First Street to Redland Boulevard, then west on Redlands Boulevard to Texas Street.

Flooding and Drainage Improvements

While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the TVSP area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling included as Appendix A to the TVSP in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations
- Implement the 2014 Master Plan of Drainage (MPD) Alternative 1 for the Downtown Village
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Dry Utilities

As new development occurs within the TVSP area, undergrounding of dry utilities would be required for electrical transmission lines less than 66 kilovolts (kV).

3.8 INTENDED USES OF THE EIR

This Draft EIR will serve as the primary source of environmental information for the actions and approvals associated with the TVSP. In accordance with California Public Resources Code Section 21002.1, the purpose of this Draft EIR is to provide the City, serving as the lead agency, information on: the potentially significant environmental impacts that would result from implementation of the TVSP; alternatives to the TVSP; and mitigation measures, which may reduce or avoid any significant effects. This Draft EIR will also be used as an informational document by other public agencies, in connection with any approvals or permits necessary for construction and operation of the TVSP.

This Draft EIR is intended to serve as a Program EIR, as defined in State CEQA Guidelines Section 15168, for use by the City as lead agency and by responsible agencies as needed. The Program EIR will evaluate the broad-scale impacts of the TVSP regulations and may evaluate project-level impacts where more detail is available at this time. Program EIRs are typically prepared for public policy programs such as a general plan or new zoning districts; for a series of related actions that can be characterized as one large project; or for large-scale, multi-phase development projects such as specific plans.

In a Program EIR, CEQA allows the general analysis of broad environmental effects of the program, with the acknowledgement that subsequent, project-specific environmental review may be required for particular aspects or portions of the program at the time of project implementation, in accordance with State CEQA Guidelines Section 15162. The Program EIR would serve as the first-tier environmental analysis. The Program EIR can be incorporated by reference into subsequently prepared environmental documentation to address issues such as cumulative impacts and growth-inducing impacts, allowing the subsequent documents to focus on new or site-specific impacts pursuant to State CEQA Guidelines Section 15168(d). To assess the potential broad-scale environmental impacts that may result from implementation of the TVSP, development assumptions have been made at this time and are described in the section 3.7.4, *Project Area Buildout*, above.

3.9 DISCRETIONARY APPROVALS AND PERMITS

The City of Redlands has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this Draft EIR pursuant to State CEQA Guidelines Section 15050. The City's Planning Commission will evaluate this Draft EIR and TVSP and make a recommendation to the City Council whether the TVSP should be adopted and the Draft EIR be certified. The City Council is the decision-making authority for the Project and will consider the Project along with the Planning Commission's recommendations and will make a

final decision to approve, approve with changes, or deny the Project. The City, including the Planning Commission and City Council, will consider the information in this Draft EIR and the Project's administrative record in its decision-making processes. In the event of approval of the Project and certification of the Draft EIR, the City would conduct administrative and discretionary review and grant ministerial and discretionary permits and approvals to implement Project requirements, conditions of approval, and future developments within the Project Area. Approval and implementation of the TVSP requires City approval of the following discretionary actions:

CITY OF REDLANDS

- Adoption of the TVSP
- Amendments to the GP2035 to change land use designations of parcels from various GP2035 land use designations to a "Transit Village" (TV) District (or similar) land use classification.
- Amendments to the GP2035 for minor changes to the design or designations of certain street segments, and minor text amendments to one or more policies to achieve consistency with the proposed TVSP, as required.
- Zone Change from various zones (RMC Title 18 – Zoning Regulations) within the TVSP area to "Transit Villages Specific Plan (Specific Plan No. 65)".
- Replace the existing Downtown Specific Plan (Specific Plan No. 45) with the proposed "Transit Villages Specific Plan (Specific Plan No. 65)".
- Certification of the related EIR.

This Draft EIR may be used by various governmental decision-makers for discretionary permits and actions that are necessary or may be requested in connection with implementation of future development projects pursuant to the TVSP. Additional discretionary, administrative and/or ministerial actions may be necessary from other responsible agencies to fully implement the Project. The state or local agencies that may rely upon the information contained in this Draft EIR when considering approval of permits may include, but are not limited to, the following:

- South Coast Air Quality Management District (point source emissions permits)
- California Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- California Department of Transportation (Caltrans) (improvements to intersections and roadway and underpass design modifications within Caltrans jurisdiction)

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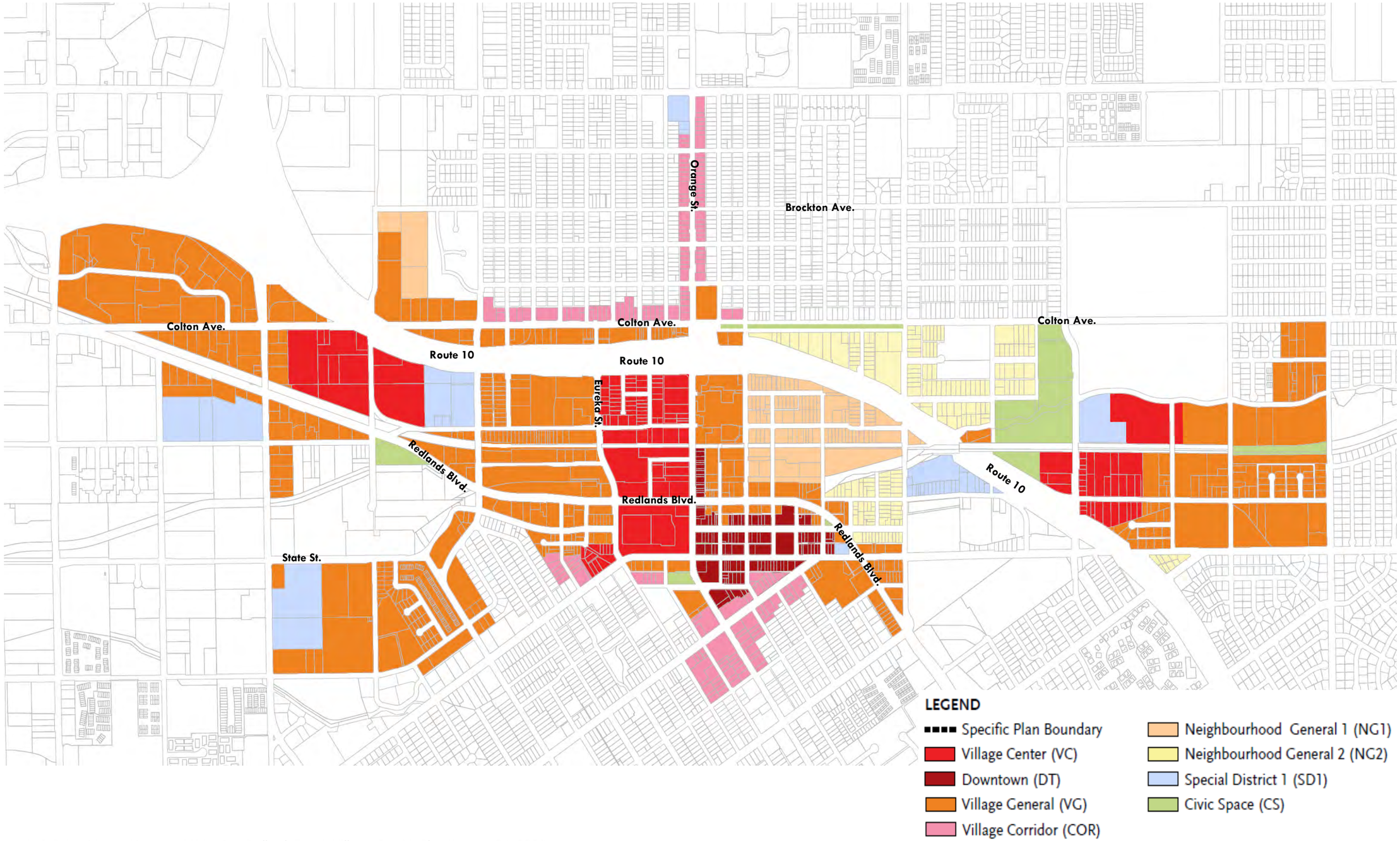
Regulating Plan



Moule & Polyzoides Architects and Urbanists: *Redlands Transit VIllages Speci ic Plan (January 24, 2022)*

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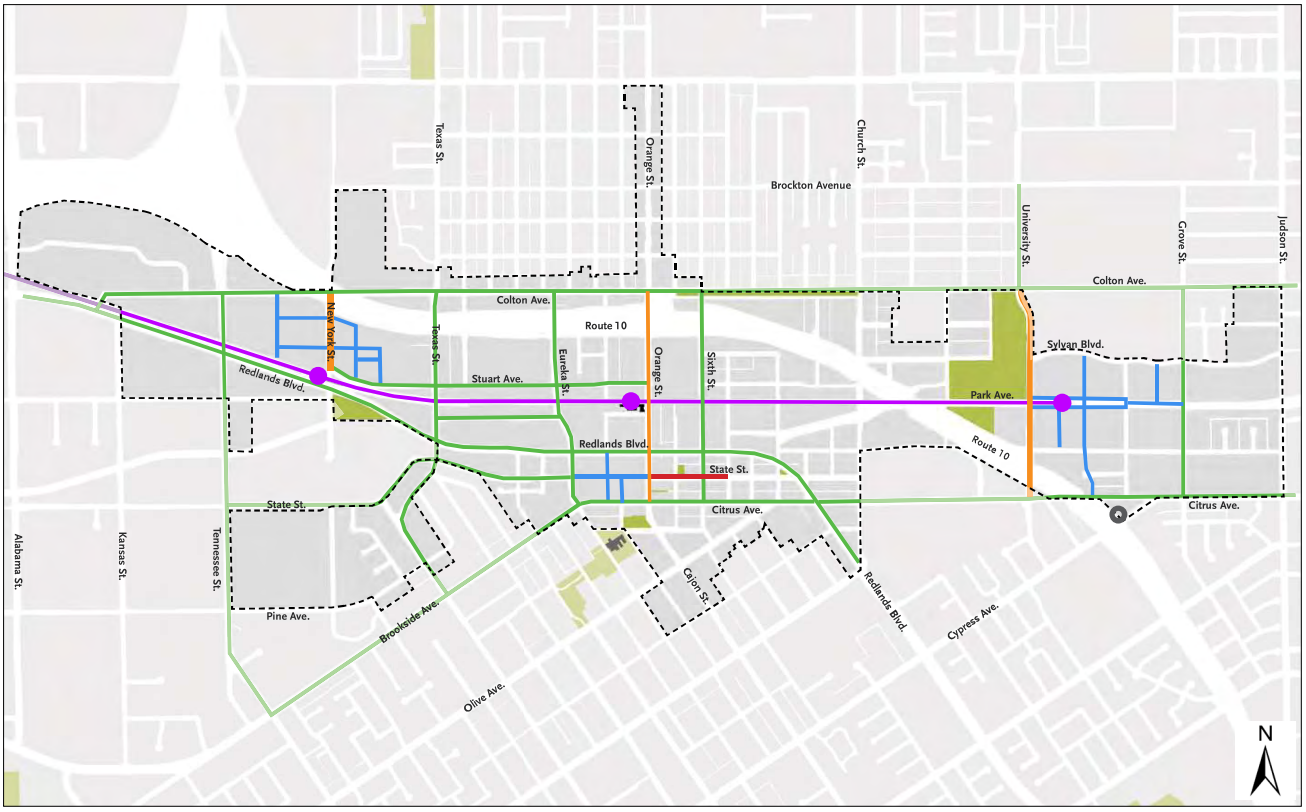
Future Street Network Improvements



LEGEND

- Specific Plan Boundary
- Arrow Passenger Rail and Station
- Gateway Street
- New Street
- Multi-modal Street
- Convert to Two-Way
- Potential Cypress Ave. Roundabout

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Future Pedestrian Network Improvements



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Redlands Transit Villages Specific Plan Draft EIR

Figure 3-10

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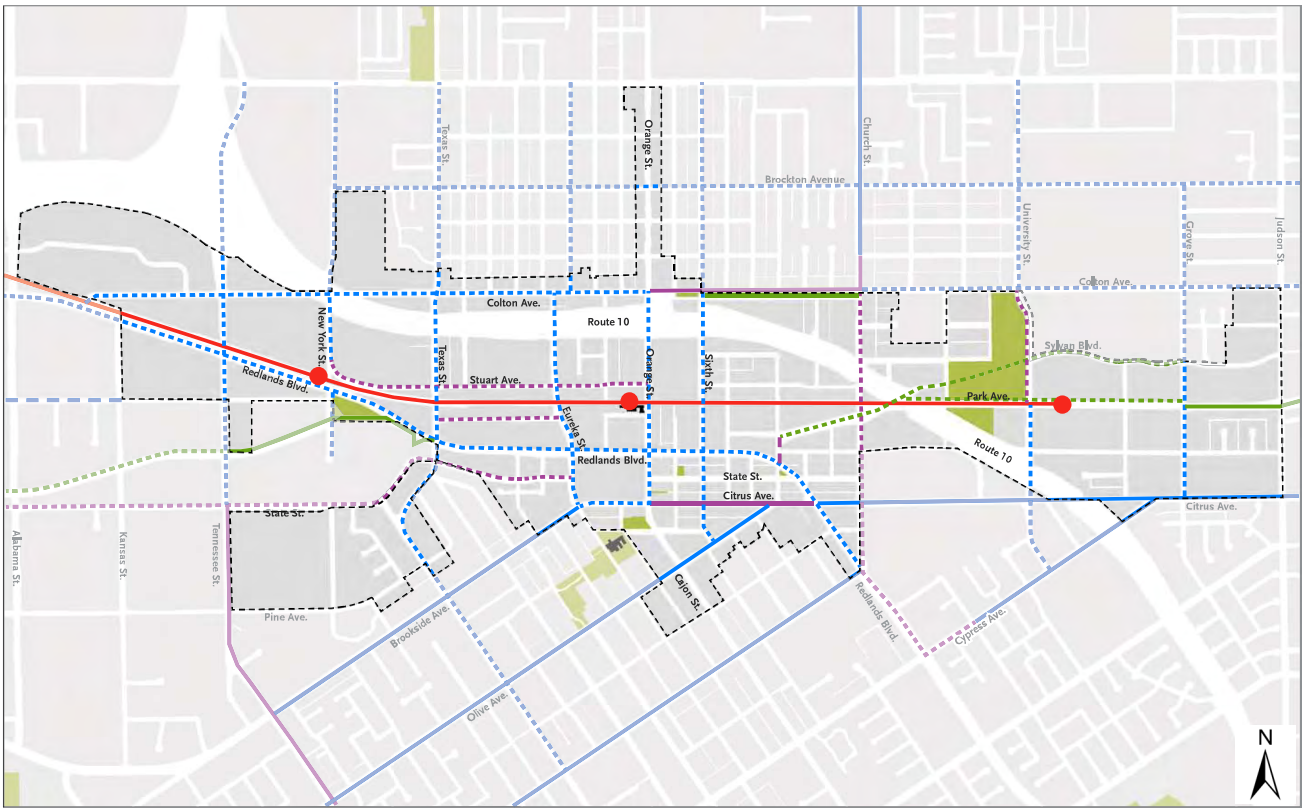
Future Bicycle Network Improvements



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Existing Shared-Use Path
- Existing Bicycle Lane
- Existing Bicycle Route
- Future Shared-Use Path
- Future Bicycle Lane
- Future Bicycle Route
- Arrow Passenger Rail and Station

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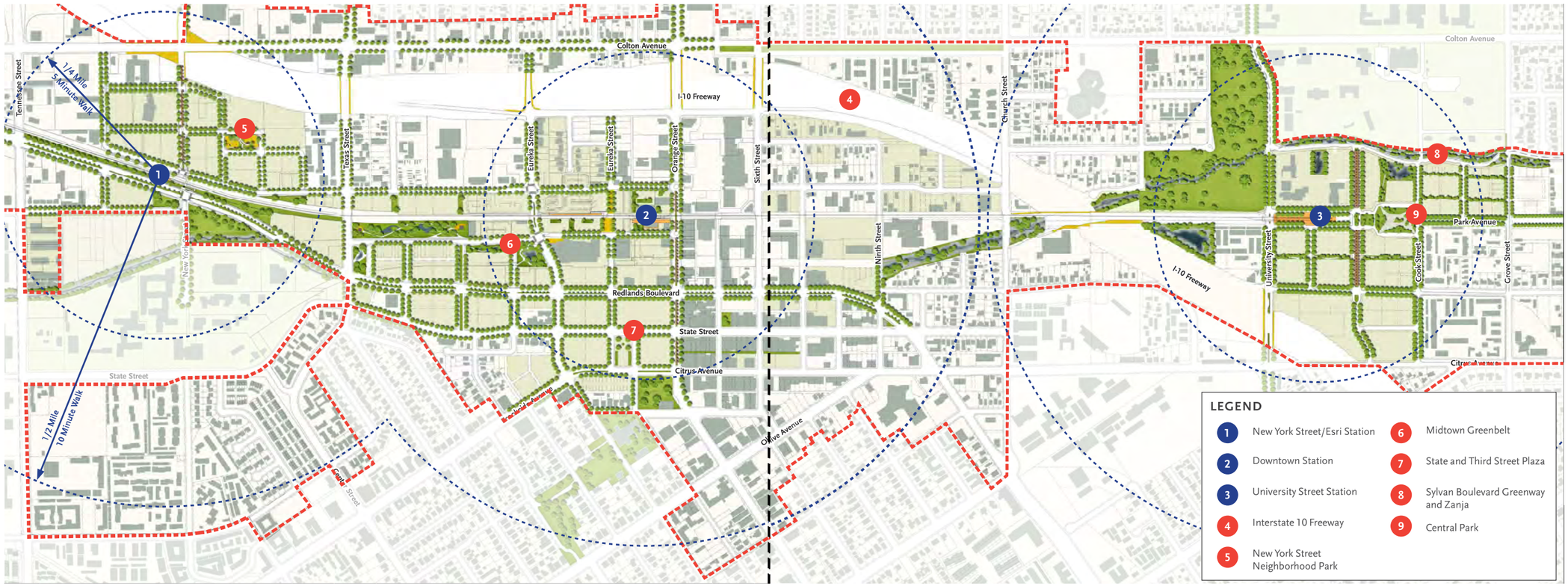

Moule & Polyzoides Architects and Urbanists: *Redlands Transit VIllages Specific Plan (April 20, 2020)*

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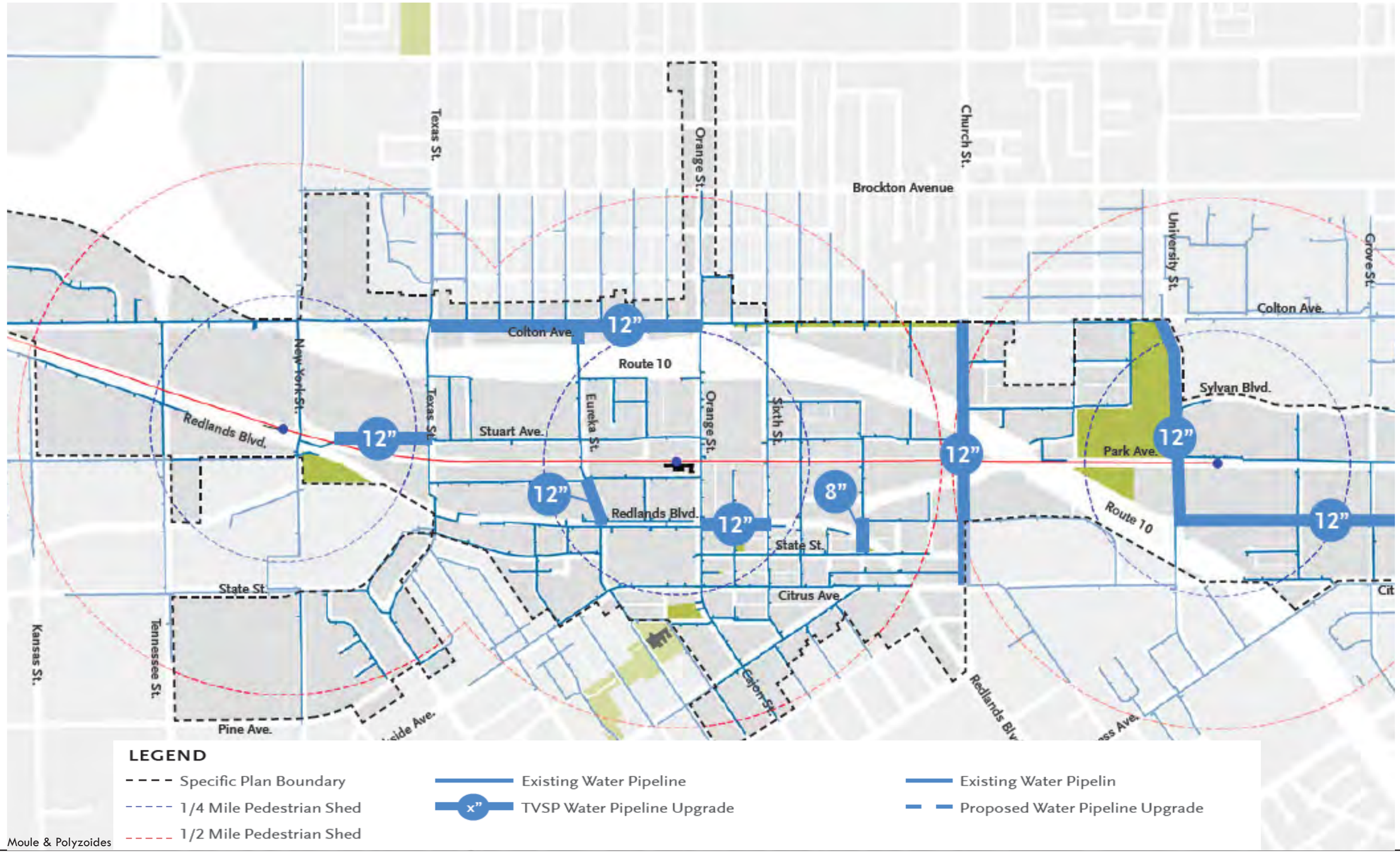

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Redlands Transit Villages Specific Plan Draft EIR

Figure 3-13

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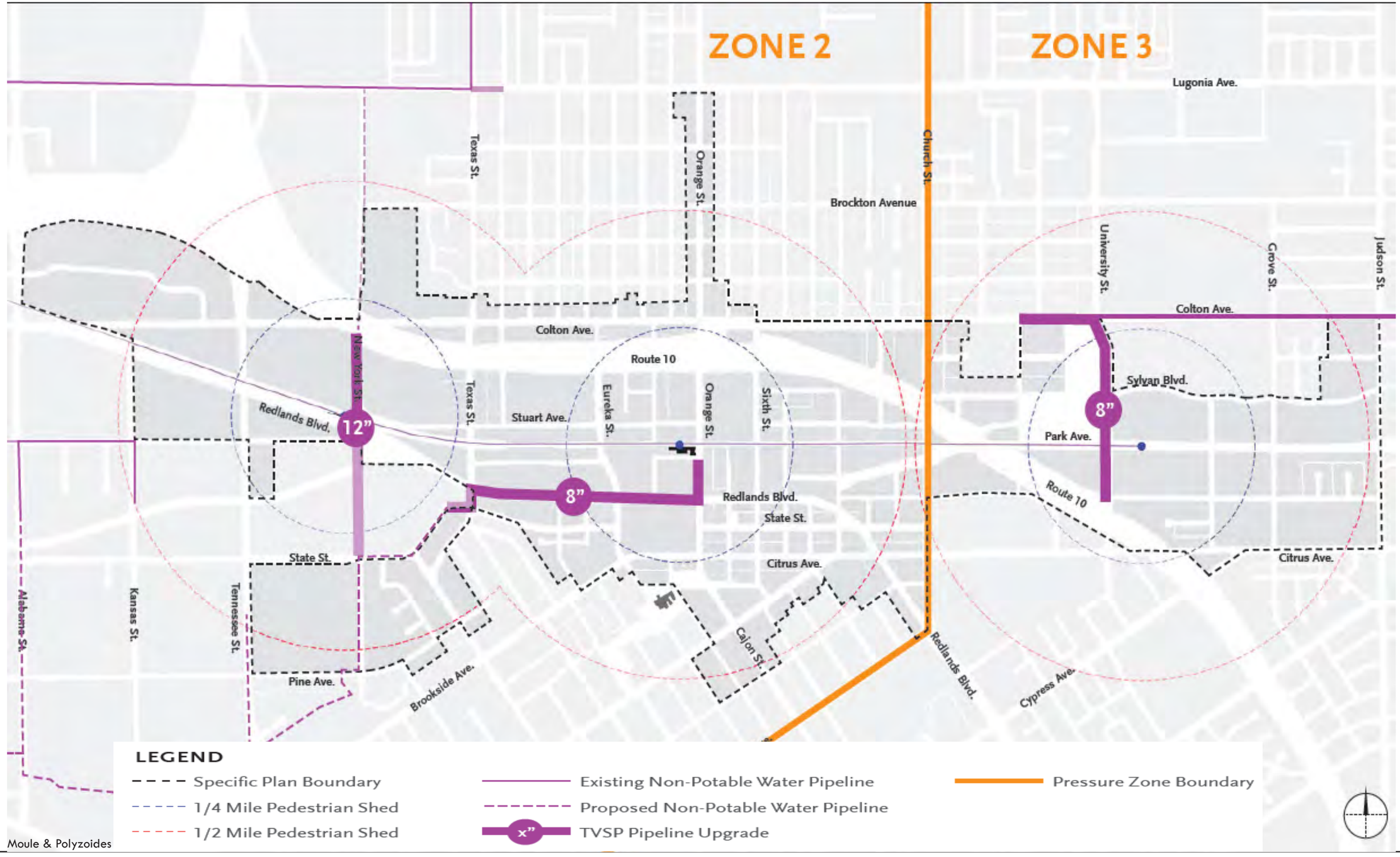

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Redlands Transit Villages Specific Plan Draft EIR

Figure 3-14

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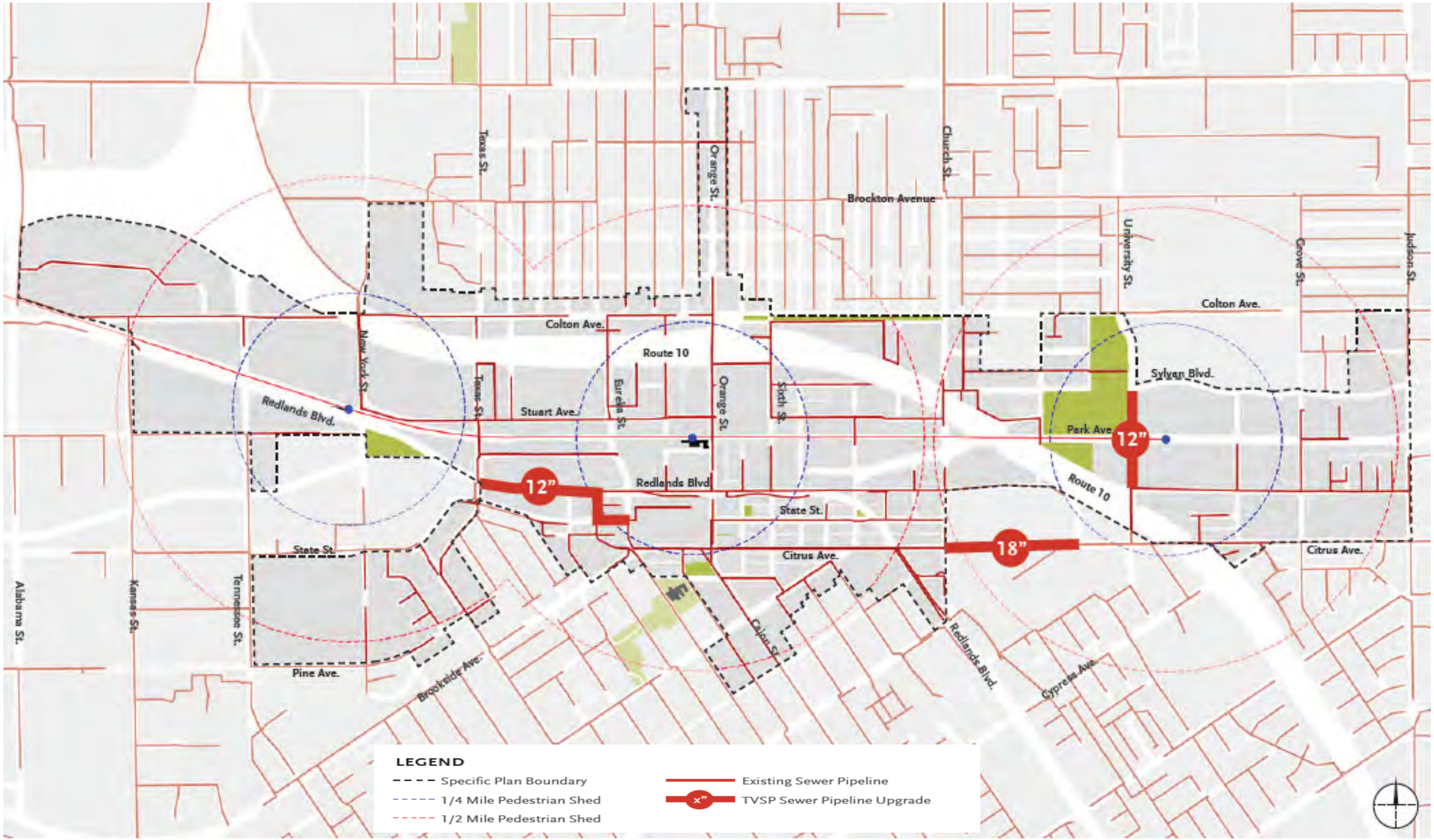

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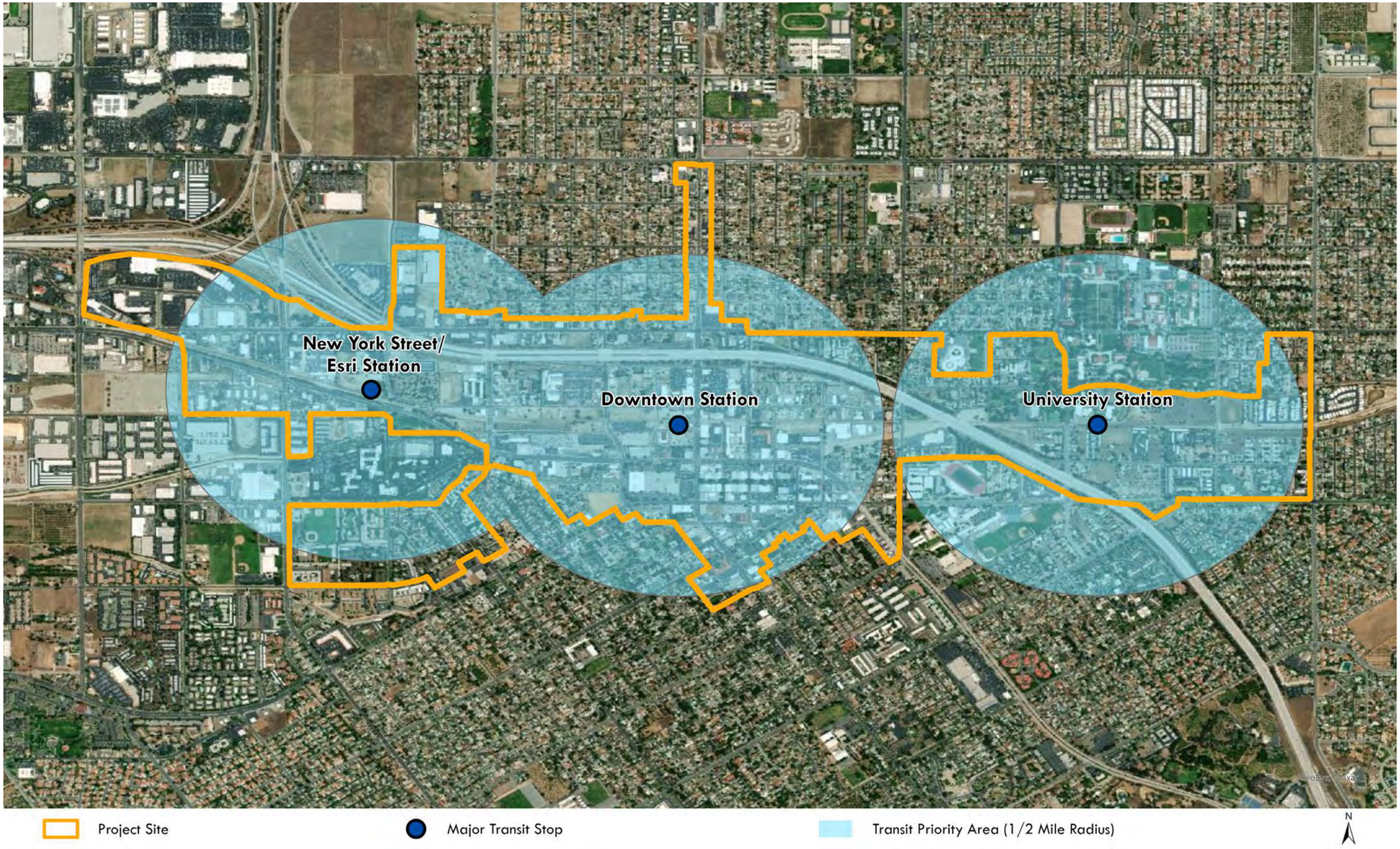
New York Street/
Esri Station
Downtown Station
University Station
Project Site
Major Transit Stop
Transit Priority Area (1/2 Mile Radius)
N

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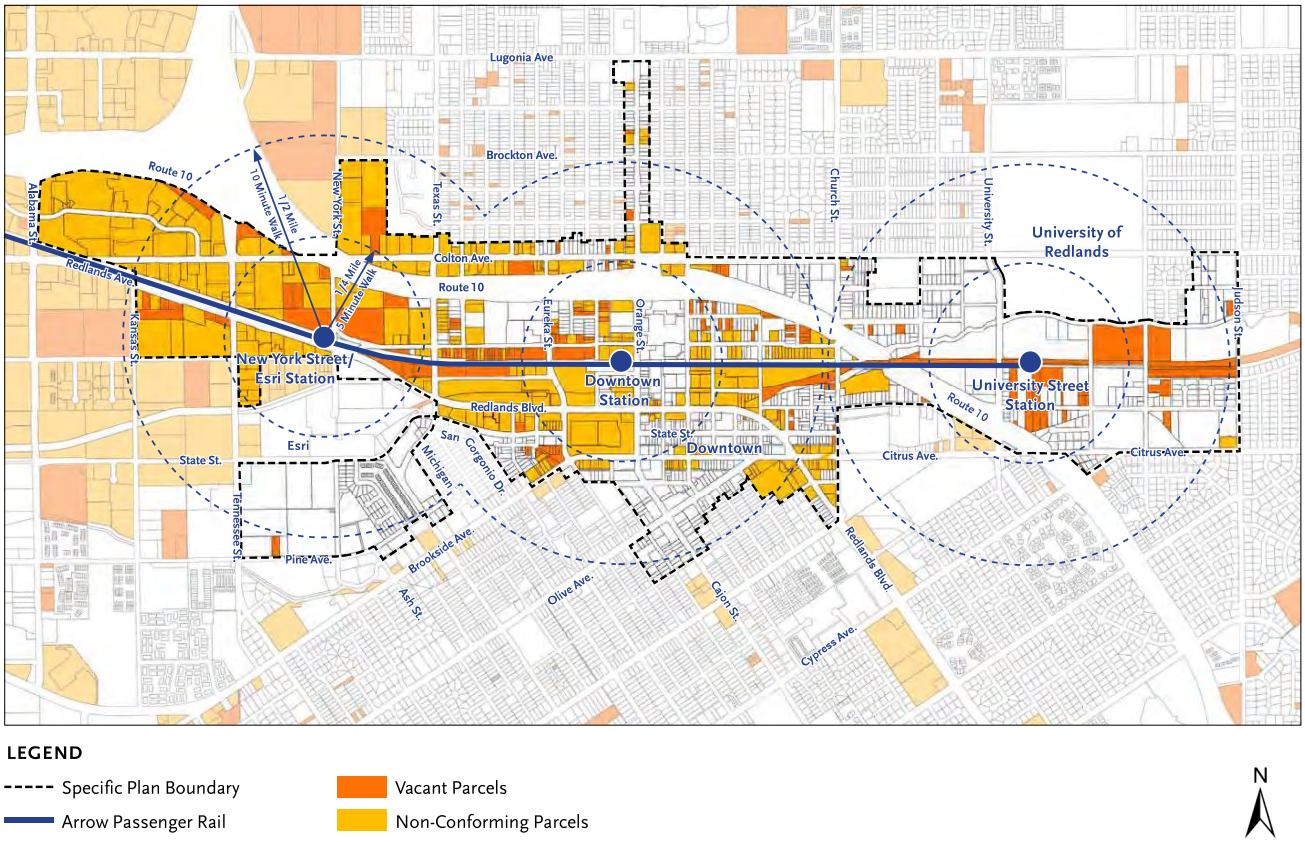
Vacant and Non-Conforming Parcels



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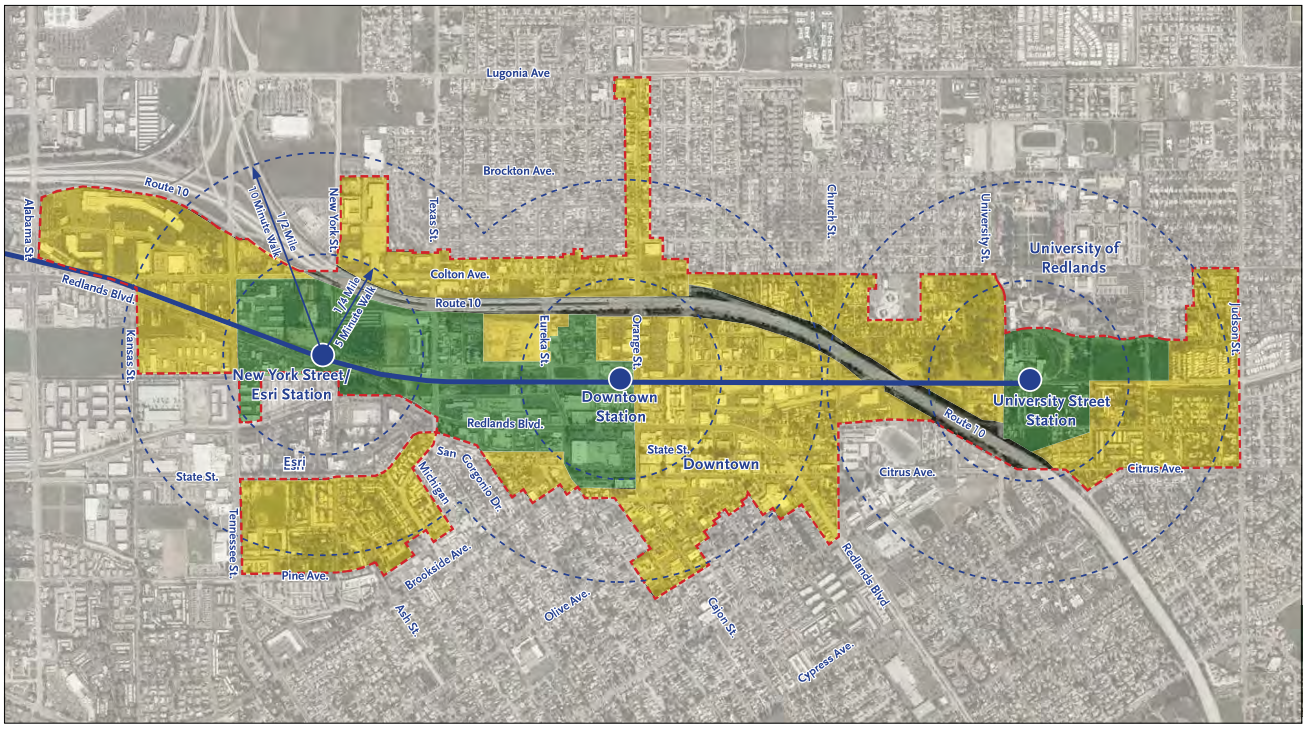
Areas of Change



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Redlands Transit Villages Specific Plan Draft EIR **Figure 3-18**

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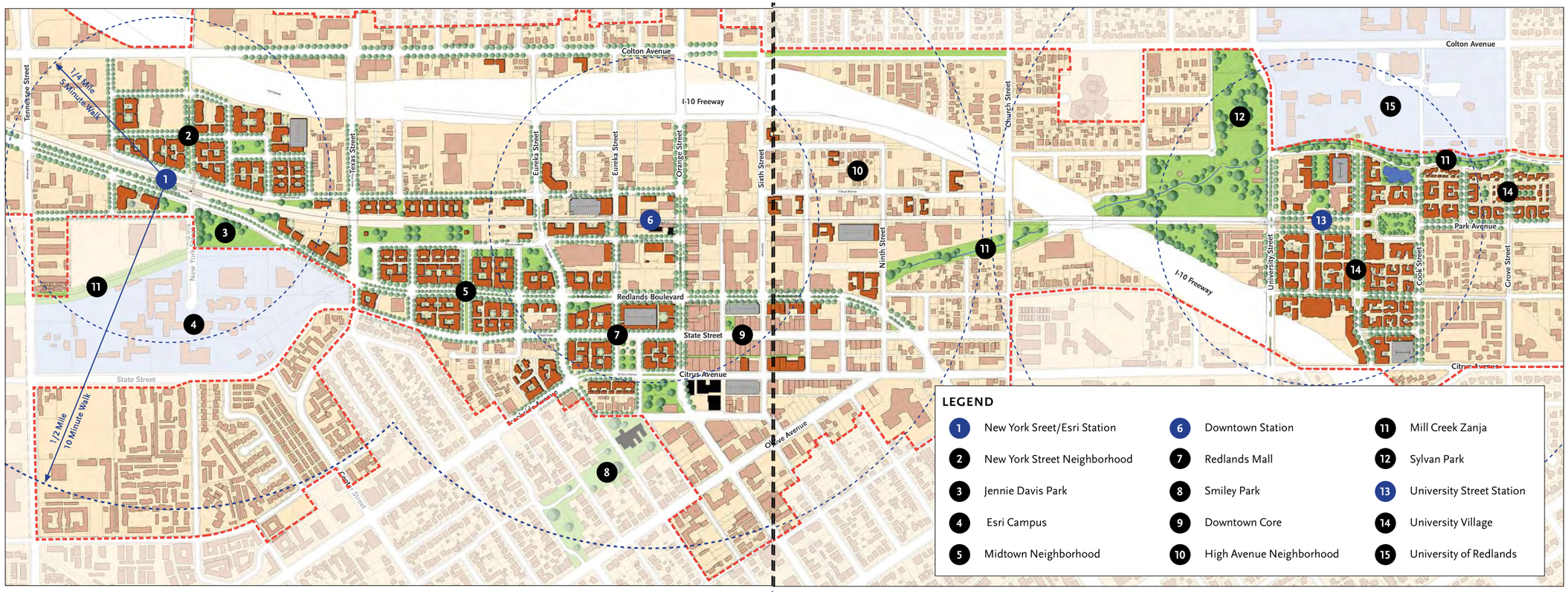
Illustrative Plan



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4. Environmental Setting

The purpose of this section is to provide a "description of the physical environmental conditions in the vicinity of the Project, as they exist at the time the Notice of Preparation (NOP) is published, from both a local and a regional perspective" pursuant to CEQA Guidelines Section 15125(a). In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

4.1 PROJECT LOCATION

Three of the new Arrow stations are located in the city, which include: 1) New York Street/Esri Station near the intersection of Redlands Boulevard and New York Street across from the existing Esri campus, 2) Downtown Station north of the Santa Fe Depot between Eureka Street and Orange Street, and 3) University Street Station adjacent to the University of Redlands at the south end of campus near North University Street (see Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*).

The proposed Transit Villages Specific Plan (TVSP, or Specific Plan) area generally includes the parcels located within approximately one-half mile, or a 10-minute walk, of the three new Arrow stations in the city. The entire TVSP area, which covers approximately 947 acres (approximately 1.5 square miles) is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The TVSP area also includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue (see Figure 3-4, *Specific Plan Station Areas*).

4.2 PROJECT SITE DESCRIPTION

The TVSP area is approximately 947 acres of land that is divided into three planning areas referred to as transit villages, which generally circle each new Arrow station, as shown on Figure 3-4. The New York Street/Esri Transit Village area is generally west of Texas Street and Center Street. The Downtown Transit Village area is generally bounded to the east by Church Street, and to the west by Texas Street, and includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue. The University Street Transit Village area is located east of Church Street and west of Judson Street, which are further described below.

- **New York Street/Esri Transit Village.** The area around this station is currently car oriented. Large blocks generally comprise the area with commercial and light industrial buildings set back away from the street behind parking lots or landscaped front yards. The I-10 and SR-210 interchange is to the northwest of this transit village. Freeway access is provided at Alabama Street and Tennessee Street. Alabama Street, Tennessee Street, and Texas Street pass beneath the I-10, connecting the transit village area to the neighborhoods north of the freeway. The transit village is traversed east-west by the railways, which run along the north side of Redlands Boulevard, until New York Street, where they branch off from one another as they proceed eastward.

  Sidewalks line roadways. There are limited street trees, although trees in some areas are planted in front yards of adjacent properties. There are no existing bicycle facilities within this village area aside from the western segment of the Orange Blossom Trail (a Class 1 bicycle facility).

  The Arrow station will be located along the north side of Redlands Boulevard at New York Street. To the south of the station site is Esri's campus headquarters and to the southeast (across the roadway

intersection) from the station site is Jennie Davis Park, a 5.2-acre neighborhood park with picnic and playground facilities. Land uses to the west of the Esri campus and south of the railway consists primarily of light industrial warehouse buildings.

North of the railway, existing development consists of car-oriented uses, strip mall shopping centers, fast-food restaurants, hotels, and recreational facilities. North of the I-10 are commercial and single-family residences. Buildings within this area range from one to three-story buildings. Many of the one-story light industrial and retail buildings are tall one-story buildings facing the street. The parcels surrounding the station are largely vacant.

- **Downtown Transit Village.** This area includes the city's urban core and Santa Fe Depot. The station site will be north of the Santa Fe Depot. Blocks located east of Orange Street within downtown are small and promote walkability with commercial and mixed-use buildings built adjacent to, and accessed directly from, the sidewalk. Blocks west of Orange Street are larger and less pedestrian-friendly with buildings and site designs that are more car-oriented, with buildings located behind street-facing parking lots. Access to the I-10 is via Sixth Street, Orange Street, and Eureka Street. Streets that pass underneath the freeway include Texas Street, Eureka Street, Orange Street, Sixth Street, and Church Street.

  State Street, which is lined with buildings that face and are accessed from the sidewalk and shaded by Ficus trees, is the city's prime pedestrian-friendly street. Sidewalks within the Downtown Village are typically eight feet wide and located adjacent to the curb. Additionally, bicycle facilities exist along segments of Colton Avenue and Citrus Avenue.

  Many parcels west of the Downtown Station are vacant. Additionally, vacant packinghouse buildings lie to the north and south of the Santa Fe Depot. Most of the buildings within this transit village are one- and two-story in height. However, some buildings are taller, such as the Citibank building, which is six stories tall. In addition, many of the old packinghouse buildings surrounding the Santa Fe Depot are one-story buildings with tall interiors.

  There are two parks within this transit village, Terrace Park and the northeastern tip of Smiley Park. Terrace Park is a linear park built along the south side of Colton Avenue between Orange Street and Church Street. The portion of Smiley Park within the transit village consist of the lawns, paths, and benches that surround the historic Police Annex building. The rest of Smiley Park that is not within the TVSP area, includes the Redlands Bowl amphitheater, the Lincoln Memorial Shrine, the A.K. Smiley Library, shuffleboard courts, and a restroom building.

- **University Street Transit Village.** This area includes the portion of the University of Redlands campus located south of Sylvan Boulevard and Sylvan Park, which is 18-acres. Access to the I-10 is provided via University Street and Cypress Avenue. Church Street, University Street, and Citrus Street pass underneath the freeway providing access to other areas in the city.

  Many streets within this village area, particularly those surrounding the station area, do not have sidewalks. Sidewalks within the residential neighborhoods tend to be separated from the curb by continuous planters planted with trees. The Orange Blossom Trail, a Class I bicycle trail to the east, provides limited bicycle connectivity in the village area.

  Land uses located north of the I-10 and west of University Street include Sylvan Park, single-family residences, and some multi-family buildings. The southeast portion of the village primarily consists of multi-family buildings. Most of the buildings within this transit village area are one- and two-story in height. Single-family residences are mostly one-story and multi-family buildings are two stories. Most of the land surrounding the station site is vacant.

Existing General Plan and Zoning Designation

The City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Street Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. The General Plan Transit Villages Overlay provides for residential/mixed uses within a half-mile of each station (see Figure 3-5, *General Plan Land Use Designation*).

The GP2035 Livable Community Element includes a Transit Villages section that provides for the Transit Villages Overlay Zone (TVOZ), which applies to areas within a half-mile radius of the five rail stations that were anticipated in the GP2035, which includes the three new Arrow stations. The TVOZ includes strategies for transportation system enhancements including vehicle, pedestrian, and bicycle connectivity to each station and mixed-use development. Land use designations in the TVOZ include modified residential land use designations for low medium-, medium-, and high-density residential, commercial, commercial/industrial, office, public/institutional, park, and agriculture that are designed to provide for higher intensities and compact development patterns within the TVOZ than elsewhere in the city (see Figure 3-6, *General Plan Transit Villages*).

Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Villages bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 3-7, *Existing Zoning Districts*.

Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI).

The Downtown Specific Plan (Specific Plan No. 45), located in the proposed Downtown Village, governs the parcels in the downtown area, which is divided into Town Center, Town Center-Historic District, and Service-Commercial District. The objective of the Downtown Specific Plan is to create a compact, pedestrian-oriented environment.

4.1 AESTHETICS

State Scenic Highway

There are no officially designated state scenic highways traversing the TVSP area; however, State Route 38 is an eligible, albeit not officially designated, state scenic highway. State Route 38 traverses the Downtown Transit Village area as Orange Street north of the I-10 to Lugonia Avenue. State Route 38 then continues outside of the TVSP area easterly as Lugonia Avenue, which then turns into Mentone Boulevard and Mill Creek Road as the highway continues into the San Bernardino Mountains.

City Scenic Roadways

The City has designated numerous roadway segments as scenic highways, drives, and historic streets subject to special development standards (GP2035 EIR, p. 3.1-11). City-designated scenic roadways include Brookside Avenue, Olive Avenue, Center Street, Highland Avenue, Sunset Drive, Cajon Street, Mariposa Drive, and Dwight Street. Additionally, the City is considering designating Riverview Drive, Live Oak Canyon Drive, San Timoteo Canyon Road, Sylvan Boulevard, Nevada Street, and Pioneer Road.

Visual Character of the Project Site

Existing setting of the New York Street/Esri Transit Village area. The area around this station is car-oriented. Large blocks generally comprise the area with commercial and light industrial buildings set back away from the street behind parking lots or landscaped front yards. The I-10 and SR-210 interchange is to the northwest of this transit village. The transit village is traversed east-west by the railways, which run along the north side of Redlands Boulevard, until New York Street, where they branch off from one another as they proceed eastward.

The Arrow station will be located along the north side of Redlands Boulevard at New York Street. To the south of the station site and Redlands Boulevard is Esri's campus headquarters, and to the southeast (across the intersection) from the station site is Jennie Davis Park, a 5.2-acre neighborhood park. Land uses to the west of the Esri campus (across Tennessee Street) consist primarily of light industrial warehouse buildings and commercial services or office uses. To the south of the Esri campus is a neighborhood of apartments and multifamily buildings.

North of the railway, existing development consists of car-oriented uses, strip mall shopping centers, fast-food restaurants, hotels, and recreational facilities. North of the I-10 are commercial and single-family residences. Buildings within this area range from one to three-story buildings. Many of the one-story light industrial and retail buildings are tall one-story buildings facing the street. The parcels surrounding the station are largely vacant.

Existing setting of the Downtown Transit Village area. This area includes the City's urban core and the historic Santa Fe Depot. The station site will be at the north side of the Santa Fe Depot (for the new Arrow platform) and immediately west of the Depot (for the new Metrolink platform). Blocks located east of Orange Street within Downtown are small and promote walkability, with commercial and mixed-use buildings built adjacent to and accessed directly from the sidewalk. Blocks west of Orange Street are larger and less pedestrian-friendly with buildings and site designs that are more car-oriented, with buildings located behind street-facing parking lots.

Many parcels west of the Downtown Station are vacant as well as a few vacant remnant packinghouse buildings to the north and south of the Santa Fe Depot. Most of the buildings within this transit village are one- and two-story in height. A notable exception is the Citibank building, which is six stories tall. In addition, many of the old packinghouse buildings surrounding the Santa Fe Depot are one-story buildings with tall interiors.

Existing setting of the University Transit Village area. This area includes the portion of the University of Redlands campus located south of Sylvan Boulevard and Sylvan Park (which is 18-acres). Land uses located north of the I-10 and west of University Street include Sylvan Park, single-family residences, and some multi-family buildings. The southeast portion of the village primarily consists of multi-family buildings. Most of the buildings within this transit village area are one- and two-story in height. Single-family residences are mostly

one-story and multi-family buildings are two stories. Most of the land immediately surrounding the station site is vacant and unimproved.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the TVSP area is urban. There is no consistent architectural or visual theme within the surrounding area. However, multiple areas surrounding the TVSP area include historic and scenic districts, such as the Smiley Park Neighborhood District and Scenic District and the East Fern Avenue Historic and Scenic District, located south of the Downtown Village area.

Areas to the north of the TVSP area generally include industrial uses, commercial buildings, single-family residences, and the University of Redlands. Areas to the east of Project Area, directly east of Judson Street, include one-story single-family residences and a mobile home park. Areas south of the TVSP area include one- to two-story single-family residences, Redlands High School, multi-family residential units, Smiley Park, and commercial uses. Areas west of the TVSP area include multi-family residences, commercial uses, and industrial uses.

Light and Glare

The TVSP area is mostly developed with a limited number of vacant parcels and include multiple sources of nighttime lighting. Additionally, the TVSP area is surrounded by sources of nighttime lighting that includes streetlights along roadways, illumination from vehicle headlights, offsite exterior residential, commercial, and industrial lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians passing through the TVSP area.

Glare in the vicinity of the TVSP area is generated by building and vehicle windows reflecting light. Substantial sources of glare within the TVSP area include windows of taller buildings, such as the six-story Citibank building. However, the majority of buildings within the TVSP area are shorter one- to two-story buildings that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

4.2 AIR QUALITY

Climate and Meteorology

The TVSP area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution

potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The TVSP area is located within SRA 35, East San Bernardino. The East San Bernardino monitoring station is located approximately 0.5 mile east of the TVSP area and reports air quality statistics for O_3 and PM_{10}. The East San Bernardino Valley monitoring station does not provide information for CO, NO_2, and $PM_{2.5}$, as such, statistics were obtained from the Central San Bernardino 2 monitoring station. The Central San Bernardino monitoring station is located within SRA 34 that is located 4.6 miles northwest of the TVSP area. The most recent 3 years of data is shown on Table 5.2-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO_2 has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO_2 concentrations.

In 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone and PM_{10} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead.

The TVSP area consists of approximately 947 acres of land that surrounds three proposed Arrow stations. The area is current developed with a mix of commercial, industrial, and residential uses. Air quality emissions are currently generated by operation of these existing uses and the related vehicular trips.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors within and in the vicinity of the TVSP area consists of residences.

4.3 CULTURAL RESOURCES

Archaeological Resources

A total of 54 cultural studies have been performed within a 0.5-mile radius of the TVSP area. Of these, 34 have been conducted within the TVSP area, with only one of the reports having been conducted within the

last five years. The records search conducted for the Project identified one previously recorded prehistoric archaeological resource, one historic archaeological resource with a prehistoric component, and twenty-four historic archaeological resources within TVSP area.

Historic Setting

An asistencia was established in Redlands in 1819 to help facilitate the Mission San Gabriel Arcángel's control and colonization of the surrounding rancheria. Missionaries instructed Serrano, Gabrielino, and Cahuilla workers to build the Mill Creek Zanja, a 12-mile long irrigation ditch routing water from Mill Creek to Guachama Rancheria, which served as the area's first stable water resource. In 1842, the Lugo family, including José del Carmen Lugo, José María Lugo, Vicente Lugo, and Diego Sepulveda, received a land grant, Rancho San Bernardino, which encompassed the San Bernardino and Yucaipa valleys, including present day City of Redlands.

In 1881, E.G. Judson and Frank E. Brown formed the Redlands Water Company and began construction of a water canal to supply future citrus groves. During the development, the pair noticed the red-colored adobe soil and gave the new town its name, Redlands. Three years later, Brown built the Bear Valley Dam and reservoir, securing a steady supply of water for the town and associated citrus groves. With a stable water source and booming railways, the City of Redlands experienced a development boom with the creation of paved streets, sidewalks, sewage, and electricity systems. The City was officially incorporated in 1888. For 75 years, citrus growing was the main economic source for the City. The citrus industry eventually declined and agricultural areas were replaced with subdivisions. The former 15,000 acres of citrus groves, spanning the entirety of the city, have been reduced to only one grove left today, the Redlands Foothill Grove (CUL, 2022).

Historic Resources

There are 182 historic properties located within the TVSP area, with most of the eligible historic properties located in Downtown Redlands. The California Office of Historic Preservation's Built Environment Resources Directory (BERD) for San Bernardino County, the City of Redlands' General Plan EIR (2017a), the City of Redlands' Downtown Specific Plan (2017b), the City of Redlands' List of Historic Resources (2019), the National Register (NR), the California Register of Historic Places (CR), California Historic Landmarks, and California Point of Historical Interest identify 114 historic properties within the TVSP area. Of these historic resources, 25 historic properties are listed in the National Register (NR) and/or the California Register (CR), three properties appear eligible for NR or CR, and 63 properties are recognized as historically significant by the City of Redlands. Eleven properties have been determined ineligible for listing or designation and 13 properties have not been evaluated for NR or NR or need evaluation. In addition, there are two historic districts located within the TVSP area, the Smiley Park Historic District and Santa Fe Depot Historic District.

4.4 ENERGY

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Redlands. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2020 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the

state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and 80 percent from the same baseline by 2050 in order to help achieve carbon neutrality by 2045. It describes that in 2020 approximately 43% of power that SCE delivered to customers came from carbon-free resources (SCE 2020).

The Project site is currently served by the electricity distribution systems that exists along the roadways throughout the TVSP area.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Redlands and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (CGEU 2020).

The TVSP area is currently served by the natural gas distribution system that exists within the roadways throughout the TVSP area.

4.5 GEOLOGY AND SOILS

Paleontological Resources

The TVSP area is situated at the foot of the San Bernardino Mountains, a part of the Transverse Ranges Geomorphic Province. The mountains within the province, including the San Gabriel and San Bernardino mountains to the north and northeast, were uplifted by tectonic activity, and provide a major sedimentary source for the alluvium basins of the adjacent areas.

The geologic units underlying the TVSP area are mapped as younger and older Quaternary surficial deposits, more specifically very young wash deposits, active (Qvyw), young axial-valley deposits, Unit 3 (Qya3), old alluvial-fan deposits, Unit 3 (Qof3), and very old axial-valley deposits, Unit 3 (Qvoa3). Very young surficial deposits are the result of recently transported and deposited sediment into channels and washes on surfaces of alluvial fans, alluvial plains, and on hill slopes. Older surficial deposits contain sedimentary units that are moderately consolidated and slightly to moderately dissected. Alluvial-fan deposits (Qof series) are gravelly sand and silt sediments. Very old surficial deposits are sedimentary units that are moderately to well consolidated to lithified, and moderately to well dissected. Valley-filling deposits (Qvoa series) are dominated by sand with minor gravel alluvial deposits and includes residuum or pedogenic-soil profile developed on the San Timoteo Formation beds. The Plio-Pleistocene San Timoteo Formation is located south of the TVSP area in more elevated terrain and may underlie younger and older Quaternary deposits in the TVSP area (MCC 2022).

4.6 GREENHOUSE GASSES

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts

attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and

- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The TVSP area consists of approximately 947 acres of land that surrounds three proposed Arrow stations. The area is current developed with a mix of commercial, industrial, and residential uses. The primary GHG emissions in the TVSP area are from on-road transportation; building energy; and waste.

4.7 HAZARDS AND HAZARDOUS MATERIALS

In the 2015 Redlands Hazard Mitigation Plan, the probability of future hazardous materials release within the city was determined to be High, with Medium Impact. The California Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) track and identify sites with known or potential contamination. The DTSC Envirostor hazardous waste facility and cleanup sites database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, as well as facilities permitted to treat, store, or dispose of hazardous waste. The SWRCB GeoTracker database tracks hazardous materials sites that impact groundwater or have the potential to impact groundwater.

Data for the analysis was downloaded from Envirostor and GeoTracker databases on February 22, 2022. A total of 25 sites were identified as permitted hazardous waste facilities, land disposal sites, or USTs by DTSC, the EPA, or SWRCB. Three sites were identified by DTSC as cleanup sites having known or potential hazardous substance release; 23 were identified as such by SWRCB. Sites within the TVSP area are listed below in Table 4-1.

Table 4-1: Hazardous Materials Sites

Site Name	Site Type	Database	Status	Location
Teledyne Battery Products	HAZ WASTE - RCRA, LUST Cleanup SIte	DTSC, SWRCB	Closed	840 W Brockton Ave
So Cal Gas/Redlands I	Voluntary Cleanup	DTSC	Active	501-525 W. Redlands Blvd
Edison/Redlands II	Voluntary Cleanup	DTSC	Active	501-525 W. Redlands Blvd
California Target ENTP. #943	LUST Cleanup Site	SWRCB	Closed	1580 Redlands Blvd
Redlands Corporate Yard	LUST Cleanup Site	SWRCB	Closed	1270 Park Ave
Argon Fuel	Cleanup Program Site	SWRCB	Open	1205/1255 Redlands Blvd

Redlands Oil Company (former)	Cleanup Program Site	SWRCB	Closed	395 Texas Street
Stop N' Go	LUST Cleanup Site	SWRCB	Closed	765 W Redlands Blvd
Redlands Redevelopment Agency	LUST Cleanup Site	SWRCB	Closed	325 N Eureka St
Redlands Battery	LUST Cleanup Site	SWRCB	Closed	305 W Colton Ave
City of Redlands 31 and 205 West Stuart Ave Property	LUST Cleanup Site	SWRCB	Open	31 W. Stuart Ave
GTE	LUST Cleanup Site	SWRCB	Closed	11 4th St
9 West Colton Avenue Property	Cleanup Program Site	SWRCB	Open	9 W. Colton Ave
Chevron #9-7222	LUST Cleanup Site	SWRCB	Closed	1256 Orange St
Rich Oil Co., Inc	LUST Cleanup Site	SWRCB	Closed	1029 Orange St
Arco Petroleum Products #9716	LUST Cleanup Site	SWRCB	Closed	902 Orange St
Thrifty Oil #346	LUST Cleanup Site	SWRCB	Closed	902 Orange St
Tosco/76 Station #6019	LUST Cleanup Site	SWRCB	Closed	901 N. Orange Ave
Stater Bros. Site	Cleanup Program Site	SWRCB	Closed	11 E. Colton Ave
Mobil #08-EV5	LUST Cleanup Site	SWRCB	Closed	604 Orange St
Orange Plaza Cleaners	Cleanup Program Site	SWRCB	Closed	450 Orange St
Redlands Shell	LUST Cleanup Site	SWRCB	Closed	127 Redlands Blvd East
Conoco Phillips	LUST Cleanup Site	SWRCB	Closed	201 Redlands Blvd East
Performance Auto	LUST Cleanup Site	SWRCB	Closed	520 E. State St
Arco #6052	LUST Cleanup Site	SWRCB	Closed	539 E. Redlands Blvd

Sources: DTSC, 2022; SWRCB 2022

4.8 HYDROLOGY AND WATER QUALITY

Watershed

The proposed Transit Villages Specific Plan (TVSP, or Specific Plan) area covers approximately 947 acres (approximately 1.5 square miles) and is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The TVSP area is located within the Santa Ana River Watershed. The watershed is located south and east of Los Angeles and includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The watershed is

bounded on the south by the Santa Margarita watershed, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds. Disputes over use of water led to the subdivision of the watershed into the Upper and Lower Santa Ana River Watersheds. The TVSP area is in the Upper Santa Ana River Watershed.

The Upper Santa Ana River Watershed consists of many tributaries flowing to the Santa Ana River. These tributaries range from natural streams to concrete-lined channels. Many of the streams flow through heavily developed areas. The San Bernardino County Flood Control District (SBCFCD) operates and maintains many of the tributary systems that are deemed "regional" (750 cubic feet per second (cfs) or greater flow and/or 640 acres or greater of watershed as well as portions of the Santa Ana River). Smaller-scale control facilities are generally operated by local jurisdictions. This watershed is in an arid region and therefore has little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed, primarily in the San Bernardino and San Gabriel mountains. This upper zone has the highest gradient and soils and geology that do not allow large quantities of percolation of surface water into the ground. A variety of downstream water storage reservoirs (Lake Perris, Lake Mathews, and Big Bear Lake) and flood control areas (Prado Dam area and Seven Oaks Dam area) have been created to hold surface water.

The Santa Ana River watershed is regulated by the Santa Ana RWQCB. The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

Groundwater Basin

The TVSP area is located in the Bunker Hill Subbasin of the Upper Santa Ana Groundwater Basin. The Bunker Hill Basin encompasses approximately 120 square miles of the Upper Santa Ana River watershed. It lies within San Bernardino County. The Bunker Hill Basin has approximately 5,976,000-acre feet of storage capacity and as of 1998, the total amount of water in storage in the Bunker Hill Subbasin was 5,890,300 acre feet. The Bunker Hill Subbasin contains several contamination plumes. The Redlands plume, located between Judson Street and Mountain Avenue in Redlands, is primarily composed of trichloroethylene (TCE), with lower levels of (tetrachloroethylene) PCE and dibromochloropropane (DBCP), and contaminates approximately 150,000 acre-ft of groundwater. The basin was adjudicated by the Western Judgment in 1969.

Water Quality

Water Quality Impairments: Section 303(d) of the federal CWA requires states to identify water bodies that are "impaired," or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are then designed to serve as pollution control plans for these specific pollutants.

The Santa Ana River Watershed drains to the Santa Ana River, extends approximately 100 miles beginning at the crest of the San Bernardino Mountains and ending at the coast near Huntington Beach. Tributaries of the Santa Ana River within the Upper Santa Ana River Watershed include Mill Creek, City Creek, Plunge Creek (a tributary of City Creek), Mission Zanja Creek (located upstream of San Timoteo Creek), San Timoteo Creek, East Twin Creek, Warm Creek, and Lytle Creek. The following tributaries have been placed on the 303(d) list for the identified impairments.

Table 4-2: 303(d) Water Quality Impairments

Water Body	Impairments
Big Bear Lake	Mercury, Noxious Aquatic Plants, Nutrients, PCBs
Grout Creek	Nutrients
Knickerbocker Creek	Pathogens
Lytle Creek	Pathogens
Mill Creek, Reach 1	Pathogens
Mill Creek, Reach 2	Pathogens
Mountain Home Creek	Pathogens
Mountain Home Creek, East Fork	Pathogens
Rathbone (Rathbun) Creek	Cadmium, Copper, Nutrients, Sediment/ Siltation
Santa Ana River, Reach 6	Cadmium, Copper, Lead
Santa Ana River, Reach 4	Pathogens
Santa Ana River, Reach 3	Copper (wet weather only), Lead, Pathogens
Summit Creek	Nutrients

Two TMDLs have been adopted to address the above impairments in the Upper SAR: TMDLs for Bacterial Indicators in the Middle Santa Ana River Watershed (February 3, 2005), which addresses pathogens in the Santa Ana River, Reach 3, and Nutrient TMDL for Dry Hydrological Conditions for Big Bear Lake (April 21, 2006), which addresses nutrients in Big Bear Lake.

The City of Redlands has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations, which aims to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 Permit requirements. Runoff from the development upland site is managed and regulated under the NDPES MS4 Permit and associated Storm Water Management Program.

Groundwater Supply

The Redlands Planning Area domestic water sources consist of both surface (about 50 percent of total supply) and groundwater (about 50 percent of total supply). The City of Redlands uses 15 wells that pump directly into the system or into reservoirs. Because of contamination, the City has wells that are not used for domestic purposes and are instead used for irrigation. It is anticipated that the contaminant levels will not decrease for many years due to the slow movement of water through the basin. Groundwater from the Bunker Hill Subbasin provides approximately half of Redland's water supply (13,601 acre-feet [AF] in 2020). A small portion (1,531 AF in 2020) of groundwater is also pumped from the Yucaipa Subbasin. The remaining supply comes from the Santa Ana River, Mill Creek, and the State Water Project (SWP). The basin was adjudicated by the Western Judgment in 1969 to regulate the amount of groundwater that can be pumped from the basin. Western Judgment allocated the Non-Plaintiffs' (agencies within San Bernardino County including Redlands) rights 167,238 acre-feet per year (AFY), which equates to 72.05 percent of the safe yield. San Bernardino agencies are allowed to extract more than 167,238 AFY from the SBB, as long as they import and recharge a like amount of supplemental water into the basin. The Western-San Bernardino

Watermaster provides an annual accounting of both the plaintiff and non-plaintiff extractions and a comparison to the safe yield. The Judgment requires the non-plaintiffs to provide replenishment water whenever the cumulative extractions exceed the cumulative safe yield.

Storm Drainage Facilities

The TVSP area is approximately 947 acres of land that is divided into three planning areas referred to as transit villages, which generally circle each new Arrow station, as shown on Figure 3-4. As shown in Figure 3-3, the TVSP area is developed and urbanized. The existing topography of the TVSP area is relatively flat and, according to the City of Redlands Drainage Master Plan, the area generally drains from the east to the west via the existing storm drain system.

Soil Infiltration

Recharge to the Bunker Hill Subbasin historically has resulted from infiltration of runoff from the San Gabriel and San Bernardino Mountains. The Santa Ana River, Mill Creek, and Lytle Creek contribute more than 60 percent of the total recharge to the groundwater system. The subbasin is also replenished by deep percolation of water from precipitation and resulting runoff, percolation from delivered water, and water spread in streambeds and spreading grounds. The TVSP area is approximately 1.5 miles south of the Santa Ana River and site soils primarily consist of Ramona Sandy Loam, Tujunga Loamy Sand, and Hanford Coarse Sandy Loam. These soils are generally well draining and support stormwater infiltration.

Flood Zone, Tsunami, Seiche

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the TVSP area (06071C8716H and 06071C8712H) shows that the southern portion of the TVSP area is located within "Zone X," which is an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood. The northern portion of the TVSP area is within "Zone AO", an area of 1 percent annual flood with flood depth of 1 to 3 feet (usually areas of ponding) where Base Flood Elevations have been determined.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The TVSP area is over 50 miles from the Pacific Ocean, and outside of the Tsunami Hazard Zone identified by the California Department of Conservation Tsunami Hazard Area Map.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies in the vicinity of the TVSP area, and no existing risks related to seiche flood hazards exist on or near the site.

4.9 LAND USE AND PLANNING

The City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Street Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. The General

Plan Transit Villages Overlay provides for residential/mixed uses within a half-mile of each station (see Figure 3-5, *General Plan Land Use Designation*).

The GP2035 Livable Community Element includes a Transit Villages section that provides for the Transit Villages Overlay Zone (TVOZ), which applies to areas within a half-mile radius of the five rail stations that were anticipated in the GP2035, which includes the three new Arrow stations (see Figure 3-6, *General Plan Transit Villages*).

Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Villages bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 3-7, *Existing Zoning Districts*.

Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI).

The Downtown Specific Plan (Specific Plan No. 45), which is located within the proposed Downtown Village, governs the parcels in the downtown area, which is divided into Town Center, Town Center-Historic District, and Service-Commercial District.

The Project area is surrounded by a variety of GP2035 land use designations and zones including industrial, institutional, agricultural, commercial, and single- and multi-family residential as described below. Views of the surrounding GP2035 land use designations can also be seen on Figure 3-5, and views of the surrounding zoning can be seen on Figure 3-7, *Existing Zoning Districts*.

North: Uses to the north include transitional, commercial, multi-family residential, University of Redlands, and single-family residential.
South: Uses to the south include multi-family residential, University of Redlands, industrial, open space, and administrative buildings.

West: Uses to the west of the Project site include industrial and commercial buildings.

East: Uses to the east primarily consist of single-family residences.

4.10 NOISE

Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. Sensitive receptors are located throughout the TVSP area.

Existing Noise Levels

To assess the existing noise levels, 24-hour noise level measurements were taken at 10 locations near sensitive receivers in the vicinity of the TVSP area as shown in Figure 5.10-1. The field survey noted that noise within the TVSP area is generally characterized by vehicle traffic on area roadways and operation of the rail line and transit stations. A description of these locations and the existing noise levels are provided in Table 4-3. As shown, ambient noise levels range from 62.9 to 73.4 CNEL throughout the TVSP area.

Table 4-3: Existing Ambient Noise Measurement Results

Location	TVSP Land Use		Description	Energy Average Noise Level (dBA L_{eq})		CNEL
				Daytime	Nighttime	
L1	Village General	(VG)	Located southwest of the New York Street/ESRI Station north of Redlands Boulevard.	69.6	63.6	72.0
L2	Village Center	(VC)	Located near Historic Redlands Train Station at 383-389 Orange Street.	69.9	63.1	71.7
L3	Special District 1	(SD1)	Located west of the University Street Station north Park Avenue near Frederick Loewe Theatre.	57.1	57.6	64.4
L4	Village General	(VG)	Located north of Colton Avenue in the Tri City Shopping Center south of the CVS Pharmacy.	66.4	62.0	69.7
L5	Civic Space	(CS)	Located northwest of the University Street Station near Sylvan Park at 601 North University Street.	64.6	64.0	70.7
L6	Downtown	(DT)	Located north of East Vine Street and south of East Citrus Avenue.	57.6	56.0	62.9
L7	Village Corridor	(COR)	Located near the single-family residence at 1154 Orange Street.	70.2	65.5	73.4
L8	Neighborhood General 2	(NG2)	Located near the single-family residence at 410 East Stuart Street.	63.1	59.3	66.9
L9	Neighborhood General 1	(NG1)	Located near the single-family residence at 801 Stillman Avenue.	65.1	59.2	67.5
L10	Special District 1	(SD1)	Located south of the ESRI campus near the Redlands Adventist Academy at 130 Tennessee Street.	64.4	55.3	65.0

Source: Noise Study, 2022. Appendix G.

San Bernardino International Airport

The San Bernardino International Airport is located approximately 2.4 miles northwest of the TVSP area, which is within the Airport Influence Area. The latest aircraft noise contour boundaries for the airport were published as part of the Eastgate Air Cargo Facility Final Environmental Assessment. The TVSP area is located outside of the airport's 60 dBA CNEL noise level contours in 2024 and is considered normally acceptable by the General Plan Community Noise and Land Use Compatibility guidelines.

4.11 POPULATION AND HOUSING

Population

The California Department of Finance (DOF) estimates that the City of Redlands population is 71,154, representing approximately 3.3 percent of the County's total population. SCAG estimates that the City will have a population increase of 13.6 percent between 2021 and 2045, and the County will have population growth rate of over 29 percent over the same period. Table 4-4 provides population figures for the City of Redlands and the County in 2021, and SCAG projections for year 2045.

Table 4-4: Population Estimates and Projections, 2021–2045

	2021[1]	2045[2] Projection	2021-2045 Change
City of Redlands	71,154	80,800	13.6%
San Bernardino County	2,175,909	2,815,000	29.4%

[1] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.
[2] SCAG 2045 Growth Forecasts.

Housing and Households

The DOF estimates that there were 27,214 housing units in Redlands in 2021, which is 3.7 percent of the County total. The City's housing stock is 64 percent single-family residential and is estimated to be 93.4 percent occupied. The DOF estimated persons per household is 2.71.

Table 4-5: City of Redlands Existing Housing Stock, 2021

Residence Type	Number	Percentage
Single-Family Detached	17,451	64.1%
Single-Family Attached	1,202	4.4%
Two to Four Units	3,144	11.6%
Five Plus	4,331	15.9%
Mobile Homes	1,086	4.0%
Total	**27,214**	**100%**
Occupied	25,405	93.4%
Vacancy	1,809	6.6%

California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.

According to SCAG's 2020-2045 RTP/SCS, the City of Redlands is projected to add approximately 5,395 households by 2045. This averages approximately 225 new households annually through 2045.

Table 4-6: SCAG Household Projections, 2021–2045

	2021[1] Households	2045[2] Households	2021-2045 Increase
City of Redlands	25,405	30,800	21.2%
San Bernardino County	649,259	875,000	34.8%

[1] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.
[2] SCAG 2045 Growth Forecasts.

Employment

According to SCAG's 2020-2045 RTP/SCS, the number of jobs within the City is projected to increase from 42,600 jobs in 2016 to 56,300 jobs in 2045. This represents an increase of over 32 percent, and an average of 472 jobs annually through the year 2045.

Table 4-7: SCAG Projected Employment Trends 2016-2045

	2016	2045	2016 – 2045 Increase
City of Redlands	42,600	56,300	13,700 (32.2%)
San Bernardino County	791,000	1,064,000	273,000 (34.5%)

Source: SCAG 2045 Growth Forecasts.

In addition, the 2020 Census estimates that 63 percent of the City's residents that are over 16 years of age are in the labor force and have an average 26.9-minute commute. This is similar to San Bernardino County as a whole, where 60.3 percent of residents over 16 years old are in the labor force and the average commute time was 31.6 minutes.

Jobs – Housing Balance

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are "housing rich," meaning that more housing is provided than employment opportunities in the area (SCAG 2004).

As described above, the City currently has approximately 25,405 households and approximately 34,900 jobs (2022 State of California Employment Development Department Labor Force data), which results in a jobs-to-housing ratio of 1.37 jobs per household. SCAG projects a jobs-to-housing ratio of 1.83 in 2045, which indicates that employees would be commuting into the City for employment, and that additional housing would improve the jobs to housing balance within the City. The City is projected to have a higher percentage of jobs to households in comparison to the County, which is projected to have a jobs to housing ratio of 1.22 in 2045. Table 4-8 provides the existing and projected jobs-to-housing ratios for the City and the County.

Table 4-8: Existing and Projected Jobs - Housing Balance in the City and County

	Year	Employment	Households	Jobs-Housing Ratio
City of Redlands	2022[1]	34,900	25,405	1.37
	2045	56,300	30,800	1.83
San Bernardino County	2022[1]	940,800	649,245	1.45
	2045	1,064,000	875,000	1.22

Sources:[1]Employment Development Department, 2022.
SCAG 2020

4.12 PUBLIC SERVICES

Redlands Fire Department

The Redlands Fire Department (City Fire) would serve the TVSP area. City Fire provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response.

The Fire Department consists of approximately 52 total sworn personnel, (including 44 firefighter/paramedics and 16 firefighter/EMTs) and covers an area of 37 square miles. Each year, Redlands averages 264 fires, including 64 vegetation fires, 53 structure fires, 47 vehicle fires, and 100 miscellaneous fires.

Redlands Police Department

Public safety services in the City, including the TVSP area, are provided by the Redlands Police Department (RPD). RPD's main police station is located at 1270 West Park Avenue within the boundaries of the New York Street/Esri Transit Village. The main police station is located at 1270 West Park Avenue, with four other divisions located citywide. The Police Department personnel is made up of approximately 100

volunteers, 80 sworn officers and 58 full and part-time civilians, resulting in a service level of 1.12 officers per 1,000 residents. In 2020, the Department had an average response time of 9.08 minutes for Priority one police service calls and a service ratio of 1.1 officers per 1,000 residents. Although there are no industry standards for response time to emergency calls, according to the Redlands Police Department, a response time of 4.5 minutes is desirable in a city of this size. RPD maintains other locations in the City where it houses other divisions.

Park Services

Existing parks within the City include four pocket parks (1.8 acres), eight neighborhood parks (76.8 acres), six community parks (143.2 acres), and three other parks (202.4 acres) for a total of approximately 424.2 acres (GP2035 EIR, Table 3.13-1). At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents consistent with state law (Quimby Act). There are several parks within the TVSP area that provide open space and recreational opportunities to surrounding residents, workers, and visitors.

Other Public Services

Other governmental services include the City's library system. The A. K. Smiley Public Library, established in 1894, is a 34,000-square-foot facility located at 125 West Vine Street. In addition to its diverse collection of resource materials, the library system offers services and programs for all ages, including an adult literacy program. It also houses a museum, and the Lincoln Memorial Shrine. At the time the GP2035 was drafted, the library was in need of additional storage space for the museums, and plans were underway for an adjunct building at 700 Brookside Avenue (formerly the Redlands Daily Facts building) for the Redlands Historical Museum (GP2035 EIR, p. 3.13-13).

4.13 RECREATION

Regional

The San Bernardino County Regional Parks Department manages and maintains nine Regional Parks throughout San Bernardino County totaling approximately 9,200 acres. Each park offers diverse outdoor recreation opportunities in settings that range from metro, mountain, and desert scenery. Regional County recreational facilities near the TVSP area include the Santa Ana River Trail and Parkway which is approximately 6.9 miles from the Project site and the Yucaipa regional park which is approximately 10 miles from the Project site.

Local

Existing parks within the City include four pocket parks (1.8 acres), eight neighborhood parks (76.8 acres), six community parks (143.2 acres), and three other parks (202.4 acres) for a total of approximately 424.2 acres (GP2035 EIR, Table 3.13-1). At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents consistent with state law (Quimby Act). There are several parks within the TVSP area that provide open space and recreational opportunities to surrounding residents, workers, and visitors. Table 4-9, *Existing Parks within the TVSP Area*, shows the existing parks within the TVSP area as well as additional park information.

Table 4-9: Existing Parks within the TVSP Area

Park Type	Park Name	Location (in Redlands)	Park Size	Park Details
Pocket Park	Ed Hales Park	101 E. State St.	0.7 acre	Picnic facilities in the downtown central business district

Park Type	Park Name	Location (in Redlands)	Park Size	Park Details
Neighborhood Park	Smiley Park (Portion)	126 E. Eureka St.	9.2 acres (Only a portion located within TVSP area)	Located at the Redlands Civic Center, this park is home to A. K. Smiley Public Library, the Lincoln Memorial Shrine, and the Redlands Bowl
	Jennie Davis Park	923 W. Redlands Blvd.	5.2 acres	Playground facilities and location of the annual Veteran's Day Parade and Celebration
Community Park	Sylvan Park	University St. between Colton Ave. and Park Ave.	23.3 acres	Open grassy areas, rose garden, picnic areas, a playground, a stage/bandstand area, a skate park, a baseball/softball field, horseshoe pits, bag toss, lawn bowling, and trails.
Other Park	Terrace Park	Between N. Sixth St. and Church St. on Colton Ave.	2.4 acres	Linear park featuring landscaped tree-lined walkway with benches and drinking fountain

Source: City of Redlands, Facilities & Community Services Department

4.14 TRANSPORTATION

Table 4-10, *Existing Major Roadway Characteristics within TVSP Area*, shows the roadway characteristics that are observed within the TVSP area.

Table 4-10: Existing Major Roadway Characteristics within TVSP area

Roadway	Classification	Number of Lanes	Bike Lane?
Redlands Boulevard (E/W)	Boulevard (between Alabama Street and E Citrus Avenue), Major Arterial elsewhere	4-Lane Divided w/Concrete median, except between Center Street and 1st Street	No
Orange Street (N/S)	Boulevard (between Redlands Boulevard and Union Avenue), Minor Arterial elsewhere	4-Lane Divided w/Painted median	No
Cajon Street (N/S)	Minor Arterial	2-Lane Divided w/Painted median	Class II
Colton Avenue (E/W)	Boulevard (between Redlands Boulevard and 6th Street)	2-Lane Divided w/Painted median	Class III between Orange Street and Church Street
Brookside Avenue (E/W)	Major Arterial	2-Lane Divided w/Concrete median	Class II
Citrus Avenue (E/W)	Major Arterial west of Orange Street, Minor Arterial East of Orange Street	4-Lane Divided w/Concrete median between Eureka Street and Orange Street, 2-Lane Divided w/Painted median elsewhere	Class III west of Redlands Boulevard, Class II east of Redlands Boulevard
University Street (N/S)	Boulevard between I-10 and Colton Avenue, Minor Arterial south of I-10 and between Colton Avenue and Lugonia	4-Lane Divided w/Painted median	None

Roadway	Classification	Number of Lanes	Bike Lane?
	Avenue, Collector north of Lugonia Avenue		
Tennessee Street (N/S)	Minor Arterial	4-Lane Divided w/Painted median	Class III south of State Street
Olive Avenue (E/W)	Collector	2-Lane Divided w/Painted median	Class II

Existing Transit Service

The TVSP area is served by bus service via Omnitrans, which serves the San Bernardino Valley. Omnitrans Route 8 connects San Bernardino and Yucaipa via Loma Linda, Redlands, and Mentone, including the TVSP area, with buses running every 60 minutes Monday through Sunday, and has stops along Redlands Boulevard and Lugonia Avenue. Omnitrans Route 15 serves the cities of Fontana and Redlands (including the TVSP area) via San Bernardino and Rialto, with buses running every 60 minutes Monday through Sunday, and has stops along Orange Street, Redlands Boulevard, and Eureka Street. Omnitrans Route 19 provides service between Fontana, the San Bernardino Transit Center, and Yucaipa. Route 19 has stops at the Redlands Mall and has buses running every 60 minutes, Monday through Sunday.

Furthermore, the San Bernardino County Transportation Authority's newly built Arrow line connects the City of Redlands to the City of San Bernardino and provides further direct rail trips once a day to the City of Los Angeles. The Arrow line has three stops located at the center of each proposed Transit Village:

- New York/Esri Station: located north of the intersection of Redlands Boulevard and New York Street across from the Esri campus
- Downtown Station: located at the historic Redlands Santa Fe Depo, between Eureka Street and Orange Street
- University Station: located at the University of Redlands at the south end of campus near North University Street

Starting in 2022, during morning and afternoon peak commute hours, trains operate every 30 minutes. During non-commute or off-peak hours, trains operate every 60 minutes. Weekday and weekend service is planned to start at 5 a.m. and run until 10 p.m. In addition to standard passenger rail service, the Metrolink Express train will be extended to serve the Redlands – Downtown Station with limited stop service to and from Los Angeles during peak commute hours.

Existing Bicycle and Pedestrian Facilities

As shown on Table 5.14-1, above, in the TVSP area, Brookside Avenue, Citrus Avenue, Cajon Street, Olive Street, and Colton Avenue, contain bicycle lanes. Furthermore, a Class I bicycle lane currently exists west of Center Street and east of Grove Street within the TVSP area.

Generally, throughout the TVSP area, sidewalks are provided on both sides of the street. University Street currently lacks sidewalks on some segments near the I-10 and Redlands Boulevard currently lacks sidewalks on some segments. Additionally, a multi-use trail, the Orange Blossom Trail, transverses the TVSP area east of Center Street and west of Grove Street. Other multi-use trails exist on Church Street and a portion of Colton Avenue between 6th Street and Church Street.

4.15 TRIBAL CULTURAL RESOURCES

The TVSP area is within a region where the traditional use territories of the Serrano, Cahuilla, and Gabrielino meet. These three cultural groups spoke languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock.

Serrano

The Serrano people once occupied the Mountain, North Desert, and East Desert Regions of present-day San Bernardino County. Mainly due to the inland territory that the Serrano occupied beyond Cajon Pass, contact between Serrano and Europeans was minimal. As early as 1790, some Serrano people were drawn into mission life. After a failed attack of the Mission San Gabriel in 1811, some Serrano people relocated to Morongo with the Cahuilla tribe. Others followed the Serrano leader Santos Manuel toward the San Bernardino County valley floors and eventually settled to become the San Manuel Band of Mission Indians Reservation.

Cahuilla

The eastern portion of the Valley Region, the southeastern part of the Mountain Region, and the southern portion of the East Desert Region of San Bernardino County were once home to the Cahuilla people. It is thought that the Cahuilla migrated to southern California approximately 2,000 to 3,000 years ago with related sociolinguistic groups, most likely from the southern Sierra Nevada Mountain ranges. The Cahuilla settled in a territory that extended from the present-day city of Riverside to the central portion of the Salton Sea in the Colorado Desert, and from the San Jacinto Valley to the San Bernardino Mountains.

Gabrielino

The Gabrielino historically occupied the southwestern portion of San Bernardino County, including the Valley Region. The name Gabrielino denotes the people who were under the control of the Spanish from Mission San Gabriel, which included people from the Gabrielino proper as well as other social groups. Many contemporary Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and use the native term Tongva. Historic-era Tongva settlements in the San Bernardino Valley were primarily located at the base of the foothills and along perennial watercourses.

Tribal Cultural Resources

Two prehistoric archaeological resource sites are located within the TVSP area. Furthermore, the Mill Creek Zanja transverses the proposed TVSP area. The historic feature was designated a California Historical Landmark No. 43 in 1932 and placed on the National Register of Historic Places in 1977. The Mill Creek Zanja was built in 1819 to convey water from Mentone to the Assistencia de Mission San Gabriel. Today, it carries drainage water and storm runoff. It is the oldest continuously operating irrigation canal in California, and the oldest civil engineering project in Southern California. It runs through University Street and New York Street.

Through a study for the Passenger Rail Project by ICF International in 2014, a segment of the Mill Creek Zanja was found ineligible for the NR. The portion of the Mill Creek Zanja that is located west of Division Street to the southwest and terminates west of the concrete channel at Ninth Street. This portion is no longer eligible for listing in the NR due to its loss of historic integrity (ICF International 2014). The segment mentioned above does not resemble the Mill Creek Zanja segment to the east which was described in the 1976 Nomination Form and appears it was excluded from the 1976 nomination because of its lack of resemblance (ICF International 2014). In August 2014, SHPO concurred with the determination of National Register

eligibility and Section 106 finding of effect regarding the evaluated segment of the Mill Creek Zanja (MCC 2022)

4.16 UTILITIES

Water

The TVSP area is located within the water service area of the City of Redlands Municipal Utilities and Engineering Department (MUED), which provides retail water service to the majority of the City of Redlands, a portion of the City of Loma Linda, and unincorporated areas of the Donut Hole, Mentone, and most of Crafton.

WVWD participates in the Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. This Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated supplies and demands for the years 2020 to 2045 within the Valley Region of San Bernardino County, including various incorporated cities such as the City of Redlands.

Water Supply and Demand- MUED

The MUED utilizes four primary sources for drinking water supply: groundwater, surface water, imported water, and recycled water. The MUED's water supply is a combination of groundwater from the Bunker Hill Subbasin; groundwater from the Yucaipa Subbasin; surface water from the Santa Ana River; surface water from Mill Creek; imported water from the State Water Project (SWP) Water; and recycled water. As shown on Table 4-11, in 2020 the MUED obtained the majority of its water supply from the Bunker Hill Subbasin.

Table 4-11: MUED Water Supply 2020

Water Supply	Source	Water Quality	Volume (acre-feet)	Percentage
Groundwater	Bunker Hill	Drinking Water	12,088	43%
Groundwater	Bunker Hill	Non-Potable	1,531	5.4%
Groundwater	Yucaipa	Non-Potable	297	1.1%
Surface Water	Santa Ana River	Drinking Water	5,796	20.6%
Surface Water	Mill Creek	Drinking Water	6,045	21.5%
Purchased or Imported Water	SWP-Direct Deliveries	Drinking Water	535	1.9%
Recycled	Recycled Water-Direct	Recycled Water	1,806	6.5%
Total			**28,098**	**100%**

Source: 2020 UWMP.

As shown in Table 4-12, the 2020 UWMP estimates that water supplies in the future are anticipated to be obtained through a similar mix of surface water, groundwater, and purchased or imported water. The 2020 UWMP anticipates that the MUED's water supply will increase from 31,039 AF in 2025 to 35,544 AF in 2045 (increase of 4,505 AFY) to meet MUED's anticipated growth in water demands.

Table 4-12: MUED Projected Water Supply (AF)

Water Supply	Source	2025	2030	2035	2040	2045	2045 Percentage
Groundwater	Bunker Hill	12,973	13,922	14,861	15,677	16,484	46.4%
Groundwater	Bunker Hill	3,766	4,015	4,275	4,513	4,760	13.4%
Groundwater	Yucaipa	1,000	1,000	1,000	1,000	1,000	2.8%

Surface Water	Santa Ana River	5,000	5,000	5,000	5,000	5,000	14.1%
Surface Water	Mill Creek	5,500	5,500	5,500	5,500	5,500	15.5%
Purchased or Imported Water	SWP-Direct Deliveries	700	700	700	700	700	1.9%
Recycled	Recycled Water-Direct	2,100	2,100	2,100	2,100	2,100	5.9%
	Total	**31,039**	**32,238**	**33,436**	**34,490**	**35,544**	**100%**

Source: 2020 UWMP.

The 2045 projections anticipate that 62.6 percent of supply would be from the groundwater sources, 29.6 percent from surface water, 1.9 percent from imported/purchased sources, and 5.9 percent from recycled water. The UWMP also describes that there has been a historical trend associated with drier years and an increase in water use among agencies. Conservation efforts have proven to be effective in decreasing water use in dry years. Additionally, according to the UWMP, MUED has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (UWMP 2020).

Groundwater: Redlands MUED extracts groundwater from the Bunker Hill Subbasin (also known as San Bernardino Basin or SBB) and Yucaipa Subbasin. Extractions from both basins include potable and non-potable water. In 2020, Redlands MUED extracted 13,619 AF of groundwater from the Bunker Hill Subbasin and 297 AF from the Yucaipa Subbasin. The City of Redlands uses 15 wells that pump directly into the system or into reservoirs (UWMP 2020).

Purchased or Imported Water: Imported water from the SWP is available for the MUED to purchase from Valley District when needed. The MUED has purchased supplemental SWP water only in years when surface water flows have not been able to meet demands and on occasion when surface water supplies are turbid and require blending or for other operational purposes. The MUED contributes to regional efforts to recharge the Bunker Hill groundwater basin with SWP water and local surface water in wet years when available so that storage is available for use in dry years when other supplies may be limited (UWMP 2020).

Surface Water: The MUED receives water from the Mill Creek watershed and the Santa Ana River watershed. Water from the Mill Creek watershed is treated at Henry Tate Surface Water Treatment Plant. Water from the Santa Ana River watershed is treated at the Horace P. Hinckley Surface Water Treatment Plant. The MUED has ownership in a variety of private and mutual water companies to supply water to the City's Tate and Hinckley Surface Water Treatment Plants (UWMP 2020).

Recycled Water: The City's Wastewater Treatment Plant has the capability of treating 7.2 million gallons per day (mgd) of wastewater to a Title 22 Recycled Water level. The City's recycled water customers include Southern California Edison, a landfill, and recycled/non-potable water customers in the 1350 pressure zone. Southern California Edison uses recycled water for its Mountain View Power Plant and recycled water customers use recycled water for irrigation.

Water Infrastructure

The City's water treatment plants include the Henry Tate Water Treatment Plant and the Horace Hinckley Surface Water Treatment Plant. The Henry Tate Water Treatment Plant is a conventional water treatment plant built in 1967. The design capacity of the Tate plant is 20 million gallons per day (mgd). The City added enhancements to the Tate WTP to provide more water supply reliability by allowing State Water Project water to be mixed with Mill Creek water for treatment. The Horace Hinckley Surface Water Treatment Plant started operation in 1987 and has a permitted capacity of 14.5 mgd. The 10-year average flow (up to and including 2016) is 6,363 AF at the Henry Tate Plant, and 6,697 AF at the Horace Hinckley

Plant. The TVSP area contains a network of water lines from 1 to 36-inches in diameter, which operate within capacity for existing development within the TVSP area. The City of Redlands maintains approximately 400 miles of pipeline with over 21,500 metered connections that serve potable water (MUED 2022).

Water Use in TVSP Area

Within the TVSP area, there are currently 2,318 multi-family dwelling units, approximately 6.5 million square feet of commercial (or non-residential) uses, and 5.7 million square feet of landscaped areas. Currently, residential uses comprise approximately 40 percent of the water demand in the TVSP area, commercial/non-residential uses comprise approximately 27 percent of the water demand, and landscaping irrigation comprises approximately 33 percent of the water demand. The TVSP area currently has an annual water usage of approximately 1,357 AF (WSA 2022).

Wastewater

Sewer service in the TVSP area is provided by the City of Redlands. The City's Wastewater Treatment Plant is located on the south side of the Santa Ana River Wash at Nevada Street. The City's Wastewater Treatment Plant has a secondary treatment capacity of 9.5 mgd and a tertiary treatment capacity of 7.2 mgd. As of 2021, average flow to the City's Wastewater Treatment Plant was approximately 5.8 mgd (MUED 2021).

In 2020, 6,620 AF of wastewater was treated at the City's Wastewater Treatment Plant. In 2020, 3,813 AF were treated to a secondary level and released to spreading basins east of the City's Wastewater Treatment Plant for percolation into the Bunker Hill groundwater basin, while 1,806 AF were treated to a tertiary level and distributed as recycled water (UWMP 2020).

The wastewater system has one lift station that serves the western-most portion of the city south of Interstate 10 (I-10). The collections system in the City of Redlands consists of approximately 250 miles of pipelines. Within the TVSP area, wastewater pipelines range from 6-inches to 48-inches in diameter.

Stormwater

The City of Redlands' stormwater drainage system serves an area of approximately 37 square miles. The Downtown stormwater drainage system is composed of reinforced concrete pipe (RCP) and corrugated metal pipe (CMP) with diameters ranging from 8 inches to 96 inches, box culverts, covered rubble rock and concrete channels, and concrete and natural drains. Stormwater runoff from the City's drainage systems flows by gravity into the Mission Channel, Morrey Arroyo Creek, and San Timoteo Canyon, and discharges to the Santa Ana River.

Drainage throughout the TVSP area is generally from east to west to one of two main existing major stormwater drainage facilities. The existing stormwater drainage system within the TVSP area lacks capacity, as evidenced by flooding within the Downtown area during storm events. The main cause of flooding within the TVSP area is the lack of capacity in the Zanja, the Redlands Boulevard Storm Drain, and the Oriental Storm Drain. With a stormwater capacity of approximately 2,400 cubic feet per second (cfs), the Redlands Boulevard Storm Drain can receive approximately 4,200 cfs from the Zanja and the Carrot Storm Drain and 4,000 cfs from the Reservoir Canyon and Oriental Storm Drains. These tributaries result in a confluence of stormwater within the Redlands Boulevard Storm Drain near the intersection of Redlands Boulevard and Ninth Street, which can lead to flooding. In 2017, the City adopted the 2017 Master Plan of Drainage.

Solid Waste

Solid waste collection services are provided within the TVSP area by the City of Redlands. The City's Quality of Life Department provides residential waste collection, green waste collection for yard waste, and curbside recycling. Hazardous and electronic waste is managed by the Redlands Fire Department, which operates a household hazardous and electronic waste disposal site on a weekly basis.

Solid waste from the TVSP area is primarily disposed of at the California Street Landfill operated by the City of Redlands Quality of Life Department and the San Timoteo Sanitary Landfill operated by the County, both within the city limits. The California Street Landfill is located at 2151 Nevada Street and encompasses 115 acres and is permitted to operate through 2042. The California Street Landfill design capacity is 11.4 million cubic yards, and its maximum permitted throughput is 829 tons per day. It has a remaining capacity of 5,168,182 cubic yards. In 2020, the California Street Landfill received an average throughput of 146 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the California Street Landfill has an approximate extra capacity of 683 tons per day.

The San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size and is permitted to operate through 2039. It has a permitted capacity of 23,685,785 cubic yards and a maximum permitted daily throughput of 2,000 tons. It has a remaining capacity of 12,360,396 cubic yards. In 2020, the San Timoteo Sanitary Landfill received an average throughput of 772 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the San Timoteo Sanitary Landfill has an approximately extra capacity of 1,228 tons per day.

REFERENCES

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Landfill Tonnage Reports. CalRecycle. https://www2.calrecycle.ca.gov/LandfillTipFees/

Material Cultural Consulting. Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments (MCC 2022). January 2022. Appendix C.

5.0 Environmental Impact Analysis

Chapter 5 examines the environmental setting of the Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft EIR. This scope was determined in the Initial Study and Notice of Preparation (NOP), which was published September 1, 2021, and through public and agency comments received during the NOP comment period that ended on September 30, 2021 (see Appendix A). Environmental issues and their corresponding sections are:

5.1 Aesthetics
5.2 Air Quality
5.3 Cultural Resources
5.4 Energy
5.5 Geology and Soils
5.6 Greenhouse Gas
5.7 Hazards and Hazardous Materials
5.8 Hydrology and Water Quality
5.9 Land Use and Planning
5.10 Noise
5.11 Population and Housing
5.12 Public Services
5.13 Recreation
5.14 Transportation
5.15 Tribal Cultural Resources
5.16 Utilities and Service Systems

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

Format of Environmental Topic Sections

Each environmental topic section generally includes the following main subsections:

- **Introduction:** This describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are "significant." The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
    - A statement of the CEQA threshold being analyzed,
    - The Draft EIR's conclusion as to the significance of the impact.

  - An impact assessment that evaluates the changes to the physical environment that would result from the Project.
  - An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.

- **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 4-8).

- **Existing Regulations and Regulatory Requirements.** A list of applicable laws and regulations that would reduce potentially significant impacts.

- **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.

- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
  - avoid a significant impact;
  - minimize the severity of a significant impact;
  - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
  - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the project; and/or
  - compensating for the impact by replacing or providing substitute resources or environmental conditions.

- **Level of Significance after Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

Impact Significance Classifications

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the existing visual setting and aesthetic character of the Project site and vicinity and evaluates the potential for the Project to impact scenic vistas, visual character and quality, and light and glare. This analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from implementation of the Project would result in substantially degraded aesthetic conditions. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035,* December 5, 2017;
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (General Plan EIR), Dyett & Bhatia, July 2017; and
- *City of Redlands Municipal Code.*

Aesthetics Terminology

- **Aesthetic Resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic Resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic Vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Visual Character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Local Regulations

City of Redlands General Plan 2035

City policies pertaining to visual character are contained in the Distinctive City, Livable Community, and Vital Environment Chapters of the Redlands General Plan. The following goals and policies from the Redlands General Plan are relevant to the proposed Project:

Principle 2-P.8 Identify, maintain, protect, and enhance Redlands' cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.

Principle 2-P.13 Encourage preservation of and public access to defined and established significant scenic vistas, viewpoints, and view corridors.

Action 2-A.25 Require any application that would alter or demolish an undesignated and unsurveyed resource over 50-years-old to be assessed on the merits of the structure, and to be approved by the Historic and Scenic Preservation Commission.

Action 2-A.28 Develop strategies or guidelines to enhance the public realm and context sensitive landscapes in the historic and scenic districts.

Action 2-A.29 Retain existing easements and rights of way for use as viewpoints, turnouts, and scenic walkways where feasible.

Action 2-A.30 Identify historic design features characteristic of the city and its individual neighborhoods that can be used to establish themes and design guidelines.

Action 2-A.34 Uphold the designation of the following streets within the city as scenic highways, drives, and historic streets. Special development standards have been adopted by Resolution for these streets. The streets are:

- Brookside Avenue, from Lakeside Avenue to Eureka Street;
- Olive Avenue, from Lakeside Avenue to Cajon Street;
- Center Street, from Brookside Avenue to Crescent Avenue;
- Highland Avenue, from Serpentine Drive to Cajon Street;
- Sunset Drive, from Serpentine Drive to Edgemont Drive;
- Cajon Street;
- Mariposa Drive, between Halsey and Sunset Drive; and
- Dwight Street, between Pepper Street and Mariposa Drive.

In addition, consider designating the following roads as scenic drives within the community as neighborhood connectors and recreational routes for drivers and bike riders.

- Riverview Drive along the Santa Ana River Wash;
- Live Oak Canyon Road;
- San Timoteo Canyon Road;
- Sylvan Boulevard;
- Nevada Street, from the Orange Blossom Trail to Barton Road;
- Pioneer Avenue, from River Bend Drive to Judson Street; and
- Rural roads in Crafton.

Action 2-A.35 Establish standards for the evaluation of exterior lighting for new development and redevelopment to ensure that exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) is minimized, restricted to low-intensity fixtures, shielded, and concealed to the maximum feasible extent, and that high-intensity perimeter lighting and

lighting for sports and other private recreational facilities is limited to reduce light pollution visible from public viewing areas.

Action 2-A.38 Use exemplary design quality and sensitivity to surrounding historic structures in new City construction, public works, entry ways, and City signs.

Action 2-A.39 Ensure that permanent changes to the exterior or setting of a designated historic resource be done in accordance with the Secretary of the Interior standards for historic properties.

Action 2-A.42 Should demolition of a designated historic resource occur, endeavor to ensure that a building of equal or greater design quality and/or use of equal or greater benefit to the community be constructed. Require that a report documenting the history of the property and archival-quality drawings and/or photographic records be prepared to document the historic resource.

Action 2-A.49 Encourage compatibility of new land uses and new construction adjacent to historical buildings. Encourage construction that is physically and aesthetically complementary to the historic buildings in architectural features and relationship to adjoining structures.

Action 2-A.67 Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods.

Principle 2-P.21 Encourage conservation and preservation of citrus groves and farms, especially those that have cultural or scenic significance. Encourage retention of existing privately-owned citrus groves of all sizes.

Principle 2-P.23 Incorporate citrus trees, in groves of sufficient size and depth to be a viable grove, as part of streetscapes and scenic views, and encourage their conservation in historic neighborhoods.

Action 2-A.92 Provide public improvements for traffic and pedestrian circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.

Action 2-A.100 Encourage public art and community gatherings through a wide range of visual and physical forms—from banners on light posts, paving and artwork on sidewalks, murals, light displays at night, music, and sculptures, to the design and shaping of public spaces and plazas—all of which set the stage for people to gather, play, and observe. Build on existing activities and events and incorporate facilities to support them.

Principle 4-P.10 Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.

Action 4-A.32 Discourage larger-scale warehouses and big box architecture that would negatively impact aesthetics such as long, blank walls. Break up the massing of larger structures through setbacks and indentation of facades, appropriate fenestration of windows and doors, and a variety of architectural treatments.

Principle 4-P.40 Encourage the revitalization of the commercial corridors on Colton Avenue at Orange Street by providing opportunities for a variety of commercial uses and providing guidelines for site design to create a more welcoming visual environment.

Principle 4-P.51 Complete a Transit Village Plan that will define: village character, design guidelines for architecture and site development, permitted and conditional uses, building setbacks and heights, yards, interfaces with the public streets and sidewalks, security measures, and transitions to existing neighborhoods.

Action 4-A.102 Create a "sense of arrival" at the city's western gateway through aesthetic improvements such as landscaping, citrus groves, and signage.

City of Redlands Municipal Code

Chapter 2.24, Historic and Scenic Preservation Commission

Chapter 2.24 of the Redlands Municipal Code establishes the City's Historic and Resource Preservation Commission. The Commission has the responsibility of making a recommendation to the City Council on the formation of a Historic District, a geographical area that has a significant architectural enclave of historic buildings or scenic vistas. Properties of scenic significance, as defined by the Municipal Code, may include landscaping, light standards, trees, curbing, and signs that contribute aesthetically to the scenic heritage of the city.

Section 18.12.170, Architectural Review; Criteria

City of Redlands architectural review criteria pursuant to Section 18.12.170 of the City of Redlands Municipal Code establishes architectural criteria for development located within the City. These criteria are intended to provide design professionals, property owners, residents, staff, and decision makers with a clear and common understanding of the City's expectations for the planning, design, and review of development proposals. According to RMC Section 18.12.170(B), conformance is to be evaluated based on consideration of the following criteria:

1. Site layout, orientation, location of structures and relationship to one another, as well as open spaces and topography;
2. Harmonious relationship of building with existing and proposed adjoining developments;
3. Maximum height, area, setbacks and overall mass of buildings, as well as other structures such as walls, screens, towers or signs, and effective concealment of all mechanical equipment;
4. Harmony of construction materials and colors in relation to all exterior elevations;
5. Location and type of planting, with due regard for the preservation of specimen trees upon a site;
6. Design and appropriateness of signs in relation to the architectural style of the building;
7. Glazing or image reflective surfaces (specular reflectance) shall be limited to a maximum reflectance value of twenty five percent (25%). "Specular reflectance" means any mirror like reflection, as contrasted to diffused reflection from such surfaces as concrete or vegetation.

However, the criteria contained in RMC 18.12.170 do not constitute "objective design standards" as defined in the Housing Crisis Act of 2019 (i.e., Senate Bill 330).

In addition, the City also uses a document titled "Architectural Design Guidelines" that contains examples of architectural design that is sensitive to the cultural and historic character of Redlands. Topics covered in the Guidelines include building articulation, windows, the pedestrian realm, entryways, building materials, contextual design, signage, energy efficient design, adaptive reuse of structures, public art, site design, and landscaping, among others. However, these general guidelines do not constitute "objective design standards" as defined in the Housing Crisis Act of 2019 (i.e., Senate Bill 330).

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

State Scenic Highway

There are no officially designated state scenic highways traversing the TVSP area; however, State Route 38 is an eligible, albeit not officially designated, state scenic highway. State Route 38 traverses the Downtown Transit Village area as Orange Street north of the I-10 to Lugonia Avenue. State Route 38 then continues outside of the Project area easterly as Lugonia Avenue, which then turns into Mentone Boulevard and Mill Creek Road as the highway continues into the San Bernardino Mountains.

City Scenic Roadways

The City of Redlands has designated numerous roadway segments as scenic highways, drives, and historic streets subject to special development standards (GP2035 EIR, p. 3.1-11). Table 5.1-1, *Scenic Roadways in the City*, lists the City-designated scenic roadways and roadways being considered for scenic designation as well as their relationship to the TVSP area.

Table 5.1-1: Scenic Roadways in the City

Scenic Roadway	Scenic Segment	Relationship to TVSP Area
Brookside Avenue	from Lakeside Avenue to Eureka Street	A small portion of the easternmost terminus of this roadway segment at the intersection of Eureka Street enters the Project area in the Downtown Transit Village
Olive Avenue	from Lakeside Avenue to Cajon Street	A small portion of the easternmost terminus of this roadway segment at the intersection of Cajon Street enters the Project area in the Downtown Transit Village
Center Street	from Brookside Avenue to Crescent Avenue	Outside of the TVSP area
Highland Avenue	from Serpentine Drive to Cajon Street	Outside of the TVSP area
Sunset Drive	from Serpentine Drive to Edgemont Drive	Outside of the TVSP area
Cajon Street	(Whole street)	The northern terminus of this segment at Citrus Avenue/Orange Street south to Clark Street is within the Project area in the Downtown Transit Village
Mariposa Drive	between Halsey and Sunset Drive	Outside of the TVSP area
Dwight Street	between Pepper Street and Mariposa Drive	Outside of the TVSP area
Roadways Being Considered for Scenic Designations		
Riverview Drive	Along the Santa Ana River wash	Outside of the TVSP area
Live Oak Canyon Drive	(Whole street)	Outside of the TVSP area

Scenic Roadway	Scenic Segment	Relationship to TVSP Area
San Timoteo Canyon Road	(Whole street)	Outside of the TVSP area
Sylvan Boulevard	(Whole street)	The western terminus at the intersection of University Street east to Judson Street is within the Project area in the University Transit Village
Nevada Street	from Orange Blossom Trail to Barton Road	Outside of the TVSP area
Pioneer Avenue	from River Bend Drive to Judson Street	Outside of the TVSP area
Rural roads in Crafton area		Outside of the TVSP area

Visual Character of the Project Site

Existing setting of the New York Street/Esri Transit Village area. The area around this station is car oriented. Large blocks generally comprise the area with commercial and light industrial buildings set back away from the street behind parking lots or landscaped front yards. The I-10 and SR-210 interchange is to the northwest of this transit village. The transit village is traversed east-west by the railways, which run along the north side of Redlands Boulevard, until New York Street, where they branch off from one another as they proceed eastward.

The Arrow station will be located along the north side of Redlands Boulevard at New York Street. To the south of the station site and Redlands Boulevard is Esri's campus headquarters, and to the southeast (across the intersection) from the station site is Jennie Davis Park, a 5.2-acre neighborhood park. Land uses to the west of the Esri campus (across Tennessee Street) consist primarily of light industrial warehouse buildings and commercial services or office uses. To the south of the Esri campus is a neighborhood of apartments and multifamily buildings.

North of the railway, existing development consists of car-oriented uses, strip mall shopping centers, fast-food restaurants, hotels, and recreational facilities. North of the I-10 are commercial and single-family residences. Buildings within this area range from one to three-story buildings. Many of the one-story light industrial and retail buildings are tall one-story buildings facing the street. The parcels surrounding the station are largely vacant.

Existing setting of the Downtown Transit Village area. This area includes the City's urban core and the historic Santa Fe Depot. The station site will be at the north side of the Santa Fe Depot (for the new Arrow platform) and immediately west of the Depot (for the new Metrolink platform). Blocks located east of Orange Street within Downtown are small and promote walkability, with commercial and mixed-use buildings built adjacent to and accessed directly from the sidewalk. Blocks west of Orange Street are larger and less pedestrian-friendly with buildings and site designs that are more car-oriented, with buildings located behind street-facing parking lots.

Many parcels west of the Downtown Station are vacant. Additionally, a few vacant remnant packinghouse buildings exist to the north and south of the Santa Fe Depot. Most of the contemporary buildings and extant historic buildings within this transit village are one- and two-story in height. A notable exception is the Citibank building, which is six stories tall. In addition, many of the old packinghouse buildings surrounding the Santa Fe Depot are one-story buildings with tall interiors.

The historical setting of the downtown core (i.e., along Orange Street and State Street in the general vicinity of the historic Santa Fe Depot and other no longer extant railroad stops) included several three- and four-story buildings. Historical photos from the City Archives at the A.K. Smiley Public Library show multiple hotels, commercial buildings, and mixed-use buildings with residential upper floors along Orange Street, West State Street, and East State Street. Such buildings were demolished long ago and included: Casa Loma Hotel; Windsor Hotel (also known as the I.O.O.F. Building); Alvarado Hotel; La Posada Hotel; P.O. Block building (also known as the Atwood Block); the Elks Club; First National Bank building; Bank of America building; The Academy of Music building; and others as shown in historical photos of the area.

Existing setting of the University Transit Village area. This area includes the portion of the University of Redlands campus located south of Sylvan Boulevard and Sylvan Park (which is 18-acres). Land uses located north of the I-10 and west of University Street include Sylvan Park, single-family residences, and some multi-family buildings. The southeast portion of the village primarily consists of multi-family buildings. Most of the buildings within this transit village area are one- and two-story in height. Several prominent buildings on the University campus (and near the new University train station) are three- and four-stories high, such as the Administration Building, the Chapel, as well as other buildings such as residence halls. Single-family residences in the neighborhoods around the University campus are mostly one-story and multi-family buildings are two stories. Most of the land immediately surrounding the station site (to the east and south) is vacant and unimproved.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the TVSP area is urban and suburban. There is no consistent architectural or visual theme within the surrounding area. However, multiple areas surrounding the TVSP area include historic and scenic districts, such as the Smiley Park Neighborhood District and Scenic District, and the East Fern Avenue Historic and Scenic District, located south of the Downtown Village area.

Areas to the north of the TVSP area generally include light industrial uses, commercial buildings, single-family residences and neighborhoods, and the University of Redlands campus. Areas to the east of TVSP area, directly east of Judson Street, include one-story single-family residences and a mobile home park. Areas south of the TVSP area include one- to two-story single-family residences and neighborhoods, Redlands High School, multi-family residential units, Smiley Park, and commercial uses. Areas west of the TVSP area include multi-family residences, commercial uses, and light industrial uses.

Light and Glare

The TVSP area is mostly developed with a limited number of vacant parcels and includes multiple sources of nighttime lighting. Additionally, the TVSP area is surrounded by sources of nighttime lighting that include streetlights along roadways, illumination from vehicle headlights, offsite exterior residential, commercial, and industrial lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians passing through the TVSP area.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the TVSP vicinity is generated by building and vehicle windows reflecting light. Substantial sources of glare within the TVSP area include windows of taller buildings, such as the six-story Citibank building. However, the majority of buildings within the TVSP area are shorter one- to two-story buildings that are constructed of non-reflective materials and

are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

AE-1 Have a substantial adverse effect on a scenic vista?

AE-2 Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Initial Study established that the proposed Project would not result in impacts related to Threshold AE-1; and no further assessment of these impacts is required in this Draft EIR.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the TVSP area and surrounding area and the changes that would occur from implementation of the proposed Project. The evaluation of aesthetics character identifies the proposed Specific Plan's development characteristics and the expected appearance of full buildout pursuant to the TVSP and compares it to the TVSP area's existing appearance and character, compared to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area could occur. Factors considered include the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc. An impact would be considered significant if the Project would result in development that is incompatible with existing uses in relation to type of use or scale or is inconsistent with adopted policies regarding visual and urban design quality.

The EIR recognizes that assessment of whether changes in the character of development from existing conditions would be comparatively better (substantially improved) or worse (substantially degraded) is largely subjective. The following analysis, therefore, focuses in a factual manner on the extent to which new development pursuant to the proposed TVSP would be compatible or conflict with the area's existing character or features.

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources, and the extent to which lighting, including illuminated signage from implementing projects, could spill off the implementing project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

State Transit Priority Regulations

Public Resources Code (PRC) Section 21099(d) (Senate Bill 743 (2013)) sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment."

PRC Section 21099 defines a "transit priority area" as an area within 0.5-mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations."

PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area."

PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The under-construction Arrow stations constitute major transit stops as they will serve rail transit. The Project area within a half-mile of each Arrow station is a TPA (see Figure 3-16, *Transit Villages Specific Plan and Transit Priority Areas*). Accordingly, PRC Section 21099 applies to these areas. There are no other major transit stops in the City. Therefore, individual development projects under the TVD within the TVSP that are within a TPA are exempt from aesthetic impacts under CEQA.

However, the following analysis analyzes impacts to aesthetics from Project implementation. While portions of the TVSP area are within TPAs, the following analysis analyzes impacts to aesthetics from future development in areas of the TVSP inside and outside of TPAs.

IMPACT AE-2: THE PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.

Less than Significant with Mitigation Incorporated. As previously discussed, there are no officially designated state scenic highways traversing the TVSP area; however, State Route 38 is an eligible state scenic highway. State Route 38 traverses the Downtown Transit Village area as Orange Street north of the I-10 to Lugonia Avenue. State Route 38 then continues outside of the Project area easterly as Lugonia Avenue, which then turns into Mentone Boulevard and Mill Creek Road as the highway continues into the San Bernardino Mountains. Parcels along the eligible portion of Orange Street include two undeveloped parcels, commercial uses, one- to two-story single-family residences, a gas station, and the Redlands Unified School District buildings. Per the City of Redlands General Plan, most parcels along the eligible portion of Orange Street are designated for Commercial (C) and a few parcels for Public/Institutional (PI) uses. Additionally, the parcels along the eligible portion of Orange Street are zoned Highway Commercial (C-4) and Educational (E).

As shown in Figure 3-8, *Regulating Plan,* upon implementation of the TVSP parcels along Orange Street north of the I-10 to Lugonia Avenue would be designated as Village General (VG), Village Corridor (COR), and Special District 1 (SD1). Individual development projects proposed under the Project could be built along State Route 38 per the design guidelines and standards set forth in the TVSP. The TVSP would guide infill development, which would alter the existing visual character of the State Route 38 corridor over the plan implementation period (through 2040) by introducing additional commercial, residential, and/or mixed-use development to the Orange Street area. However, as previously discussed, the majority of the State Route 38 corridor along Orange Street is already developed with commercial, residential, and institutional uses, and all of the parcels along the corridor area already designated for Commercial or Public/Institutional development by the City of Redlands General Plan. As discussed above, parcels along the eligible portion of Orange Street are zoned Highway Commercial (C-4), which does not prescribe a building height limit, and Educational (E), which does not prescribe a building height limit and requires a Conditional Use Permit for structures over 35 feet. The TVSP would designate these parcels as Village General (VG), which prescribes an average building height of three stories, Village Corridor (COR), which prescribes a building height of two stories maximum, and Special District 1 (SD1). The majority of parcels along the eligible portion of Orange Street, besides those adjacent to the freeway, would be designated as Village Corridor (COR), which would limit height of new development to two stories, consistent with existing building heights. Therefore, structures resulting from the TVSP would be generally within the heights of the existing developed parcels, as allowed by the Redlands General Plan and Municipal Code, along State Route 38 and would not block views of scenic resources, such as the San Bernardino foothills, as implementing project structures would be consistent with views presently found in the area. As shown on Figure 2-1 of the City of Redlands General Plan, three properties along the State Route 38 corridor within the TVSP Area are Local Historic Landmarks/Resources. Any future development projects that might affect or alter historic or scenic resources must first be reviewed and approved by the City's Historic and Scenic Preservation Commission.

Moreover, the City has designated numerous roadway segments as scenic highways, drives, and historic streets subject to special development standards (GP2035 EIR, p. 3.1-11). As discussed above in Table 5.1-1, portions of Brookside Avenue, Olive Avenue, and Cajon Street, which are designated by the City as scenic roadways are within the Project Area. Additionally, a portion of Sylvan Boulevard, which is being considered by the City for scenic designation, is within the TVSP area. As shown on General Plan Figure 2-1, one property along Sylvan Boulevard is a Local Historic Landmark/Resource (Redlands Lawn Bowling Club within Sylvan Park). Three properties along Cajon Street are Local Historic Landmarks/Resources. Six properties along Olive Avenue are considered Local Historic Landmarks/Resources. Any future development projects that might affect or alter historic or scenic resources must first be reviewed and approved by the City's Historic and Scenic Preservation Commission.

As such, the adoption of the TVSP would not substantially damage scenic resources, trees, rock outcroppings within a state scenic highway, but could potentially result in substantial changes to historic buildings if future development projects are proposed on those properties. As discussed further in Section 5.3, *Cultural Resources,* implementing projects would be required to adhere to Mitigation Measure CUL-1, which requires preparation of historical resource assessments for any implementing project which impacts buildings over 50 years old. Furthermore, pursuant to TVSP Section 4.1.2 F, all rehabilitations and additions to historic buildings within the TVSP area must first be reviewed and approved by the city's Historic and Scenic Preservation Commission, and shall conform to the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and the *Redlands Historic Architectural Design Guidelines* (both of which are incorporated by reference in the TVSP Chapter 4). Therefore, with implementation of the historic design standards that would be implemented as part of the TVSP (provided as PPP CUL-1) and Mitigation Measure CUL-1, impacts related to damaging historic resources within a state scenic highway would be less than significant.

IMPACT AE-3: THE PROJECT IS LOCATED WITHIN AN URBAN AREA AND WOULD NOT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Less than Significant Impact. As defined by Public Resources Code Section 21071; "Urbanized area" means either of the following:

(a) An incorporated city that meets either of the following criteria:
(1) Has a population of at least 100,000 persons.
(2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the California Department of Finance E-5 Population Estimates in January 2021, the City of Redlands has a current population of 71,154. Combined with the adjacent cities of Loma Linda, Highland, San Bernardino, and Yucaipa, the population exceeds 100,000 persons thus qualifying the City as being in an "Urbanized Area" (CDF, 2022). Therefore, a significant impact would occur if an implementing project under the TVSP conflicts with applicable zoning and other regulations governing scenic quality.

The proposed Project would guide infill development, which would alter the existing visual character of the TVSP area over the plan implementation period (through 2040) by introducing additional mixed-use development to the area. The proposed Project does not call for any substantial changes to land use or building design in comparison to existing Redlands Municipal Code architectural review criteria for most commercial districts and residential neighborhoods within the TVSP area and includes provisions to preserve or improve the existing visual character of the city. Proposed land use designations and policies would direct new development into underutilized or previously developed areas, where any proposed changes in land use and physical design are intended to increase visual quality. The TVSP provides design standards (including objective architectural design standards), which includes requirements and guidelines for specific development sites, new community amenities, and architectural designs specific to each of the regulating zones. The design standards in the TVSP provide for compatibility with existing uses to enhance the aesthetics and character of the TVSP area. Infill development in the area would be compatible with surrounding buildings to provide consistency in scale within the TVSP area and surrounding pre-World War II residential neighborhoods. The TVSP would create building height and development standards that would be substantially similar to the existing zoning standards. The TVSP provides design and development standards for streetscape improvements that includes a specified palette of street trees, street furniture (planters, benches, bicycle parking, trash receptacles, etc.), wayfinding signage, and open space areas. Implementation of the TVSP's design criteria with improvements to existing streetscapes, would enhance the existing visual character of the TVSP area as the TVSP's design standards would promote compatibility for new improvements with the area.

Redlands General Plan. The Redlands General Plan designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks. The proposed Project includes a General Plan Amendment to change the designation parcels within the TVSP area to a "Transit Village (TV)" District. The new Transit Village (TV) land use designation would encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within approximately 0.5 mile of each of these three new train stations.

California law (Government Code §65450-§65453) allows cities to develop and administer specific plans as an implementation tool for their General Plan. As a requirement of state law, specific plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies,

standards, programs and uses that are established in the General Plan. The proposed TVSP would implement General Plan policies related to infill development, providing for mixed use, transit-oriented development within the core area of the City and increasing use of alternative methods of transportation (especially walking, bicycling, bus and train, rideshare, electric vehicles, and other modes that reduce motor vehicle trips). Chapter 1 of the TVSP addresses the consistency of the TVSP with the City's General Plan and said analysis is incorporated by reference into this Draft EIR. As shown, the proposed Project would be consistent with the City's General Plan.

The Project would advance the Redlands General Plan's present Transit Village Strategy and Concept by amending the Redlands General Plan to establish the new Transit Village (TV) land use designation to encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within 0.5 mile of each of these three new train stations. The proposed adoption of the Transit Village (TV) district, along with the implementing TVSP, will set regulations for the community's long-term vision for compact, efficient, responsible, and environmentally sustainable development. As a form-based code, the TVSP will emphasize building form, a mix and density of different uses, strong pedestrian orientation and transit-oriented development, and public realm improvements and amenities. Therefore, implementation of the Project would not result in conflict with the City's General Plan, and impacts would not occur.

City of Redlands Municipal Code. Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Village bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 3-7, *Existing Zoning Districts*. Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI). The Downtown Specific Plan (Specific Plan No. 45), located in the proposed Downtown Village, governs the parcels in the downtown area (which is divided into Town Center, Town Center-Historic, and Service-Commercial districts within SP No. 45). The objective of the Downtown Specific Plan is to create a compact, pedestrian-oriented environment, although new mixed-use developments and transit-oriented developments have not come to fruition under the existing Downtown Specific Plan. The proposed Project would replace the current zones within the TVSP area with the "Specific Plan" zone, which then would implement the TVSP's Regulating Plan districts, as shown in Figure 3-8, *Regulating Plan*.

TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. For example, the R-3 Multiple Family Residential District set forth in Chapter 18.60 of the Municipal Code allows for development of buildings and structure with a height of no greater than four stories. As discussed in Section 3, *Project Description*, of this Draft EIR, buildings within the Village Center (VC) district would have a maximum height of four stories and buildings within the Village General (VG) district would be required to have an average height of three stories. Therefore, the new building

standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards.

As previously discussed in Section 3.0, *Project Description*, the TVSP provides a road map for buildout of the TVSP area through 2040 and beyond. There are a number of vacant parcels located within the TVSP area, mostly concentrated along and near the railway right-of-way, as well as other developed or vacant parcels near the train stations. Full buildout of the TVSP area would potentially result in the development of up to 2,400 dwelling units, up to 265,000 SF of commercial space, up to 238,000 SF of office space, up to 220 hotel rooms, and up to 280,000 SF of parkland throughout all three transit villages. However, the TVSP as a form-based code would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options, and provide more public open space and amenities, among other aesthetic and community benefits. These goals also have associated environmental benefits and long-term reduction of cumulative environmental effects, as summarized in the City's certified *General Plan Update and Climate Action Plan Environmental Impact Report*. Implementing projects pursuant to the TVSP would undergo development review in order to ensure that the project would meet all applicable development standards pursuant to the Redlands General Plan, TVSP, and Redlands Municipal Code. Overall, the TVSP area is located within an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. Hence, the proposed Project would not degrade the visual character of the TVSP area and surrounding area; and impacts would be less than significant.

IMPACT AE-4: THE PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Less than Significant with Mitigation Incorporated. Light and glare sensitive uses include the existing residences, motorists, and pedestrians and the proposed residences, motorists, and pedestrians that are located within the TVSP area.

Construction

Limited, if any, nighttime lighting would be needed during construction projects allowed by the Project because RMC Section 8.06.120 limits construction activities to the hours of 7:00 a.m. and 6:00 p.m. on a weekday and Saturdays. Construction activities may be permitted outside of those limitations identified in the case of urgent necessity or upon a finding that such approval will not adversely impact adjacent properties and the health, safety and welfare of the community if a temporary exception is granted. Thus, most construction activity would occur during daytime hours, and construction-related low-level illumination would be used for safety and security purposes only, as provided by Mitigation Measure AES-1. In addition, construction activities do not include any materials or machinery that would generate offsite glare. Therefore, with implementation of Mitigation Measure AES-1, impacts related to lighting and glare during construction activities would be less than significant.

Operation

Lighting

The proposed TVSP area is urbanized and includes a mix of residential, commercial, industrial, and office land uses. As shown on Figure 3-17, the majority of the TVSP area is developed with few vacant parcels. Sources of light include interior and exterior building lighting, parking lot lighting, vehicular lighting, street lighting, and landscape lighting. Implementation of the proposed Project would increase overall nighttime lighting because it would result in greater intensity and density of land uses than currently exists. New lighting would accompany all new development, including exterior lighting for streetlights, parking lots, signs,

walkways, and interior lighting, which could be visible through windows to the outside. In addition, existing and proposed residential uses, considered light-sensitive receptors, would be located throughout the TVSP area.

Section 4.11 of the TVSP sets requirements related to lighting and shielding of light sources limit the potential for increased lighting on sensitive uses. Light emanating from new uses within the TVSP area would be required to be shielded to focus lighting and prevent lighting from spilling onto adjacent sensitive uses, such as residential, or from streaming directly into streets, which could impair views of drivers on streets at night. With compliance with the TVSP, which would be checked by the City through the building plan check and project permitting process, impacts related to increased sources of light would be less than significant.

Glare

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare from reflective surfaces could occur if development uses large expanses of glass, metal, and other reflective surfaces for building façades. However, the TVSP area is currently developed with similar urban land uses, and implementation of the Project would not result in a substantial net increase in daytime glare, even though an increase in building area would occur over current conditions, due to proposed design criteria set forth in the TVSP. Implementation of the TVSP's design criteria, Section 4.7.E, *Design Standards* would encourage use of traditional materials including brick, stone, and wood and discourage the use of reflective materials. Furthermore, all implementing projects would require design review, which would ensure that reflective surfaces that would result in glare are not used in projects implemented pursuant to the proposed TVSP. Section 4.11 of the TVSP sets requirements related to lighting and requires shielding of light sources to minimize glare. Thus, with compliance with the TVSP's design criteria that are checked by the City through the design review, plan check and development permit process, and compliance with the Redlands Municipal Code, impacts related to increased sources of glare would be less than significant.

5.1.7 CUMULATIVE IMPACTS

Visual Character

The cumulative aesthetics analysis area for the proposed TVSP area is the viewshed that the TVSP area lies within. Like the TVSP area, the cumulative analysis area has been long developed with urban uses and is defined by a grid system of roadways. Thus, cumulative development would be characterized as infill, and would primarily consist of increasing existing development intensities. As a result, cumulative development would reinforce the existing urban and developed character of the area. Future cumulative development would result in changes to the existing development intensities through conversion of vacant land to developed uses, as well as through the conversion of existing land uses to higher development intensities. However, because the General Plan, Municipal Code, and TVSP set forth policies to protect the character of existing development (as previously listed), it is anticipated that cumulative projects adopted in a manner consistent with those General Plan, Municipal Code, and TVSP policies would not cumulatively degrade the existing character of area land uses. As a result, there would be no significant cumulative impact to which implementation of the proposed Project could contribute.

The cumulative change in visual condition that would result from the proposed Project, in combination with nearby projects, would not be considered adverse because, as described previously, the proposed Project would provide design criteria with respect to architecture, landscaping, parking, and other related items. The design criteria have the goal of improving the visual quality of the TVSP area by providing requirements and guidelines to ensure consistent, quality development. Thus, with implementation of the proposed TVSP's associated development standards and design criteria (and the Redlands Municipal Code where the TVSP

is directing and/or silent), implementation of the proposed Project would result in a less than significant cumulatively considerable impact related to degradation of the existing visual character or quality of the site and its surroundings.

Light and Glare

The cumulative study area for light and glare for the proposed TVSP area is immediately adjacent to lands that could receive light or glare from new development within the TVSP area or could generate daytime glare or nighttime lighting that would be visible within the TVSP area. All such areas contain a variety of sources of nighttime lighting, such as roadways, vehicle lights, exterior security lighting, as well as sources of daytime glare, such as glass windows on buildings. Because cumulative projects would result in more intense development than currently exists, the proposed Project in combination with past, present, and reasonably foreseeable future projects could create potentially significant cumulative nighttime lighting and daytime glare impacts. However, application of the Redlands Municipal Code regulations and the TVSP's design criteria would avoid potentially significant effects. These regulations state that lighting shall be shielded to prevent light from shining onto adjacent properties and exclude features that could create excessive glare. With implementation of the existing City regulations and the TVSP's development and design standards, the future developments that could occur by the implementation of the Project would not result in a cumulatively considerable contribution of light and glare. Thus, the cumulative effects of development from the Project in combination with cumulative projects related to light and glare are less than significant.

5.1.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City of Redlands GP2035
- City of Redlands Municipal Code

Standard Conditions

None.

Plans, Programs, or Policies

PPP CUL-1, as further detailed in Section 5.3, *Cultural Resources*.

5.1.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and the proposed Project's design criteria, Impact AE-3 would be less than significant. Without mitigation, Impacts AE-2 and AE-4 would be potentially significant.

5.1.10 MITIGATION MEASURES

Mitigation Measure CUL-1 as detailed in Section 5.3, *Cultural Resources*.

Mitigation Measure AES-1: Construction Lighting. The developer and construction contractors shall install all temporary construction lighting such that: (a) lamps and reflectors do not illuminate upon areas beyond the implementing project site, including any off-site security buffer areas; (b) lighting does not cause excessive reflected glare; (c) direct lighting does not illuminate the nighttime sky; (d) illumination of the project site and its immediate vicinity is minimized; and (e) lighting is directed toward construction work areas and shielded from offsite areas.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources within a scenic highway to less than significant. Implementation of Mitigation Measure AES-1 would reduce impacts related to construction lighting to less than significant.

REFERENCES

California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State – January 1, 2020 and 2021. Accessed: https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/

California State Scenic Highway System Map. California Department of Transportation.

City of Redlands (City Zoning 2021), Zoning Map, https://www.cityofredlands.org/sites/main/files/file-attachments/zoning.pdf?1633557844 (accessed December 6, 2021)

City of Redlands (GP2035 EIR), General Plan 2035 Environmental Impact Report, https://www.cityofredlands.org/post/planning-division-general-plan (accessed December 3, 2021)

City of Redlands (GP2035), General Plan 2035, https://www.cityofredlands.org/post/planning-division-general-plan (accessed December 3, 2021)

City of Redlands, Draft Transit Villages Specific Plan, http://redlandstransitvillages.org

5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the TVSP area and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed TVSP. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following City documents and report prepared by Urban Crossroads (UC 2022) that is included in Appendix B to this Draft EIR:

- *City of Redlands 2035 General Plan*, 2017
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (GP EIR), 2017
- *City of Redlands Municipal Code*
- *Transit Villages District and Specific Plan Air Quality Impact Analysis*, Urban Crossroads, 2022, Appendix B.

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m³	150 µg/m³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m³	---		
Fine Particulate Matter ($PM_{2.5}$)	24 hours	---	35 µg/m³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m³	12 µg/m³		
Lead (Pb)	30 Day Average	1.5 µg/m³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m³		
	Rolling 3-Month Average	---	0.15 µg/m³		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	…	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO_4)	24 hour	25 µg/m³	…	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	…	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.
Source: AQ, 2022 (Appendix B)

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB

regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,

- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrade requirements. The 2019 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. Provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Title 24 Part 6 Table 5.106.5.2.

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.

- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

    - Water Closets. The effective flush volume of all water closets shall not exceed

      1.28 gallons per flush

- Urinals. The effective flush volume of wall-mounted urinals shall not exceed

  0.125 gallons per flush. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.

- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi. When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi.

- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi. Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute. Metering faucets shall not deliver more than 0.20 gallons per cycle. Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle.

- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.

- Water meters. Separate submeters or metering devices shall be installed for new buildings or where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day.

- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit.

- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements.

The 2019 CalGreen Building Standards Code has been adopted by the City of Redlands in Municipal Code Chapter 15.16.

5.2.2.3 Regional Regulations

SCAQMD

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration.[1] The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories. The 2022 AQMP is currently being developed by SCAQMD to address the EPA's strengthened ozone standard. Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption is currently known.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

[2] Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at http://www.arb.ca.gov/research/health/health.htm and http://www.epa.gov/air/airpollutants.html, respectively.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

5.2.2.4 Local Regulations

City of Redlands 2035 General Plan

The General Plan Healthy Community Element contains the following policies related to air quality that are applicable to the Project:

Principle 7-P.44 Protect air quality within the city and support efforts for enhanced regional air quality.

Principle 7-P.45 Aim for a diverse and efficiently-operated ground transportation system that generates the minimum amount of pollutants feasible.

Principle 7-P.46 Increase average vehicle ridership during peak commute hours as a way of reducing vehicle miles traveled and peak period auto travel.

Principle 7-P.47 Cooperate in efforts to expand bus, rail, and other forms of mass transit in the portion of the South Coast Air Basin within San Bernardino County.

Principle 7-P.49 Protect sensitive receptors from exposure to hazardous concentrations of air pollutants.

Action 7-A.147 Cooperate with the ongoing efforts of the U.S. Environmental Protection Agency, the South Coast Air Quality Management District, and the State of California Air Resources Board in improving air quality in the regional air basin.

Action 7-A.149 Ensure that construction and grading projects minimize short-term impacts to air quality.

a. Require grading projects to provide a stormwater pollution prevention plan (SWPPP) in compliance with City requirements, which include standards for best management practices (BMPs) that control pollutants from dust generated by construction activities and those related to vehicle and equipment cleaning, fueling, and maintenance;

b. Require grading projects to undertake measures to minimize mono-nitrogen oxides (NOx) emissions from vehicle and equipment operations; and

c. Monitor all construction to ensure that proper steps are implemented

Action 7-A.152 Enforce regulations to prevent trucks from excessive idling in residential areas.

Action 7-A.153 Require applicants for sensitive land uses (e.g. residences, schools, daycare

centers, playgrounds, and medical facilities) to site development and/or incorporate design features (e.g. pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) to minimize the potential impacts of air pollution on sensitive receptors.

Action 7-A.154 Require applicants for sensitive land uses within a Proposition 65 warning contour to conduct a health risk assessment and mitigate any health impacts to a less than significant level.

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The TVSP area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM_{10}), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.[2] Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NOx).

[2] Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at http://www.arb.ca.gov/research/health/health.htm and http://www.epa.gov/air/airpollutants.html, respectively.

While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NOx, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SOx).

Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NOx, and SOx.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the region have steadily declined (AQ 2022).

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

EXISTING CONDITIONS

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The TVSP area is located within SRA 35, East San Bernardino. The East San Bernardino monitoring station is located approximately 0.5 mile east of the TVSP area and reports air quality statistics for O_3 and PM_{10}. The East San Bernardino Valley monitoring station does not provide information for CO, NO_2, and $PM_{2.5}$, as such, statistics were obtained from the Central San Bernardino 2 monitoring station. The Central San Bernardino monitoring station is located within SRA 34 that is located 4.6 miles northwest of the TVSP area. The most recent 3 years of data is shown on Table 5.2-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO_2 has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO_2 concentrations.

In 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone and PM_{10} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead. See Table 5.2-3, for attainment designations for the SCAB.

Table 5.2-2: Air Quality Monitoring Summary 2018-2020

Pollutant	Standard	Year		
		2018	2019	2020
O_3				
Maximum Federal 1-Hour Concentration (ppm)		.136	0.137	0.173
Maximum Federal 8-Hour Concentration (ppm)		.114	0.117	0.136
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	3	73	104
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	4	109	141
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.7	1.3	1.9
Maximum Federal 8-Hour Concentration	> 20 ppm	2.5	1.1	1.4
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.057	0.059	0.054
Annual Federal Standard Design Value		0.016	0.014	0.015
PM_{10}				

Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	4	4	7
Annual Federal Arithmetic Mean (µg/m^3)		25.9	21.2	23.4
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3			
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3			
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	30.10	34.80	25.70
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	11.17	10.06	11.6
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	0	0	0

ppm = Parts Per Million

µg/m3 = Microgram per Cubic Meter

Source: AQ, 2022 (Appendix B)

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb[3]	Attainment	Unclassifiable/Attainment

Source: AQ, 2022 (Appendix B).

The TVSP area consists of approximately 947 acres of land that surrounds three proposed Arrow stations. The area is current developed with a mix of commercial, industrial, and residential uses (including Redlands' downtown business district and a segment of Interstate 10 freeway). Air quality emissions are currently generated by operation of these existing uses and the related vehicular trips.

[3] The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors within and in the vicinity of the TVSP area consists of residences.

5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;

AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The Initial Study established that the proposed Project would not result in impacts related to Threshold AQ-4; and no further assessment of this impact is required in this EIR.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.2-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: AQ, 2022 (Appendix B)

Localized Significance Thresholds

SCAQMD developed LSTs to determine if emissions of NO_2, CO, PM_{10}, or $PM_{2.5}$ generated at a project site would expose sensitive receptors to substantial concentrations of criteria air pollutants. LSTs are the maximum emissions from a project's onsite activities that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive

receptor. However, an LST analysis can only be conducted at a development project level, as LST thresholds are based on specific project site data points such as graded acres per day and distance to sensitive receptors, and quantification of LSTs is not applicable for this program-level environmental analysis. For informational purposes, Table 5.2-5, provides the localized significance thresholds for projects in the South Coast Air Basin.

Table 5.2-5: SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO2 Standard (CAAQS)	0.18 ppm
Annual NO2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)	2.5 µg/m^3
Annual Average PM_{10} Standard (SCAQMD)	1.0 µg/m^3

Source: SCAQMD 2015

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic generated by the proposed Project.

5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0*, Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future residential and business uses and from traffic volumes generated by these new uses. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

Although the Project would comply with all of the applicable AQMD requirements, it should be noted that emission reductions associated with Rules 402, 1301, 1401, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Buildout of the TVSP is anticipated to occur over 18 years (2022 through 2040), with the location, type, and timing of site-specific development projects and construction activities determined by market demand. Because of the uncertainty of the specific timing and methods of construction activities for future site-specific development projects that would occur by the proposed TVSP, a worst-case construction scenario is analyzed in this EIR. It was conservatively assumed that construction would occur throughout the 18-year period, and the emissions that would be generated from buildout of the proposed TVSP was averaged over this timeframe. Given a 18-year buildout, it is conservatively assumed that project-related development might be undergoing some stage of onsite activity (demolition, site preparation, and construction) on the theoretical "maximum construction day." In addition, an estimate of the construction equipment that might be active on the theoretical "maximum construction day" was identified based on the size of parcels and type of existing development within the TVSP area. Further, it was assumed that construction from several projects could overlap. Thus, the EIR identifies the potentially worst case scenario.

Construction-generated emissions of criteria air pollutants and ozone precursors were assessed in accordance with methods recommended by SCAQMD. The proposed Specific Plan's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether construction-related emissions of criteria air pollutants associated with the proposed TVSP could exceed applicable regional thresholds and if mitigation would be required.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

5.2.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would provide a form-based code that would allow development of up to 2,400 residential units; 613,000 square feet of retail commercial, hotel, and office space; and 280,000 square feet of open space and parks within the TVSP area. However, the timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Due to the unknown nature and incremental timing of the Project, the air quality impact analysis includes conservative assumptions that provides for identification of the maximum potential impacts.

IMPACT AQ-1: THE PROJECT WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN

Significant and Unavoidable Impact. The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed TVSP area. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed TVSP includes amending the GP2035 to establish a new TVD land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. This includes a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists.

As detailed in Section 5.11, *Population and Housing*, buildout of the proposed TVSP would allow development of 2,400 residential units and 613,000 square feet of retail commercial, hotel, and office space, representing a population of approximately 6,360 persons and 1,226 employees at buildout and full occupancy (maximum impact condition). Development pursuant to the proposed TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Because the employment land designated areas in the TVSP area are existing and would not change with implementation of the TVSP, the 1,226 jobs expected in the TVSP area are included in the SCAG projections.

The SCAG 2020 RTP/SCS projections for the City of Redlands anticipate a 32.2 percent increase in employment in the City between 2016 and 2045 (an increase of 13,700 jobs). The 1,226 jobs that are anticipated to occur within the TVSP area would be approximately 8.9 percent of the anticipated job growth, and within the growth assumptions of the SCAG AQMP.

The housing added by the Specific Plan would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. The provision of housing within walking distance to the three new Arrow stations and community retail would reduce vehicle miles traveled and the related air quality emissions. In addition, the TVSP implements infill development, located in an urbanized area with existing infrastructure, near transit, and implements bicycle and pedestrian infrastructure; all of which are intended to reduce vehicle miles traveled and vehicular emissions. This is consistent with the SCAG objective to "Encourage patterns of urban development and land use that reduce costs in infrastructure construction and make better use of existing facilities." Thus, the proposed TVSP would support AQMP objectives to reduce trips, promote infill development, and balance jobs and housing, and would not conflict with implementation of the AQMP. As a result, the proposed TVSP would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the Project would result in regional operational-source emissions that would exceed the thresholds of significance for CO, VOC, and NO_X emissions after implementation of regulatory requirements and Mitigation Measures AQ-8 through AQ-10; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would result in an impact related to Consistency Criterion No. 2.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality emissions that would exceed thresholds. Therefore, the proposed TVSP would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

IMPACT AQ-2: THE PROJECT WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD

Construction

Significant and Unavoidable Impact. Construction activities associated with the Project would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the TVSP area; (3) delivery and hauling of construction supplies to, and debris from, the TVSP area; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

As described previously, the timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer. Due to the uncertainty of the specific timing and methods of construction activities related to TVSP development projects, the maximum daily emissions are based on a very conservative scenario that construction could occur throughout the TVSP implementation period, based on maximum equipment use, and multiple future TVSP development projects overlapping. The construction modeling of potential construction impacts assumed the following construction equipment would be used during construction of TVSP development projects.

Table 5.2-6: Construction Equipment Assumptions

Construction Activity	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8

	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: AQ, 2022 (Appendix B).

The maximum daily construction emissions for the proposed TVSP were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above). Table 5.2-7 provides the maximum daily emissions of criteria air pollutants from construction under the scenario of multiple development projects being implemented simultaneously. As shown, under this scenario emissions from construction would exceed thresholds established by the SCAQMD for emissions of VOCs and NO_X.

Table 5.2-7: Maximum Peak Construction Emissions Without Mitigation

Construction Activity	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Demolition	21.19	219.81	206.38	0.41	16.69	10.76
Site Preparation	24.85	287.64	147.08	0.37	73.31	40.27
Grading	34.10	384.79	249.01	0.65	55.35	29.27
Building Construction	48.18	288.26	532.02	1.45	94.37	32.79
Paving	7.08	65.36	105.42	0.17	4.33	3.26
Architectural Coating	590.53	13.78	33.00	0.07	5.20	1.89
Winter						
Demolition	21.21	220.19	205.88	0.41	16.69	10.76
Site Preparation	24.87	287.67	146.63	0.37	73.31	40.27
Grading	34.12	385.10	248.40	0.64	55.35	29.27
Building Construction	49.49	292.42	508.98	1.41	94.37	32.79
Paving	7.10	65.38	105.12	0.17	4.33	3.26
Architectural Coating	590.61	13.85	31.72	0.07	5.20	1.89
Maximum Daily Emissions	**590.61**	**385.10**	**532.02**	**1.45**	**94.37**	**40.27**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Source: AQ, 2022 (Appendix B).

As shown in Table 5.2-7, emissions resulting from construction would exceed criteria pollutant thresholds for VOC and NOx. Development projects would be required, through City review and construction permitting, to implement SCAQMD rules, including: Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 (described previously) that would reduce construction related emissions. Also, Mitigation Measures AQ-1 through AQ-7 are included to require the construction activities to utilize "Super-Compliant" low VOC paints that have no more than 10g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD's Rule 1113, require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, use of electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NOx from construction activities would be reduced and emissions from most TVSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the potential overlap of development projects and construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. As shown in Table 5.2-7, VOC emissions have the potential to be 7.9 times higher than the threshold, and NO_X emissions have the potential to be over 3.8 times higher

than the threshold, with this level of potential emissions exceedances during overlapping construction projects, construction emissions could continue to exceed thresholds with implementation of Mitigation Measures AQ-1 through AQ-6. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Operation

Significant and Unavoidable. Development pursuant to the proposed TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Additionally, the residential development that would occur would help to meet housing demands from projected employment growth in the City and be in the proximity to transit and commercial uses that would reduce dependence of vehicles and result in a reduction in vehicle miles traveled.

The new development identified by the TVSP would generate in long-term emissions of criteria air pollutants from area sources generated by vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products, which are typical of residential, commercial, and office uses. As shown in Table 5.2-8, operation of the land uses included in the TVSP at buildout and full occupancy would generate emissions that would exceed the applicable SCAQMD thresholds for CO, VOC, and NO_X.

Table 5.2-8: Summary of Peak Operational Emissions

Area	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
State Street Village	26.07	10.36	110.85	0.13	11.36	0.76
The Grand Apartments	5.52	4.66	29.63	0.06	5.40	1.68
City Center Mixed-Use	6.38	5.16	35.94	0.07	7.47	2.22
Downtown Village Future Projects	15.19	11.18	96.27	0.20	24.41	6.82
University Village	45.99	36.52	245.15	0.47	47.53	14.42
New York Street Village	18.34	12.06	97.36	0.20	24.32	6.88
Total Maximum Daily Emissions	**117.49**	**79.95**	**615.20**	**1.13**	**120.48**	**32.78**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**
Winter						
State Street Village	25.80	10.74	110.20	0.13	11.36	0.76
The Grand Apartments	5.47	4.77	29.25	0.06	5.40	1.68
City Center Mixed-Use	6.27	5.33	35.59	0.07	7.47	2.22
Downtown Village Future Projects	14.78	11.76	95.36	0.19	24.41	6.82
University Village	45.31	37.57	242.81	0.46	47.53	14.42
New York Street Village	17.99	12.61	96.11	0.19	24.32	6.88
Total Maximum Daily Emissions	**115.61**	**82.78**	**609.31**	**1.09**	**120.48**	**32.78**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

Source: AQ, 2022 (Appendix B).

As a result, Mitigation Measure AQ-7 would be implemented to require development projects in the TVSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-8 would require enhanced water conservation for TVSP development projects. However, similar to the analysis presented in the General Plan EIR, even with implementation of Mitigation Measures AQ-7 and AQ-8, emissions would continue to exceed regional thresholds of significance established by the SCAQMD, and impacts would be significant and unavoidable.

It is important to note that the majority of VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project applicant cannot meaningfully control the use of consumer products by future building users via

mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable SCQMD thresholds.

Additionally, it should be noted that the majority of the Project's CO and NO_X emissions are derived from vehicle usage. Since neither future project applicants nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

Health Impacts of Exceeded Criteria Pollutant Emissions. The Draft EIR identifies a significant and unavoidable impact with respect to CO, NOx, and VOC emissions, due largely to the use of consumer products and vehicle trips. NOx is a "criteria" pollutant, a pollutant that is regulated by the US EPA pursuant to the federal Clean Air Act. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The SJVAPD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The SJVAPD further noted that "…the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional" cumulative impacts.

It should also be noted that CO, NOx, and VOCs are "precursor" pollutants, which makes analysis of potential health impacts even more difficult. CO, NOx, and VOCs are precursors to ozone, which is formed in the atmosphere from the chemical reaction of CO, NOx, and VOCs in the presence of sunlight. As explained by the SCAQMD in its amicus curiae brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Given this, "…it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region." Therefore, SCAQMD opined that while it "may be feasible" for large, regional projects with very high emissions of CO, NOx, and VOCs to conduct an accurate health impact analysis, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by CO, NOx, or VOC emissions from relatively small projects.

Thus, the difficulties with preparing potential health impact analysis related to the Project's CO, NOx, and VOC emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, CO, NOx, and VOCs are precursor emissions and concentrations of CO, NOx, and VOC are impacted by regional atmospheric conditions. CO, NOx, and VOCs emitted by the Project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the SJVAPD. It should also be noted that the EIR does identify health concerns related to CO and NOx emissions. Table 5.2-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision making.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS

CO Hotspots

Less than Significant Impact. An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the State's one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur.

The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a "hot spot". As shown in Table 5.2-10, the Wilshire-Veteran intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).[4]

Table 5.2-10: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: AQ, 2022 (Appendix B).

Operation of the proposed Project at buildout during AM peak hour would result in a total of 1,896 trips throughout the TVSP area and a total of 1,816 trips in the PM peak hour throughout the TVSP area. These trips distributed throughout the TVSP area would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO "hot spot". Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant with Mitigation Incorporated. As described previously, an LST analysis can only be conducted at a development project level, and quantification of LST's is not applicable for this program-level environmental analysis. However, implementation of developments pursuant to the TVSP could result in localized emissions that exceed air quality standards. Thus, implementation of the TVSP could result in a significant impact related to LST's. As a result, Mitigation Measure AQ-9 is included, which requires development projects to provide modeling of the regional and the localized emissions (NO_X, CO, PM_{10}, and $PM_{2.5}$) associated with the maximum daily grading activities for the proposed development; and requires grading activity to be limited to ensure that there would be no impacts related to LST's. Therefore, impacts related to localized construction air quality impacts would be less than significant with implementation of Mitigation Measure AQ-9.

Toxic Air Contaminants

Less than Significant with Mitigation Incorporated. CARB has issued advisory recommendations for siting new sensitive land uses in proximity to sources associated with Toxic Air Contaminants (TAC's) and recommends performing site specific environmental evaluations. However, it is currently unknown what development projects that could include a sensitive receptor would be proposed next to an existing TAC, such as warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day. Therefore, consistent with CARB guidance, Mitigation Measure AQ-10 is included to require a site-specific evaluation prior to approving any sensitive land use in proximity to an existing TAC within the TVSP area. Implementation of Mitigation Measure AQ-10 would reduce potential impacts related to TACs to a less than significant level.

5.2.7 CUMULATIVE IMPACTS

[4] Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction of the proposed Project could exceed SCAQMD's threshold for VOC and NOx after implementation of SCAQMD Rules and mitigation measures if several development projects within the TVSP area overlap.

Also, emissions from operation of the proposed Project at buildout would exceed SCAQMD's threshold for CO, VOC, and NOx after implementation of mitigation measures. Because the large majority of operational-source CO and NOx emissions (by weight) would be generated by project vehicles, and the VOC emissions would be generated by consumer products that neither future project applicants nor the City have the ability to reduce emissions of. Therefore, similar to the analysis presented in the General Plan EIR, operational-source CO, VOC, and NOx emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

5.2.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1108: Volatile Organic Compounds
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1143: Paint Thinners and Solvents

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

Impact AQ-1: Buildout of the proposed TVSP would increase the frequency or severity of existing air quality violations, and an impact regarding AQMP Consistency Criterion No. 2 would occur.

Impact AQ-2: Construction and operation associated with buildout of the proposed TVSP would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SCAB.

Impact AQ-3: Buildout of the proposed TVSP could result in new sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors.

5.2.10 MITIGATION MEASURES

Mitigation Measure AQ-1: Tier 3 Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

Mitigation Measure AQ-2: Low VOC Paints. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that "Super-Compliant" low VOC paints shall be utilized that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

Mitigation Measure AQ-3: Electric Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that contract specifications for construction activities rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.

Mitigation Measure AQ-4: Alternative Fueled Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement to use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.

Mitigation Measure AQ-5: Construction Equipment Maintenance. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that construction equipment be maintained in good operating condition pursuant to manufacturer specifications to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.

Mitigation Measure AQ-6: Construction Vehicle Management Plan. Prior to the issuance of any grading permits for developments within the TVSP area, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Redlands denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.

Mitigation Measure AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
  Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Mitigation Measure AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy)[5]. Development proposals within the TVSP area shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
- Use of recycled water when available.

Mitigation Measure AQ-9: Localized Emissions. For implementing projects within the TVSP area, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. During the City's review process of development applications in the TVSP area, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the

[5] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions.

Mitigation Measure AQ-10: Toxic Air Contaminants. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{10} concentrations exceed 2.5 microgram per cubic meter ($\mu g/m^3$), $PM_{2.5}$ concentrations exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).

5.2.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AQ-1: Land use change of the Project would not result in an exceedance of SCAG's growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be **significant and unavoidable**.

Impact AQ-2: Emissions from the construction of the implementing projects have the potential to overlap, which could result in a significant impact after implementation of SCAQMD Rules and Mitigation Measures AQ-1 through AQ-7.

Emissions from operation of the proposed TVSP at buildout would exceed SCAQMD's thresholds for CO, VOC, and NOx after implementation of regulations and mitigation measures. Because a majority of operational-source CO and NOx emissions (by weight) would be generated by vehicle trips, and the VOC emissions would be generated by consumer products that neither future Project applicants nor the City have the ability to reduce emissions of. Therefore, operational-source CO, VOC, and NOx emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be **significant and unavoidable**.

Impact AQ-3: After implementation of Mitigation Measures AQ-9 and AQ-10, localized and toxic air contaminant emissions would not exceed the SCAQMD's localized significance threshold for any of the pollutants or TAC related threshold. Thus, impacts would be **less than significant**.

REFERENCES

City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report 2017. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands 2035 General Plan, 2017. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Municipal Code. Accessed:

https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

SCAG 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071

Urban Crossroads. "Transit Villages District and Specific Plan Air Quality Impact Analysis" 2022. Appendix B.

5.3 Cultural Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035,* December 5, 2017;
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (General Plan EIR), Dyett & Bhatia, July 2017;
- *City of Redlands Municipal Code;*
- *Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments*, Material Culture Consulting, February 2022 (Appendix C).

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

Cultural Resources Terminology

- **Archaeological resources** include any material remains of human life or activities that are at least 100 years of age, and that are of scientific interest. A unique or significant archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it (1) contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.
- **Cultural resources** are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance, according to the California Environmental Quality Act (CEQA).
- **Historic building** or **site** is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
- **Historic context** refers to the broad patterns of historical development in a community or its region that is represented by cultural resources. A historic context statement is organized by themes such as economic, residential, and commercial development.
- **Historic integrity** is defined as "the ability of a property to convey its significance."
- **Historical resources** are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:

    (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in California's past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;

b) Properties that are associated with the lives of persons significant in our past;

c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the NRHP are also eligible for listing in the California Register of Historic Resources, and as such, are considered historical resources for CEQA purposes.

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the NHPA of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B: It is associated with the lives of persons who are significant in our past;

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources.

5.3.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register of Historical Resources (CRHR) is determined by applying the following criteria:

1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2) It is associated with the lives of persons important in California's past;
3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to

resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.3.2.3 Local Regulations

City of Redlands General Plan 2035

The GP2035 Distinctive City Element contains the following policies and actions related to historical and archaeological resources that are applicable to the proposed Project:

Principle 2-P.8 Identify, maintain, protect, and enhance Redlands' cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.

Principle 2-P.9 Provide incentives to protect, preserve, and maintain the City's heritage

Principle 2-P.11 Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the City's older neighborhoods.

Principle 2-P.12 Encourage retention of historic structures in their original use or reconversion to their original use where feasible. Encourage sensitive, adaptive reuse where the original use is no longer feasible.

Principle 2-P.14 Coordinate preservation of historic resources with policies designed to preserve neighborhoods and support the affordability of housing in historical structures.

Principle 2-P.15 Balance the preservation of historic resources with the desire of property owners of historic structures to adopt energy efficient strategies.

Action 2-A.25 Require any application that would alter or demolish an undesignated and unsurveyed resource over 50 years old to be assessed on the merits of the structure, and to be approved by the Historic and Scenic Preservation Commission.

Action 2-A.26 Provide development standards and guidelines to encourage conversion of historic structures to alternative uses without compromising the quality of the neighborhood if preservation of the original use is an economic hardship.

Action 2-A.34 Uphold the designation of the following streets within the city as scenic highways, drives, and historic streets. Special development standards have been adopted by Resolution for these streets. The streets are:

- Brookside Avenue, from Lakeside Avenue to Eureka Street;
- Olive Avenue, from Lakeside Avenue to Cajon Street;
- Center Street, from Brookside Avenue to Crescent Avenue;
- Highland Avenue, from Serpentine Drive to Cajon Street;
- Sunset Drive, from Serpentine Drive to Edgemont Drive;
- Cajon Street;
- Mariposa Drive, between Halsey and Sunset Drive; and

- Dwight Street, between Pepper Street and Mariposa Drive.

In addition, consider designating the following roads as scenic drives within the community as neighborhood connectors and recreational routes for drivers and bike riders.

- Riverview Drive along the Santa Ana River Wash;
- Like Oak Canyon Road;
- San Timoteo Canyon Road;
- Sylvan Boulevard;
- Nevada Street, from the Orange Blossom Trail to Barton Road;
- Pioneer Avenue, from River Bend Drive to Judson Street; and
- Rural roads in Crafton.

Action 2-A.37 Maintain and improve City-owned historic buildings and houses in an architecturally and environmentally sensitive manner.

Action 2-A.38 Use exemplary design quality and sensitivity to surrounding historic structures in new City construction, public works, entry ways, and City signs.

Action 2-A.39 Ensure that permanent changes to the exterior or setting of a designated historic resource be done in accordance with the Secretary of the Interior standards for historic properties.

Action 2-A.41 Encourage appropriate adaptive reuse of historic resources in order to prevent disuse, disrepair, and demolition, taking care to protect surrounding neighborhoods from disruptive intrusions.

Action 2-A.42 Should demolition of a designated historic resource occur, endeavor to ensure that a building of equal or greater design quality and/or use of equal or greater benefit to the community be constructed. Require that a report documenting the history of the property and archival-quality drawings and/or photographic records be prepared to document the historic resource.

Action 2-A.43 Institute an architectural salvage program to preserve architectural artifacts from buildings that are demolished.

Action 2-A.48 Establish design review guidelines for historic areas to ensure that new architecture will relate to and respect the historical and environmental context.

Action 2-A.70 Encourage preservation of historic public and private improvements, such as street curbs, street trees, specimen trees, streetlights, hitching posts, masonry walls, unpaved and early paved sidewalks, etc.

City of Redlands Historic and Scenic Preservation Ordinance

The City of Redlands maintains its own local designation program for historic and scenic properties within the city. The Redlands Historic and Scenic Preservation Commission was established in 1986 to make recommendations, decisions, and determinations regarding the designation and protection of the historical, scenic, and cultural resources in Redlands. The Historic and Scenic Preservation Commission also reviews any exterior modifications to a designated historic resource or the demolition of a designated resource or any structure over fifty years old.

Redlands has eight locally-designated historic districts:

- Eureka Street Historic District
- West Highland Avenue Historic and Scenic District
- Early Redlands Historic and Scenic District
- Normandie Court Historic District
- East Fern Avenue Historic and Scenic District
- Garden Hill Historic and Scenic District
- La Verne Street Historic and Scenic District
- Smiley Park Historic and Scenic District

Redlands Historic Architectural Design Guidelines

The City of Redlands has drafted an update to the City of Redlands Historic Architectural Design Guidelines (currently under review since January 2021). The Redlands Historic Architectural Design Guidelines provide historic preservation standards and resources for property owners, design professionals, the City of Redlands Planning Department, and the Historic and Scenic Preservation Committee. The Design Guidelines provide standards for best preservation practices and contextual design when undertaking an exterior alteration or addition, changes to site or accessory features, restoration or rehabilitation of a historic building, or new construction on or adjacent to a historic site, historic and/or scenic district, or Character Category. The Design Guidelines also inform the reviews of demolition permit applications for structures that may be eligible or potentially eligible for local designation or preservation.

5.3.3 ENVIRONMENTAL SETTING

Archaeological Resources

A total of 53 cultural studies have been performed within a 0.5-mile radius of the TVSP area. Of these, 33 have been conducted within the TVSP area, with only one of the reports having been conducted within the last five years. The records search conducted for the Project identified one (1) previously recorded prehistoric archaeological resource, one (1) historic archaeological resource with a prehistoric component, and twenty-four (24) historic archaeological resources within TVSP area. The prehistoric archaeological resources are shown in Table 5.3-1, *Recorded Prehistoric Archaeological Resources*.

Table 5.3-1: Recorded Prehistoric Archaeological Resources

Primary No.	Description	Location
P-36-012014/CA-SBR-012014H	One mano, a refuse dump, and a septic tank. The site was removed by construction activities in 2004.	Within TVSP area
P-36-032951	Prehistoric isolate.	Within TVSP area

Source: MCC, 2022, Appendix C.

Historic Setting

An asistencia was established in Redlands in 1819 to help facilitate the Mission San Gabriel Arcángel's control and colonization of the surrounding rancheria. Missionaries instructed Serrano, Gabrielino, and Cahuilla workers to build the Mill Creek Zanja, a 12-mile long irrigation ditch routing water from Mill Creek to Guachama Rancheria, which served as the area's first stable water resource. In 1842, the Lugo family, including José del Carmen Lugo, José María Lugo, Vicente Lugo, and Diego Sepulveda, received a land grant, Rancho San Bernardino, which encompassed the San Bernardino and Yucaipa valleys, including present day City of Redlands.

In 1881, E.G. Judson and Frank E. Brown formed the Redlands Water Company and began construction of a water canal to supply future citrus groves. During the development, the pair noticed the red-colored adobe soil and gave the new town its name, Redlands. Three years later, Brown built the Bear Valley Dam and reservoir, securing a steady supply of water for the town and associated citrus groves. With a stable water source and booming railways, the City of Redlands experienced a development boom with the creation of paved streets, sidewalks, sewage, and electricity systems. The City was officially incorporated in 1888. For 75 years, citrus growing was the main economic source for the City. The citrus industry eventually declined and agricultural areas were replaced with subdivisions. The former 15,000 acres of citrus groves, spanning the entirety of the city, have been reduced to only one grove left today, the Redlands Foothill Grove (CUL, 2022).

Historic Resources

There are 182 historic properties located within the TVSP area, with most of the eligible historic properties located in Downtown Redlands. The California Office of Historic Preservation's (OHP) Built Environment Resources Directory (BERD) for San Bernardino County, the City of Redlands' General Plan EIR (2017a), the City of Redlands' Downtown Specific Plan (2017b), the City of Redlands' List of Historic Resources (2019), the National Register (NR), the California Register of Historic Places (CR), California Historic Landmarks, and California Point of Historical Interest identify 114 historic properties within the TVSP area. Of these historic resources, 25 historic properties are listed in the National Register (NR) and/or the California Register (CR), three properties appear eligible for NR or CR, and 63 properties are designated as local historic resources. Eleven properties have been determined ineligible for listing or designation and 13 properties have not been evaluated for NR or NR or need evaluation. In addition, there are two historic districts located within the TVSP area, the Smiley Park Historic District and Santa Fe Depot Historic District, as outlined on Table 5.3-2.

Table 5.3-2: List of Historical Properties within TVSP Area

Name	Address	NR/CR Eligibility
Smiley Park Historic District	Michigan, Buena Vista, Parkwood, Alvarado, Grant, Eureka, Fourth, and Cajon Streets between Palm, Cypress, Home Place, Fern, Clark, Olive, Vine, and Brookside Streets	1S
n/a	251 S Fourth St	SPHD, HD8
n/a	255 S Fourth St	SPHD, HD8
n/a	201 Brookside Ave	5S2
n/a	122 Cajon St	5S2
n/a	123 Cajon St	5S2
Charles G. Rohrer House	131 Cajon St	5S2
n/a	215 Cajon St	1D, 5S2
n/a	243 Cajon St	1D, 5S2
n/a	248 Cajon St	6X
n/a	256 Cajon St	1D
n/a	261 Cajon St	1D, 5S2
A Harvey Collins House, Trolley Car Barn	746 E Citrus Ave	7N, NR, HL27

Name	Address	NR/CR Eligibility
Gold Banner Packing, Packing House Antiques	1 E Olive Ave	7N
Star Grocery	1 E Redlands Blvd	5S2
Redlands Photographers	109 E State St	5S2
n/a	112 E State St	5S2
Frame N Lens	101 E Olive Ave	5S2
Underpinings	219 E Olive Ave	5S2
n/a	255 E Olive Ave	5S2
McMahan's	37 E Olive Ave	5S2
Rose of Sharon Salon	21 E Redlands Blvd	5S2
Goodie Shop	214 E Redlands Blvd	5S2
Children's Carousel	215 E Redlands Blvd	7N
n/a	1 E State St	5S2
Citrograph house	10 E State St	5S2
J.C. Penney	104 E Olive Ave	5S2
Sligers Music	108 E Olive Ave	5S2
n/a	124 E Olive Ave	5S2
L And T Hobby	204 E Olive Ave	5S2
Pizza Chalet	208 E Olive Ave	5S2
Greg Wolfin Co. Grocery	213 E Olive Ave	5S2
Branch-Cooch Real Estate, Wilmouth House	214 E Olive Ave	5S2, SPHD, HR26
Patio Shop	215 E Olive Ave	5S2, SPHD, HD8
Norris House	110 E State St	5S2
Medical Arts Building, Courtyard	113 E State St	5S2
Redlands Motorcycle Club, Redlands Copies And Card	114 E State St	5S2
J.W. Hollett House	122 E State St	7N
Frank Meyer House	27 E State St	7N
Mission Gables Apartments	117 E State St	1D, 7N
E.D. Donham	120 E State St	7R
W.P. Griffitts House	14 E State St	7N
Walter Lynn House	15 E State St	7N
Daniel Cotcher House	17 E State St	7N
Dr. M. M. Horton House	18 E State St	7N
n/a	2 E State St	5S2
n/a	204 E State St	5S2
n/a	22 E State St	5S2
Buster Building	24 E State St	5S2, HR33
n/a	25 E State St	5S2
n/a	28 E State St	5S2
Cousin House	430 E State St	5S2

Name	Address	NR/CR Eligibility
n/a	6 E State St	5S2
n/a	609 E State St	5S2
n/a	150 E Vine St	5S2
I.N. Hoag House	816 E High Ave	HR13
Charles Midgley House	612 Lawton St	7N
Ferndinand Montiegel House	214 Myrtle St	7N
C.J. Crafts House	14 N 5th St	7N
Charles A. Nicholas House	345 N 5th St	7N
n/a	220 Nordina St	7N
Redlands Santa Fe Depot Historic District	Orange St	1S
Pioneer Transfer	348 (1001) Orange St	1D, 3D, SFDD
Atchison, Topeka, and Santa Fe Railway Redlands Station	108 Orange St	1D,3B,7P
C.C. McCarty House	1101 Orange St	1D, 3D, HR82
Packard Motor Company Sales Office, Coast Federal	415 (1157) Orange St	1D, SFDD
Home Oil Company	118 Orange St	5S2
E F Edwards Photography Shop	120 Orange St	5S
Lombard Building, Hamilton Block	206 Orange St	5S2, SFDD
Levine's	208 Orange St	SFDD, 6Y
Gregg Block	216 Orange St	SFDD, 5S2
Phinney Block	220 Orange St	SFDD, HL34, 5S
E.J. Martin Home and Nursery	328 Orange St	SFDD, 6X1
Gregory Packing House, Hamilton Block	330 Orange St	SFDD, 3D, 6X
203 Oriental Ave, Beacon Printery	336 Orange St	SFDD, 6X
Redland Fruit Association Warehouse, Worley Bldg	338 Orange St	SFDD, 1D
Poundstone & Hamilton Building, Oriental Street	342 Orange St	SFDD, HL37, 7R
Palace Livery Stable	346 Orange St	SFDD, 5S2
Santa Fe Railroad Station	351 Orange St	SFDD, 5S2
Pioneer Transfer, Nordoff Home	348 Orange St	SFDD, 3S, 7P
Redlands City Transfer, Lite House, Wade House	360 Orange St	SFDD, 1D, 7N
Kohlman House, Packard Motor Co. Sales Office	415 Orange St	SFDD. 6X
n/a	418 Orange St	1D, 7N
Willard And Alice Cannady House	501 Orange St	1D
Kimberly Crest	921 Orange St	1C, 1D, 3S
Pergola, Major David Shaw House	928 Orange St	HR75, 6X
Semi-Circular Pergola	930 Orange St	1CL, 1D
La Casada, Edward C Sterling Mansion	812 Stillman Ave	3S
n/a	107 W Colton Ave	1D

Name	Address	NR/CR Eligibility
J.H. Logie House	206 W Colton Ave	1D, 5S2, SPHD, HD8
n/a	208 W Colton Ave	1D, 5S2
W.F. Holt House	2 W Olive Ave	1D, 3S
C.C. Ames House	24 W Olive Ave	1D, 5S2
n/a	329 W State St	5S2
Cope Commercial Co. Warehouse	21 W Stuart Ave	1D, SFDD
Rettig Machine Shop	205 W Stuart Ave	2B
Property Acquistion And Rehabilitation	816 Clay St	6Y
n/a	411 N University St	HR124
Second Baptist Church	420 E Stuart Ave	Significant Historic Properties (City of Redlands 2017b)
First Presbyterian Church	100 Cajon St	2S2
n/a	816 Clay St	5S2
n/a	1131 Columbia St	6Y
n/a	812 Stillman Ave	6Y
Old Chamber of Commerce	347 Orange St	HL 40
Deming Building	526-528 Orange St	Local Listing
Joseph E. Brown House	124 Eleventh St	HR63
n/a	314 W Colton Ave	HR110
Reasoner Residence	620 W Colton Ave	HR83
Boettger House	809 E High Ave	HR92
William Risch House	47 First St	HR129
n/a	30 Cajon St	HR109
YWCA Building	201 Cajon St	HD8
n/a	237 S Fourth St	HD8
n/a	254 S Fourth St	HD8

Source: MCC, 2022, Appendix C.

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

CUL-3: Disturb any human remains, including those interred outside of formal cemeteries.

The initial study established that the proposed Project would result in less than significant impacts related to Threshold CUL-3; and no further assessment of these impacts is required in this Draft EIR.

Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]). Additionally, CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.3.5 METHODOLOGY

To determine whether a historic related impact would result from the proposed Project, the analysis includes consideration of the history of use and development of the TVSP area, and whether any of the existing structures are older than 50 years of age. The analysis combines these factors to identify the potential of implementing projects to impact any historic resources in the TVSP area.

In determining whether an archaeological related impact would result from the proposed Project, the analysis includes consideration of the archaeologic sensitivity of the TVSP area and the past disturbance within the TVSP area. The analysis combines these factors to identify the potential of construction from implementing projects to impact any unknown archaeological resources.

As part of preparation of the Cultural Assessment for the proposed Project a records search was completed on September 22, 2020 at the South Central Coast Information Center (SCCIC), California State University at Fullerton. Other sources consulted include the National Register of Historic Places, California Register of Historical Resources, California Inventory of Historic Resources, Bureau of Land Management General Land Office Records, California Historical Landmarks, California Points of Historical Interest, and Redlands Historical Preservation Program.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5.

Less than Significant with Mitigation Incorporated. The TVSP area has a rich history, and as listed above, contains 25 historic properties are listed in the California Register of Historical Resources and the National Register of Historic Places. In addition, other structures are eligible or potentially eligible for a historic designation (however, application for local designation would require the property owner's authorization). Also, the Specific Plan would be built out through 2040, and over that time additional buildings and/or structures in the city could become 50 years of age or more, and therefore potentially historic resources if certain criteria are met.

Recognizing the important role of historic resources in Redlands, the proposed TVSP intends to preserve the City's historic resources and enhance their role in future development styles by implementing historic architectural styles and reestablishing the historic downtown street layout of Redlands. As described in the proposed TVSP, development within the TVSP area shall be based on the historic architectural styles found throughout the proposed villages. Furthermore, buildings adjacent to historic structures shall be designed in a manner that safeguards the prominence and integrity of the historic structure, as detailed in the Secretary of the Interior's Standards and the City's design guidelines for historic resources. Additionally, the proposed TVSP sets forth restrictions for historic residential structures, as listed below to support the preservation of historic resources.

Historic residential structures are subject to the following provisions:

1. All rehabilitations and additions to historic buildings shall conform to the applicable recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and/or the *Redlands Historic Architectural Design Guidelines*.
2. Buildings on project sites located immediately adjacent to lots (i.e., that share side or rear property lines) that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings s* and/or the *Redlands Historic Architectural Design Guidelines*.

In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission, as described previously. Although no historically significant buildings are planned for alteration or demolition, and the proposed TVSP aims to ensure preservation of historic resources, implementation of site-specific development projects pursuant to the proposed TVSP could cause a substantial adverse change in the significance of a historical resource by altering a historical resource's physical characteristics, which convey its historical significance. Adherence to Redlands Municipal Code Section 2.62.200 and Certificate of Appropriateness procedures, would address unidentified, potential historical resources (buildings, structures, and features aged 50 years and older) and would ensure preservation of known historic resources as new development within the TVSP area occurs. A project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* is considered to have a less than significant impact. Furthermore, Mitigation Measure CUL-1 is included to require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 50 years of age. Therefore, with implementation of the historic design standards that would be implemented

as part of the proposed TVSP, Mitigation Measure CUL-1, and Redlands Municipal Code Section 2.62.200 (provided as PPP CUL-1), impacts related to a substantial adverse change in the significance of a historic resource would be less than significant.

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5.

Less than Significant with Mitigation Incorporated. The records search conducted for the Project identified that 53 cultural resources investigations have been previously completed within a 0.5-mile radius of the TVSP area. Of these, 33 of the previously conducted investigations are directly within the TVSP area (MCC 2022). The records search conducted for the Project identified one previously recorded prehistoric archaeological resource, one historic archaeological resource with a prehistoric component, and twenty-four historic archeological resources within TVSP area (MCC 2022).

The Specific Plan is located in an urbanized area, with a limited number of vacant parcels that have been previously disturbed by past development activities. While the TVSP area has been previously disturbed and developed, future site-specific development projects pursuant to the TVSP could involve grading and excavation to greater depths than previously undertaken. In addition, infill development would occur on vacant parcels, some of which may not have been previously exposed to ground disturbing activities, and therefore could result in the disturbance of unknown archaeological resources.

Because future site-specific development pursuant to the proposed TVSP could involve grading and excavation to greater depths than was previously undertaken, such future development could disturb buried archaeological resources. Thus, Mitigation Measures CUL-2 through CUL-9 are included to reduce the potential for archaeological resources to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of these mitigation measures, impacts related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

5.3.7 CUMULATIVE IMPACTS

Cumulative effects involving cultural resources occur as the result of multiple projects affecting cultural resources involving a resource type or theme, such as historic ethnic sites or an industry (e.g., Santa Fe Depot), that occur within a larger geographic context than a site-specific development project site. Thus, this analysis considers cumulative development projects that are located immediately adjacent to the TVSP area.

Historic Resources

Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal and state laws and regulations protect historical resources when feasible. However, it is not always feasible to protect historical resources, particularly when an historic building has deteriorated beyond repair. For this reason, the cumulative effects of development on historical resources from cumulative projects in the region are considered significant.

However, the proposed TVSP requirements and special use restrictions include provisions related to preservation of historic resources, as described above. In addition, projects within the TVSP area are required to adhere to the City of Redlands Historic Architectural Design Guidelines, described previously. Furthermore, implementation of PPP CUL-1 would avoid demolition of historically significant structures and would ensure that adaptive reuse of historically significant structures comply with Secretary of the Interior Standards and thereby protect the historic integrity of the structure's façade. Furthermore, Mitigation

Measure CUL-1 requires preparation of historical resource analyses for future developments that have the potential of impacting a building over 50 years in age. Thus, with the application of PPP CUL-1 and Mitigation Measure CUL-1, and the applicable Specific Plan design criteria, the proposed Project's contribution to the cumulative effect to historic resources in the region would be less than cumulatively considerable.

Archaeological Resources

As described above, there is a possibility that ground-disturbing activities during future construction may uncover or disturb unknown archaeological resources. However, the Project has included Mitigation Measures CUL-2 through CUL-9 that would reduce the potential impact to unknown resources. The likelihood of uncovering multiple currently unknown resources within the previously developed area that is sufficient to create a significant cumulative impact is low given the built nature of the TVSP area and few archaeological resources that have been found in the area to date. Thus, the cumulative effects of development on archaeological resources from implementation of the proposed Project in combination with other projects would be less than significant.

5.3.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City of Redlands Municipal Code Chapter 2.62

Standard Conditions

None.

Plans, Programs, or Policies

PPP CUL-1: The City of Redlands Historic Architectural Design Guidelines shall apply to all projects within the TVSP area. The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* may also be applicable to properties or projects that may affect historic buildings and resources.

5.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts CUL-1 and CUL-2 would be **potentially significant.**

5.3.10 MITIGATION MEASURES

Mitigation Measure CUL-1: Historical Properties. Prior to issuance of a permit for a development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the

presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

Mitigation Measure CUL-2: Desktop Review. During environmental review for future projects located within the TVSP area, a qualified archaeologist will prepare a brief letter report to determine the likelihood for the project site to contain archaeological resources. This letter report will contain the results of background research and will tier off the research conducted in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments prepared by Material Culture Consulting, Inc. Additional reference material will be reviewed, including project area specific historic photographs, topographic maps and existing historic information. The background information provided in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments will be valid for five (5) years, after which time an updated search of the CHRIS will be required and submitted as an addendum to the original document. If there is any evidence that the project site has an increased sensitivity for archaeological or tribal cultural resources, based on existing onsite historic-age buildings or structures, or if previously identified resources are present within the project area or vicinity, then Mitigation Measure CUL-4 through Mitigation Measure CUL-6 shall be implemented.

Mitigation Measure CUL-3: Native American Coordination. Where a recorded Native American archaeological site is identified, the City shall initiate coordination with identified California Indian tribes. It should be noted that during the coordination process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a prehistoric archaeological site, which could be considered a historic tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Mitigation Measure CUL-4: Phase 2 Archaeological Site Testing. If previously identified archaeological resources are present within the project area, a Phase 2 Archaeological Site Testing program shall be recommended, which would include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Results of the testing program, in tandem with the Native American coordination process required by Mitigation Measure CUL-3 will determine the historic significance of the resource.

When appropriate, the final testing report must be submitted to the City for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document, should one be required. If no significant resources are found, and site

conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then development of a mitigation and monitoring program is required.

Mitigation Measure CUL-5: Data Recovery Program. If significant cultural resources are present within a given Project Area, preferred mitigation for significant cultural resources is avoidance through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Data Recovery Program is required, which includes a Collections Management Plan. The program and plan will be subject to City review and approval prior to implementation. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City Development Services Department.

Mitigation Measure CUL-6: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given TVSP area, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) will be required. In this case, the ARMP should include the following, at a minimum:

At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor has been retained. Monitors will report to the Project Archaeologist for the Project and may work in collaboration with Native American monitors for tribal cultural resources that may be a historical resource as defined in Public Resources Code section 5020.1(k).

- The Project Archaeologist shall meet the U.S. Secretary of the Interior Standards.
- Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.
- The Project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:
    a. Project grading and development scheduling;
    b. The development of a schedule in coordination with the permittee/owner/consulting Native American tribes and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,
    c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to a archaeological resources evaluation.
- A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.

A. Pregrading Conference

The Project Archaeologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of archaeological resources, general archaeological items, including the archaeology and culture history of the area, as well as pictures of typical artifacts, sites, and resources that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the TVSP area. The Project Archaeologist and Native American monitors shall be called to assess the find to determine if additional monitors should be mobilized to the TVSP area to examine and evaluate the resources.

B. Archaeological Monitoring

An adequate number of qualified archaeological monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored, including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Archaeological monitoring will include inspection of exposed cut surfaces and spoils piles. Monitors maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Artifact Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Artifact Collection Log and/or Photograph Log comprise the field notes. These notes shall be filed weekly with the Project Archaeologist and be made available to the Proponent and City upon request.

C. *Monitor's Authority to Temporarily Halt Project Activities*

Archaeological monitors have the authority to initiate a temporary work stoppage of construction activities to assess and/or recover a potentially significant discovery. It is important that all earthmoving contractor personnel recognize the authority of the monitor(s) to redirect Project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of significant discovery, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for cultural materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Archaeologist. If phone communication is problematic, the monitor will demarcate a 50-ft buffer zone around the specimen using flagging pins until the find is assessed and potential impacts to archaeological resources are avoided, minimized, or mitigated.

D. Unanticipated Discovery Protocol

If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Archaeologist shall assess the significance of such resources and shall meet and confer with the City

Development Services Department and designated Native American monitors from consulting tribes regarding the mitigation for such resources.

E. Data Recovery Plan for Archaeological Resources

The following plan identifies protocol for assessing newly discovered resources. This section follows state guidelines for management of archaeological resources, as well as current best practices and industry standards for cultural resource management professional. Please note that when inadvertent discoveries of Native American archaeological resources occur, coordination with consulting Native American tribes/affiliations should be completed prior to removal or treatment of these resources, to ensure proper treatment and disposition, as outlined in Mitigation Measures TCR-3. The Project Archaeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits.

F. Isolates

Less than three artifacts in one location are defined as isolates. These may consist of, for example, a single projectile point, a culturally modified animal bone, or a glass bottle. When isolates are discovered, the monitor carefully examines the surrounding area to ensure that other artifacts are not present. Subsequently, the monitor photographs the isolate with a scale bar, obtains GPS coordinates of the location and records the isolate using standard California Department of Parks and Recreation (DPR) series 523 forms.

I. Archaeological Sites

Archaeological sites consist of more than three artifacts in one location. In addition, sites may have features such as rock ovens, burials, and other human-created alterations of the natural environment - with or without the presence of artifacts. Sites and features require evaluation to determine if they meet significance criteria as per CEQA. An archaeological site is considered significant if it is eligible or potentially eligible for listing in the CRHR. When an archaeological site is discovered during any Project activity, the archaeological monitor will divert construction away from the area at a minimum distance of 50 ft from the find and establish an exclusionary zone (flagging pins/tape) around the resource. The archaeological monitor(s) will then notify the Project Archaeologist for direction on how to proceed. Regardless of the outcome of the significance and CRHR eligibility assessment, every feature and site require a standard set of data collection for analysis and recordation on standard DPR forms. Features or sites older than 50 years must be delineated and photographed, GPS coordinates must be taken, and features and site records are completed including production of field maps and sketch map drawings. Thorough mapping is required for all features or sites, and include an accurate elevation measurement, the depth the deposit extends below surface and true north reading.

Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository, at the Western Science Center in Hemet. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. All items found in association with Native American human remains shall be considered grave goods and sacred in origin and subject to special handling pursuant to Mitigation Measure TCR-4.

Mitigation Measure CUL-7: Human Remains. Procedures taken upon discovery of human remains will be consistent with State Law (California Health and Safety Code Section 7050.5; California PRC Section 5907.98) and CR-3. If human remains are encountered during project grading, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The monitor(s) will immediately divert work a minimum of 100 feet and place an exclusion zone (flagging pins) around the burial. In-place preservation and protection from further disturbance shall always be the preferred approach. If the San Bernardino County Coroner determines the remains to be Native American, the NAHC shall be contacted within a twenty-four (24) hour timeframe. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant (MLD) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98. According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052).

If the coroner determines the remains represent a historic-era, non-Native American burial, standard non-invasive analysis of the skeletal remains and any artifacts will be performed on any burials removed. Reburial in place is preferred, but if burials are removed, they will be reinterred in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Reburial locations will be formally recorded on standard DPR forms as an Archaeological Redeposit. The site record will include maps of the original and reburial locations. The record will include dates of excavation and interment and a list of individuals (with affiliation) present during reburial. A burial treatment report will be prepared separately from any other reports and will be a confidential document. Copies will be filed with the Eastern Information Center, the MLD and the NAHC (latter two for Native American burials only). Any skeletal analysis or artifact analysis will be included in the final monitoring compliance report for the Project.

Mitigation Measure CUL-8: Monitoring Compliance Report. The Project Archaeologist shall prepare a final archaeological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any artifacts recovered, an inventory of any resources recovered, updated DPR forms, if any, and any other site(s) identified, final disposition of the resources, and any additional recommendations. A final copy shall be submitted to the City of Redlands Development Services Department and the South Central Coast Information Center (SCCIC).

Mitigation Measure CUL-9: Curation of Archaeological Resources. All archaeological materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation and Monitoring Program.

The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over

to the appropriate Native American group for repatriation, as further stipulated in Mitigation Measures TCR-3 and TCR-4.

Arrangements for long-term curation of all recovered artifacts, with the exception of tribal cultural resources, must be established between the applicant/property owner and the consultant prior to the initiation of the Phase 2 Archaeological Site Testing Program. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79.

5.3.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts CUL-1 and CUL-2 would be less than significant after mitigation.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Historic Architectural Design Guidelines. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/attachment_b-exhibit_to_resolution_historic_design_guidelines.pdf?1612492494

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

Material Cultural Consulting. Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments (MCC 2022). January 2022. Appendix C.

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5.4 Energy

5.4.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the TVSP. It discusses existing energy use patterns and examines whether the proposed TVSP (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section *5.6, Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section *5.16, Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following City documents and reports:

- *City of Redlands 2035 General Plan*, 2017
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (GP EIR), 2017
- *City of Redlands Municipal Code*
- *Transit Villages District and Specific Plan Energy Tables*, Urban Crossroads, 2022, Appendix D.

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFÉ) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFÉ standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.4.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),

- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update is the 2019 California Green Building Code Standards that became effective January 1, 2020.

The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrade requirements.

The 2019 CALGreen standards that are applicable to the TVSP include, but are not limited to, the following:

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.

The 2019 CalGreen Building Standards Code has been adopted by the City of Redlands in Municipal Code Chapter 15.16.

5.4.2.3 Local Regulations

City of Redlands 2035 General Plan

The General Plan Sustainable Community Element contains the following policies related to greenhouse gas emissions that are applicable to the Project:

Principle 8-P.1 Promote energy efficiency and conservation technologies and practices that reduce the use and dependency of nonrenewable resources of energy by both City government and the community.

Action 8-A.8 Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.

Action 8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.

5.4.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Redlands. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2020 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and 80 percent from the same baseline by 2050 in order to help achieve carbon neutrality by 2045. It describes that in 2020 approximately 43% of power that SCE delivered to customers came from carbon-free resources (SCE 2020).

The Project site is currently served by the electricity distribution systems that exists along the roadways throughout the TVSP area.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Redlands and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (CGEU 2020).

The TVSP area is currently served by the natural gas distribution system that exists within the roadways throughout the TVSP area.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

E-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable

energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing "the wasteful, inefficient, and unnecessary consumption of energy."

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered "wasteful, inefficient, and unnecessary" if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.4.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would provide a form-based code that would allow development of up to 2,400 residential units; 613,000 square feet of retail commercial, hotel, and office space; and 280,000 square feet of open space and parks within the TVSP area. However, the timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. However, buildout of the Project is evaluated to occur by 2040 to provide a conservative analysis.

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION

Construction

Less than Significant Impact. During construction of the proposed TVSP development projects energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the TVSP area, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the infill and redevelopment projects in the TVSP area and the associated infrastructure from implementation of the TVSP are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California as the main intention of all development is to reduce costs, which can be done by reducing energy usage. Furthermore, future construction within the TVSP area would occur in an area served by existing utility infrastructure and would not require extensive energy from construction in remote locations. Demolition of existing structures that would be required for the TVSP would generate demolition materials, 65 percent of which are required to be recycled per existing state regulations. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction trucks and equipment. The energy analysis modeling for buildout of the TVSP (included as Appendix D) details that the total construction electricity usage for would be approximately 2,282,064 kWh, as detailed in Table 5.4-1.

Table 5.4-1: Estimated Construction Electricity Usage for Buildout of the TVSP

TVSP Area	Electricity Usage (kWh)
City Center Mixed-Use	30,299
Downtown Village Future Projects	71,290
New York Street Village	74,308
State Street Village	918,450
The Grand Apartments	29,830
University Village	1,157,886
Total Construction Electricity Usage	**2,282,064**

Source: Energy, Appendix D.

Table 5.4-2 shows that construction equipment used for buildout of the TVSP would use approximately 661,217 gallons of diesel fuel.

Table 5.4-2: Estimated Construction Equipment Fuel for Buildout of the TVSP

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
City Center Mixed-Use								
Demolition	20	Concrete/Industrial Saws	81	1	8	0.73	473	511
		Excavators	158	3	8	0.38	1,441	1,558
		Rubber Tired Dozers	247	2	8	0.4	1,581	1,709
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.4	2,371	1,282
Grading	20	Crawler Tractors	212	3	8	0.43	2,188	2,365
		Excavators	158	1	8	0.38	480	519
		Graders	187	1	8	0.41	613	663
		Rubber Tired Dozers	247	1	8	0.4	790	854
Building Construction	230	Cranes	231	1	8	0.29	536	6,663
		Forklifts	89	3	8	0.2	427	5,311
		Generator Sets	84	1	8	0.74	497	6,182
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	10,709
		Welders	46	1	8	0.45	166	2,059
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	20	Air Compressors	78	1	8	0.48	300	324
Downtown Village								

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	20	Concrete/Industrial Saws	81	1	8	0.73	473	511
		Excavators	158	3	8	0.38	1,441	1,558
		Rubber Tired Dozers	247	2	8	0.4	1,581	1,709
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.4	2,371	1,282
Grading	30	Crawler Tractors	212	2	8	0.43	1,459	2,365
		Excavators	158	2	8	0.38	961	1,558
		Graders	187	1	8	0.41	613	995
		Rubber Tired Dozers	247	1	8	0.4	790	1,282
		Scrapers	367	2	8	0.48	2,819	4,571
Building Construction	300	Cranes	231	1	8	0.29	536	8,691
		Forklifts	89	3	8	0.2	427	6,928
		Generator Sets	84	1	8	0.74	497	8,064
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	13,968
		Welders	46	1	8	0.45	166	2,685
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	20	Air Compressors	78	1	8	0.48	300	324
New York Street Village								
Demolition	20	Concrete/Industrial Saws	81	1	8	0.73	473	511
		Excavators	158	3	8	0.38	1,441	1,558
		Rubber Tired Dozers	247	2	8	0.4	1,581	1,709
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.4	2,371	1,282
Grading	30	Crawler Tractors	212	2	8	0.43	1,459	2,365
		Excavators	158	2	8	0.38	961	1,558
		Graders	187	1	8	0.41	613	995
		Rubber Tired Dozers	247	1	8	0.4	790	1,282
		Scrapers	367	2	8	0.48	2,819	4,571
Building Construction	300	Cranes	231	1	8	0.29	536	8,691
		Forklifts	89	3	8	0.2	427	6,928
		Generator Sets	84	1	8	0.74	497	8,064
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	13,968
		Welders	46	1	8	0.45	166	2,685

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	20	Air Compressors	78	1	8	0.48	300	324
State Street Village								
Demolition	84	Concrete/Industrial Saws	81	2	8	0.73	946	4,296
		Excavators	158	5	8	0.38	2,402	10,905
		Rubber Tired Dozers	247	3	8	0.4	2,371	10,767
Site Preparation	125	Crawler Tractors	97	4	8	0.43	1,335	9,018
		Rubber Tired Dozers	247	3	8	0.4	2,371	16,022
Grading	130	Crawler Tractors	97	2	8	0.43	667	4,690
		Excavators	158	3	8	0.38	1,441	10,126
		Graders	187	1	8	0.41	613	4,310
		Rubber Tired Dozers	247	1	8	0.4	790	5,554
		Scrapers	367	2	8	0.48	2,819	19,806
Building Construction	865	Cranes	231	1	8	0.29	536	25,058
		Forklifts	89	3	8	0.2	427	19,974
		Generator Sets	84	1	8	0.74	497	23,251
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	40,274
		Welders	46	1	8	0.45	166	7,743
Paving	125	Pavers	130	2	8	0.42	874	5,903
		Paving Equipment	132	2	8	0.36	760	5,137
		Rollers	80	2	8	0.38	486	3,286
Architectural Coating	125	Air Compressors	78	1	8	0.48	300	2,024
The Grand Apartments								
Demolition	20	Concrete/Industrial Saws	81	1	8	0.73	473	511
		Excavators	158	3	8	0.38	1,441	1,558
		Rubber Tired Dozers	247	2	8	0.4	1,581	1,709
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.4	2,371	1,282
Grading	20	Crawler Tractors	212	3	8	0.43	2,188	2,365
		Excavators	158	1	8	0.38	480	519
		Graders	187	1	8	0.41	613	663
		Rubber Tired Dozers	247	1	8	0.4	790	854

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Building Construction	230	Cranes	231	1	8	0.29	536	6,663
		Forklifts	89	3	8	0.2	427	5,311
		Generator Sets	84	1	8	0.74	497	6,182
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	10,709
		Welders	46	1	8	0.45	166	2,059
Paving	20	Pavers	130	2	8	0.42	874	944
		Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	20	Air Compressors	78	1	8	0.48	300	324
University Village								
Demolition	70	Concrete/Industrial Saws	81	1	8	0.73	473	1,790
		Excavators	158	3	8	0.38	1,441	5,452
		Rubber Tired Dozers	247	2	8	0.4	1,581	5,981
Site Preparation	40	Crawler Tractors	212	4	8	0.43	2,917	6,307
		Rubber Tired Dozers	247	3	8	0.4	2,371	5,127
Grading	110	Crawler Tractors	212	2	8	0.43	1,459	8,673
		Excavators	158	2	8	0.38	961	5,712
		Graders	187	1	8	0.41	613	3,647
		Rubber Tired Dozers	247	1	8	0.4	790	4,700
		Scrapers	367	2	8	0.48	2,819	16,759
Building Construction	1110	Cranes	231	1	8	0.29	536	32,155
		Forklifts	89	3	8	0.2	427	25,632
		Generator Sets	84	1	8	0.74	497	29,837
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	51,682
		Welders	46	1	8	0.45	166	9,936
Paving	75	Pavers	130	2	8	0.42	874	3,542
		Paving Equipment	132	2	8	0.36	760	3,082
		Rollers	80	2	8	0.38	486	1,972
Architectural Coating	75	Air Compressors	78	1	8	0.48	300	1,214
Total Construction Fuel Demand (Gallons Diesel Fuel)								**661,217**

Source: Energy, Appendix D.

Table 5.4-3 shows that construction workers would use approximately 864,212 gallons of fuel to travel to and from the TVSP area. Table 5.4-4 shows that approximately 291,668 gallons of fuel would be used by vendor trucks (vehicles that deliver materials to the site during construction) and hauling during construction.

Table 5.4-3: Estimated Construction Worker Fuel Consumption for TVSP Buildout

Area	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Estimated Fuel Consumption (gallons)
Light Duty Autos					
City Center Mixed-Use	320	115	14.7	187,425	5,753
Downtown Village	400	206	14.7	336,777	10,279
New York Street Village	400	278	14.7	484,071	14,773
State Street Village	1,454	1,681	14.7	5,096,931	149,865
The Grand Apartments	582	193	14.7	454,406	13,943
University Village	1,480	2,110	14.7	6,587,144	188,263
Light Duty Trucks 1					
City Center Mixed-Use	320	59	14.7	93,933	3,423
Downtown Village	400	105	14.7	170,814	6,193
New York Street Village	400	140	14.7	242,256	8,782
State Street Village	1,454	843	14.7	2,550,920	89,499
The Grand Apartments	582	141	14.7	393,872	14,345
University Village	1,480	1,056	14.7	3,294,417	112,719
Light Duty Trucks 2					
City Center Mixed-Use	320	59	14.7	93,933	3,633
Downtown Village	400	105	14.7	170,814	6,563
New York Street Village	400	140	14.7	242,256	9,307
State Street Village	1,454	843	14.7	2,550,920	94,017
The Grand Apartments	582	141	14.7	393,872	15,225
University Village	1,480	1,056	14.7	3,294,417	117,631
Total Construction Worker Fuel Consumption					**864,212**

Source: Energy, Appendix D.

Table 5.4-4: Estimated Construction Vendor and Hauling Fuel Consumption

TVSP Area	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)
MHDT					
City Center Mixed-Use	320	8	6.9	12,696	1,333
Downtown Village	386	16	6.9	6,182	639
New York Street Village	400	28	6.9	10,819	1,118
State Street Village	865	352	6.9	525,228	53,893
The Grand Apartments	346	28	6.9	44,436	4,666
University Village	1,110	455	6.9	497,835	50,213
HHDT (Vendor)					
City Center Mixed-Use	320	8	6.9	12,696	1,839
Downtown Village	386	16	6.9	6,182	884
New York Street Village	400	28	6.9	10,819	1,547
State Street Village	865	352	6.9	525,228	74,538

TVSP Area	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)
The Grand Apartments	346	28	6.9	44,436	6,436
University Village	1,110	455	6.9	497,835	69,478
HHDT (Hauling)					
City Center Mixed-Use	320	0	20	0	0
Downtown Village	386	0	20	0	0
New York Street Village	400	0	20	0	0
State Street Village	865	104	20	171,840	25,085
The Grand Apartments	346	0	20	0	0
University Village	1,110	0	20	0	0
Total Construction *Vendor/Hauling Fuel Consumption*					***291,668***

Source: Energy, Appendix D.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption in comparison to operational energy consumption. Additionally, construction energy consumption related to buildout of the TVSP area would be consistent with construction energy usage throughout Southern California, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the new developments within the TVSP area would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table 5.4-5, operation of the TVSP at buildout is estimated to annually use 1,535,977 gallons of fuel. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table 5.4-5: Estimated Annual Operational Vehicle Fuel Consumption at Buildout

TVSP Area	Annual VMT	Estimated Annual Fuel Consumption (gallons)
City Center Mixed-Use	2,729,821	102,440
Downtown Village	8,226,402	308,706
New York Street Village	8,446,360	316,960
State Street Village	4,191,505	145,892
The Grand Apartments	2,324,950	87,247
University Village	17,171,689	574,733
Total Fuel Consumption	**43,090,727**	**1,535,977**

Source: Energy, Appendix D.

Table 5.4-6 details that operation of the TVSP at buildout would use approximately 47,182,575 thousand British thermal units (kBTU) per year of natural gas and 20,065,361 kWh per year of electricity.

Table 5.4-6: Estimated Operational Annual Natural Gas Demand (kBTU/year) and Electricity (kWh/year) Consumption at Buildout

TVSP Area	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
City Center Mixed-Use	2,207,321	693,553
Downtown Village	2,931,934	1,809,216
New York Street Village	5,035,670	3,452,534
State Street Village	17,537,640	7,847,988
The Grand Apartments	2,364,910	601,650
University Village	17,105,100	5,660,420
Total Project Energy Demand	**47,182,575**	**20,065,361**

Source: Energy, Appendix D.

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY

No Impact. As described previously, the development that would occur pursuant to the proposed TVSP would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of future development projects. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, as described in Section 5.2 *Air Quality*, the TVSP would be implemented to require development projects in the TVSP area to surpass state and local plans for energy efficiency and achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements, and enhanced water conservation (per Mitigation Measures AQ-7 and AQ-8). These mitigation measures would further ensure adherence to energy efficiency and renewable energy regulations. Furthermore, the TVSP would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The non-residential buildings would be solar ready and residences would have solar infrastructure as required by CCR Title 24 requirements. Thus, the TVSP would not obstruct use of renewable energy or energy efficiency. Overall, the TVSP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency

infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed mixed uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.4.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following standard regulations would reduce potential impacts related to energy:

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CalGreen Building Standards Code as included in the City's Municipal Code in Chapter 15.16.

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1and E-2 would be less than significant.

5.4.10 MITIGATION MEASURES

Impacts related to energy would be less than significant and no mitigation measures are required.

5.4.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

REFERENCES

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5.5 Geology and Soils

5.5.1 INTRODUCTION

This section addresses potential environmental effects of the proposed Project related to geology, soils, seismicity, and paleontological resources. The impacts examined include risks related to geologic hazards such as earthquakes, landslides, liquefaction, expansive soils; impacts on the environment related to soil erosion and sedimentation; and impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035,* December 5, 2017;
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (General Plan EIR), Dyett & Bhatia, July 2017;
- *City of Redlands Municipal Code;*
- *Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments*, Material Culture Consulting, February 2022 (Appendix C)

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Society of Vertebrate Paleontology

The Society of Vertebrate Paleontology's Handbook for Society of Vertebrate Paleontology and Official Society Policy and Guidelines outlines practices and guidelines for practicing paleontologists. Additionally, the Society provides standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.

5.5.2.2 State Regulations

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor, and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

5.5.2.3 Local Regulations

City of Redlands General Plan 2035

The following policies contained in the City of Redlands General Plan 2035 are relevant to implementing projects within the proposed TVSP related to paleontological resources:

Principle 2-P.16 Work with local paleontologists to identify significant non-renewable paleontological resources.

Action 2-A.75 Require, as a standard condition of approval, that project applicants provide an assessment as to whether grading for the Proposed Project would impact underlying soil units or geologic formations that have a moderate to high potential to yield fossiliferous materials, prior to issuance of a grading permit. If the potential for fossil discovery is moderate to high, require applicants to provide a paleontological monitor during rough grading of the project.

Action 2-A.76 Establish a procedure for the management of paleontological materials found onsite during a development, including the following provisions:

- If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource.
- If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material.
- Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within San Bernardino County if feasible.

5.5.3 ENVIRONMENTAL SETTING

Paleontological Resources

Paleontological resources include any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth, except that the term does not include any materials associated with an archaeological resource or any cultural item defined as Native American human remains. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The Specific Plan Area is situated at the foot of the San Bernardino Mountains, a part of the Transverse Ranges Geomorphic Province. The mountains within the province, including the San Gabriel and San Bernardino mountains to the north and northeast, were uplifted by tectonic activity, and provide a major sedimentary source for the alluvium basins of the adjacent areas.

The geologic units underlying the Specific Plan Area are mapped as younger and older Quaternary surficial deposits, more specifically very young wash deposits, active (Qvyw), young axial-valley deposits, Unit 3 (Qya3), old alluvial-fan deposits, Unit 3 (Qof3), and very old axial-valley deposits, Unit 3 (Qvoa3). Very young surficial deposits are the result of recently transported and deposited sediment into channels and washes on surfaces of alluvial fans, alluvial plains, and on hill slopes. Older surficial deposits contain sedimentary units that are moderately consolidated and slightly to moderately dissected. Alluvial-fan deposits (Qof series) are gravelly sand and silt sediments. Very old surficial deposits are sedimentary units that are moderately to well consolidated to lithified, and moderately to well dissected. Valley-filling deposits

(Qvoa series) are dominated by sand with minor gravel alluvial deposits and includes residuum or pedogenic-soil profile developed on the San Timoteo Formation beds. The Plio-Pleistocene San Timoteo Formation is located south of the Specific Plan Area in more elevated terrain and may underlie younger and older Quaternary deposits in the Specific Plan Area (MCC 2022).

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- GEO-1i Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 4),
- GEO-1ii Strong seismic ground shaking,
- GEO-1iii Seismic-related ground failure, including liquefaction;
- GEO-1iv Landslides;

GEO-2 Result in substantial soil erosion or the loss of topsoil;

GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;

GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or

GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The Initial Study established that the proposed Project would not result in impacts related to Thresholds GEO-1i, GEO-1iv, and GEO-5 and less than significant impacts related to Thresholds GEO-1ii, GEO-1iii, GEO-2, GEO-3, and GEO-4. No further assessment of these impacts is required in this Draft EIR.

5.5.5 METHODOLOGY

In determining whether a paleontological related impact would result from the proposed Project, the analysis includes consideration of the types of soils that exist within the Specific Plan Area, the paleontological sensitivity of those soils, the past disturbance on the site, and the proposed excavation. The analysis combines these factors to identify the potential of construction from implementing projects within the Specific Plan Area to impact any unknown paleontological resources.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT GEO-6: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Less than Significant Impact with Mitigation Incorporated.

Unique Geologic Feature

Notable geological features in the Valley Region of San Bernardino County include the San Andreas Fault at the southwest foot of the San Bernardino Mountains, the San Jacinto Fault at the southwest edge of the San Bernardino Basin, and the Cucamonga Fault at the southern foot of the San Gabriel Mountains. However, there are no unique geological features in the vicinity of the Specific Plan Area (PlaceWorks, 2019). As such, construction of implementing projects pursuant to the TVSP would not result in impacts to unique geologic features.

Paleontological Resources

The paleontological record search did not yield any fossil localities within the Specific Plan Area and no fossil localities within one mile of the Specific Plan Area. However, nine fossil localities from similar sedimentary deposits have been recorded within a 70-mile radius of the Specific Plan Area. The closest fossil locality from the LACM Records Search is LACM IP 437, located approximately 20-miles east of the Specific Plan Area. The locality came from an unknown Pleistocene formation and consisted of invertebrates at an unknown depth. Additional literature was consulted, including the University of California Museum of Paleontology (UCMP)'s Miocene Mammal Mapping Project (MioMap), resulting in eight fossil localities from the San Timoteo Formation located approximately five miles south-southeast of the Specific Plan. These eight localities are the closest fossils to the Specific Plan Area. Additionally, 11 localities from the San Timoteo Formation and 13 localities from the Mount Eden Formation are located approximately 13 to 18 miles southeast of the Specific Plan Area, near the city of Beaumont (MCC 2022).

Additionally, Older Quaternary alluvium, similar to the old alluvial-fan and very old axial-valley deposits mapped within the Specific Plan Area, have produced significant Pleistocene fossils throughout Southern California. While the younger deposits typically do not contain significant fossils within the uppermost layers, it is likely they are underlain by older Quaternary deposits and, potentially, Plio-Pleistocene San Timoteo Formation. Therefore, excavations have the potential to impact paleontologically sensitive sediments throughout the Specific Plan Area (both at the surface and in the subsurface) and potentially destroy the fossil resources contained within. Therefore, Mitigation Measure GEO-1 is included to require preparation of paleontological resources management program (PRMP) for future projects that propose subsurface disturbance greater than five feet deep within areas mapped as low sensitivity or any subsurface disturbance within an area mapped as a high sensitivity geologic unit. With implementation of Mitigation Measure GEO-1, impacts related to paleontological resources would be less than significant.

5.5.7 CUMULATIVE IMPACTS

Impacts to paleontological resources are also site-specific rather than cumulative. Soils within the Valley Region of San Bernardino County, including the Specific Plan Area, are sensitive for paleontological resources. However, with incorporation of Mitigation Measure GEO-1, which protects paleontological resources from loss or destruction and requires that new development within the Specific Plan Area include appropriate measures to preserve the quality and integrity of these resources, avoid them when possible, and salvage and preserve them if avoidance is not possible, cumulative impacts would be less than significant.

5.5.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact GEO-6 would be **potentially significant.**

5.5.10 MITIGATION MEASURES

Mitigation Measure GEO-1: Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within an area mapped as a high sensitivity geologic unit (i.e., older alluvial deposits), or subsurface disturbance greater than 5 feet deep within an area mapped at the surface as a low sensitivity geologic unit (i.e., younger alluvial deposits), a paleontological resource management program (PRMP) is required unless a qualified paleontologist retained by a Project Proponent provides a letter to the City verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP will be reviewed and approved by the City prior to the issuance of a grading permit. The PRMP will be designed and implemented prior to any ground disturbance activities to monitor, salvage, and curate any recovered fossils associated with the project area, should these be unearthed. It is recommended that, if necessary, a project's PRMP implement the following standard procedures:

1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities. As per Society of Vertebrate Paleontology (SVP) guidelines, a qualified paleontological monitor is an individual who has demonstrated sufficient paleontological training and field experience to have acceptable knowledge and experience of fossil identification, salvage and collection methods, paleontological techniques, and stratigraphy. An undergraduate degree in geology or paleontology is preferable but is less important than documented experience performing paleontological monitoring. The paleontological monitor must work under the direction of the Project Paleontologist.
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
    a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable.

b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.
c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.
d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains.
e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate.
f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.
g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions.

A. Pregrading Conference

The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include

information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils.

B. Paleontological Monitoring

Paleontological monitoring of earthmoving activities within older Quaternary alluvial deposits will be initially conducted on a full-time basis, and earthmoving activities below five feet within younger Quaternary alluvial deposits will be conducted on a part-time (spot-checking) basis by the paleontological monitor. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request.

C. *Monitor's Authority to Temporarily Halt Project Activities*

Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 50-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated.

D. Data Recovery Plan for Paleontological Resources

If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. Scientifically significant fossils of microscopic size consisting of vertebrates, invertebrates,

plants, or trace fossils, may be in sediments that produce significant finds. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality.

Construction activities shall continue outside of a 50-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes.

F. Monitoring Compliance Report

The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations.

G. Curation of Paleontological Resources

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Development Services Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks.

At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.

5.5.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure GEO-1 would reduce potential impacts associated unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to geology and soils and paleontological resources would occur.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

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5.6 Greenhouse Gases

5.6.1 INTRODUCTION

This section evaluates the potential for implementation of the proposed Specific Plan to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, impacts of the proposed Specific Plan are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). This section also addresses the Specific Plan's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of greenhouse gases. The analysis within this section is based on the following City documents and the technical report prepared for the Project:

- *City of Redlands 2035 General Plan*, 2017
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (GP EIR), 2017
- *City of Redlands Municipal Code*
- *Transit Villages District and Specific Plan Greenhouse Gas Impact Analysis*, Urban Crossroads, 2022, Appendix E.

5.6.2 REGULATORY SETTING

5.6.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan

that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce greenhouse gas (GHG) emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

Senate Bill 375 (**Chapter 728, Statutes of 2008**)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects

are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2019 California Green Building Code Standards that became effective January 1, 2020.

The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrade requirements.

The 2019 CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Bicycle parking at new buildings to encourage non-vehicular transportation.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles per Title 24 Part 6 Table 5.106.5.2.
- Electric vehicle charging stations. The regulation requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) meeting Title 24 standards shall be installed.
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.

The 2019 CalGreen Building Standards Code has been adopted by the City of Redlands in Municipal Code Chapter 15.16.

5.6.2.2 Local Regulations

City of Redlands 2035 General Plan

The General Plan Sustainable Community Element contains the following policies related to greenhouse gas emissions that are applicable to the Project:

Principle 8-P.1 Promote energy efficiency and conservation technologies and practices that reduce the use and dependency of nonrenewable resources of energy by both City government and the community.

Action 8-A.8 Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.

Action 8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.

Action 8-A.10 Integrate trees and shade into the built environment to mitigate issues such as stormwater runoff and the urban heat island effect.

Principle 8-P.8 Promote sustainability by reducing the community's greenhouse gas (GHG) emissions and fostering green development patterns – including buildings, sites, and landscapes.

City of Redlands Climate Action Plan

The City of Redlands Climate Action Plan (CAP) was designed to reinforce the City's commitment to reducing GHG emissions and demonstrate compliance with the State's GHG emissions reduction standards. The CAP includes goals and policies to promote energy efficiency, waste reduction, and resource conservation and recycling. The CAP's GHG emission targets and goals were based on meeting the goals in EO B-30-15 and SB 32 and the following guidance established in the 2017 Scoping Plan. The CAP used the 2017 Scoping Plan recommended Plan Level emissions target of 6.0 MTCO2e per capita per year for 2030. Based on the CAP analysis, the City of Redlands will achieve the 2030 target based on state actions and existing development standards and would not require any specific measures to reduce GHG emissions. Regardless, the CAP does recommend some actions including encourage the development of solar photovoltaic systems on residential and non-residential development, increase energy efficiency 5 percent over standards, increase the use of high efficiency lighting, and reduce the intensity of GHG emissions associated with water delivery and treatment.

5.6.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an

emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The TVSP area consists of approximately 947 acres of land that surrounds three proposed Arrow stations. The area is current developed with a mix of commercial, industrial, and residential uses. The primary GHG emissions in the TVSP area are from on-road transportation; building energy; and waste.

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 $MTCO_2E$ per year
    - Based on land use type:
        - Residential: 3,500 $MTCO_2E$ per year
        - Commercial: 1,400 $MTCO_2E$ per year
        - Mixed use: 3,000 $MTCO_2E$ per year
- Tier 4 has the following options:
    - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
    - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 $MTCO_2E$/SP/year for projects and 6.6 $MTCO_2E$/SP/year for plans.
    - Option 3, 2035 Target: 3.0 $MTCO_2E$/SP/year for projects and 4.1 $MTCO_2E$/SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO2 concentrations at 450 ppm, thus stabilizing global climate.

The SCAQMD defines the Service Population (SP) as used under Tier 4 thresholds the total residents and employees associated with a project. The origin of the SP is based on CARB's *2008 Scoping Plan*. The *2008 Scoping Plan* identified that based on the GHG emissions inventories for the state, the people of California generate approximately 14 tons of GHG emissions per capita and would need to reduce annual emissions to approximately 10 tons per capita in order to meet the GHG reduction target of AB 32.

The SP threshold is widely accepted and used by numerous cities in the basin and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*. The SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* identifies a screening threshold to determine whether additional analysis is required. As noted by the SCAQMD:

> *"…the…screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects...the policy objective of [SCAQMD's] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the*

> *cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 [MMTCO2e/yr]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology] (BACT) for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.*"

Based on the type of programmatic planning project being proposed and the SCAQMD guidance described above, the City has determined that the SCAQMD's Tier 4, Option 3 project-level efficiency threshold methodology is an appropriate significance criterion by which to determine whether the Project emits a significant amount of GHG due to the threshold's applicability to programmatic planning projects. The City of Redlands CAP was adopted on December 5, 2017. The CAP was prepared pursuant to Section 15183.5(b) of the CEQA Guidelines to be utilized as a tiering document for the General Plan as well as future projects within the City of Redlands that are consistent with the General Plan. The CAP incorporates the guidelines established in CARB's 2017 Scoping Plan. The 2017 Scoping Plan was prepared to meet the most current GHG emissions reduction targets set in Executive Order S-3-15 and SB 32 that recommends local governments to develop plans to reduce GHG emissions to 6 MTCO2e/yr by the year 2030 and 2 MTCO2e/yr by the year 2050. Since the CAP was prepared in coordination with the General Plan that has a horizon year of 2035, the Redlands CAP also provided a year 2035 target of 5 MTCO2e/yr, which was determined through interpolation of the 2030 and 2050 GHG emissions targets from the 2017 Scoping Plan.

Since the Project is anticipated to be fully operational by 2040, for analysis purposes herein, the service population threshold for the Project's buildout year of 2040 was calculated by linear interpolation between the 2035 target of 5 MTCO2e/yr and the 2050 target of 2 MTCO2e/yr. As such, the target for the Project's buildout year of 2040 is 4.0 MTCO2e/yr and the proposed Project would be considered to create a significant cumulative GHG impact if implementation of the Project would exceed this threshold.

5.6.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2020.4.0 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0*, Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions.

5.6.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would provide a form-based code that would allow development of up to 2,400 residential units; 613,000 square feet of retail commercial, hotel, and office space; and 280,000 square feet of open space and parks within the TVSP area. However, the timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. However, buildout of the Project is evaluated to occur by 2040 to provide a conservative analysis.

IMPACT GHG-1: THE PROJECT WOULD NOT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT

Less than Significant with Mitigation Incorporated.

Construction

Construction activities would occur at different sites throughout the TVSP area through the Plan's estimated 18-year build out. The site-specific development projects that would occur pursuant to the TVSP would be temporary at any one location, but numerous site-specific development projects are anticipated to occur pursuant to buildout of the proposed TVSP. Construction of site-specific development projects would create new sources of GHG and could contribute to global climate change. Construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers.

Total estimated construction related GHG emissions from build out of the proposed TVSP were amortized over 30 years per SCAQMD methodology, and as shown on Table 5.6-1 would equal approximately 554.66 MT/yr CO_2E per year.

Table 5.6-1: TVSP Construction Greenhouse Emissions

TVSP Area	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e[1]
State Street Village	6,532.27	0.69	0.31	6,638.88
The Grand Apartments	552.90	0.11	0.01	557.94
City Center Mixed-Use	547.52	0.11	0.01	552.52
Downtown Village Future Projects	832.62	0.15	0.02	841.62
University Village	6,959.00	0.66	0.26	7,054.30
New York Street Village	982.08	0.16	0.03	994.59
Total GHG Emissions	16,406.39	1.88	0.64	16,639.84
Amortized Construction Emissions ($MTCO_2e$)	**546.88**	**0.06**	**0.02**	**554.66**

Source: GHG, 2022 (Appendix E).

Operation

Long-term operations of uses included in the TVSP would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers,

[1] CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, and N_2O. These GHGs are then converted into the CO_2e by multiplying the individual GHG by the GWP.

shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.

- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the TVSP area, truck trips associated with the proposed uses, and trips related to residential uses. Trip characteristics from the Trip Generation (Appendix H) were utilized to quantify the GHGs from operation of the TVSP at buildout.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project generation of solid waste.

Service Population. Based on the 2035 General Plan estimates of 2.65 persons per household, buildout of the TVSP would generate approximately 6,421 people; and the estimate of 1 employee per 500 square feet would generate 1,039 employees, which would result in a total service population of 7,460.

Table 5.6-2: TVSP Service Population

TVSP Area	Residents	Employees	Total
State Street Village	1,916	200	2,116
The Grand Apartments	395	-	395
City Center Mixed-Use	366	21	387
Downtown Village Future Projects	432	178	610
University Village	2,783	220	3,003
New York Street Village	530	420	950
Total Service Population	**6,421**	**1,039**	**7,460**

Source: GHG, 2022 (Appendix E)

The annual GHG emissions from operation of the TVSP at buildout are summarized in Table 5.6-3. As shown, construction and operation of the Project would generate a CO2e per service population of 2.84, which would not exceed the threshold of 4.0. Thus, operational impacts would be significant.

Table 5.6-3: Operational Greenhouse Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	546.88	0.06	0.02	554.66
State Street Village	4,049.78	11.79	0.13	4,385.13
The Grand Apartments	950.09	1.19	0.04	991.16
City Center Mixed-Use	1,007.15	1.28	0.04	1,052.03
Downtown Village Future Projects	2,869.47	2.82	0.12	2,975.89
University Village	7,273.88	10.17	0.29	7,616.10
New York Street Village	3,463.45	5.24	0.15	3,638.55
Total CO_2e (All Sources)	**21,213.54**			
Service Population	**7,460**			
Total CO_2e/Service Population	**2.84**			
Screening Threshold (CO_2e)	**4.0**			
Threshold Exceeded?	**NO**			

Source: GHG, 2022 (Appendix E).

Additionally, Mitigation Measure AQ-7 would be implemented to require development projects in the TVSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-8 would require enhanced water conservation for TVSP development projects. These measures are designed to reduce Project operational-source emissions of GHGs. However, it should be noted that there is no way to quantify these reductions in the CalEEMod. Therefore, to provide a conservative disclosure of Project emissions, no reductions in emissions are assumed to occur even with implementation of the below measures. As the Project total GHG emissions per service population would not exceed the screening threshold of 4.0 $MTCO_2e$ per service population per year, Project related GHG emissions would be less than significant.

IMPACT GHG-2: THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES

Less than Significant Impact. As described previously, the City of Redlands CAP was designed to reinforce the City's commitment to reducing GHG emissions and demonstrate compliance with the State's GHG emissions reduction standards. The CAP used the 2017 Scoping Plan recommended Plan Level emissions target of 6.0 MTCO2e per capita per year for 2030. As described in Impact GHG-1, the TVSP would result in GHG emissions per service population that would be less than 4.0 MTCO2e, and therefore would be consistent with the CAP emission goals. Also, the Project would implement CalGreen building standards, as verified through the City's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency.

The TVSP development would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed TVSP would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017). CARB's Updated Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order S-3-05, and codified by AB 32.

The development resulting from the TVSP would include sustainable design features related to reduction of GHG emissions that would be consistent with CARB's Scoping Plans (the 2007 and 2017) that provide measures to reduce GHG emissions, which the Project is consistent with as discussed below and detailed in Tables 5.6-4 and 5.6-5 and the requirements listed and described below. Thus, the TVSP would not conflict with the CARB Scoping Plans and related regulations.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The TVSP is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Energy Efficiency – Title 24/CalGreen: The proposed TVSP are subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.6.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during building permitting process.
- Renewable Portfolio Standard. As a customer of Southern California Edison (SCE), the development within the TVSP would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The TVSP is consistent with this scoping plan measure as the TVSP structures would provide either solar powered or solar ready roofs, as appliable to each structure.
- Water Efficiency and Waste Diversion: Development and operation of new development pursuant to the TVSP would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

Table 5.6-4: Project Consistency with the CARB 2007 Scoping Plan

Action	Supporting Measures[2]	Consistency
Cap-and-Trade Program	--	**Not applicable.** These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect residential, office, and commercial projects.
Light-Duty Vehicle Standards	T-1	**Not applicable.** While these are CARB-enforced measures that are not directly applicable to the Project, vehicles that access the TVSP area are required to comply with the standards and would comply with this strategy. Electric Vehicle (EV) charging stations within the TVSP area are required to be installed on site per the 2019 Title 24 standards.
Energy Efficiency	E-1	**Consistent.** The TVSP would implement a variety of building, water, and solid waste efficiencies consistent with the most current CALGreen requirements.
	E-2	
	CR-1	
	CR-2	

[2] Supporting measures can be found at the following link: http://www.arb.ca.gov/cc/scopingplan/2013_update/appendix_b.pdf

Action	Supporting Measures[2]	Consistency
Renewables Portfolio Standard	E-3	**Not applicable.** Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	**Not applicable.** Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related GHG Targets	T-3	**Not applicable.** This is a statewide measure and is not within the purview of this Project.
Vehicle Efficiency Measures	T-4	**Not applicable.** Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5 T-6	**Not applicable.** Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any activity associated with Goods Movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.
Million Solar Roofs (MSR) Program	E-4	**Consistent.** The MSR program sets a goal for use of solar systems throughout the state as a whole. While the TVSP does not include solar energy generation, the non-residential building roof structures would be solar ready and residential structures would include solar power, consistent with Title 24 requirements.
Medium- & Heavy-Duty Vehicles	T-7 T-8	**Not applicable.** MD and HD trucks and trailers for industrial uses are subject to aerodynamic and hybridization requirements as established by CARB; the Project would not interfere with implementation of these requirements and programs.
Industrial Emissions	I-1 I-2 I-3 I-4 I-5	**Not applicable.** These measures are applicable to large industrial facilities (> 500,000 $MTCO_2e/yr$) and other intensive uses such as refineries.
High Speed Rail	T-9	**Not applicable.** Supports increased mobility choice.
Green Building Strategy	GB-1	**Consistent.** The Project would include a variety of building, water, and solid waste efficiencies consistent with the current CALGreen requirements.
High Global Warming Potential Gases	H-1 H-2 H-3 H-4 H-5 H-6 H-7	**Not applicable.** The Project is not a substantial source of high GWP emissions and would comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
Recycling and Waste	RW-1 RW-2 RW-3	**Consistent.** The Project would be required to recycle a minimum of 65 percent from construction activities and Project operations per State and City requirements.
Sustainable Forests	F-1	**Consistent.** The TVSP would support carbon sequestration by providing new trees per the Project landscaping.
Water	W-1 W-2 W-3 W-4 W-5 W-6	**Consistent.** The development projects within the TVSP area would be required to install low-flow fixtures and efficient landscaping per State requirements.
Agriculture	A-1	**Not applicable.** The Project is not an agricultural use and the TVSP area does not include agricultural uses.

Table 5.6-5: Project Consistency with the CARB 2017 Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** The TVSP area would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The TVSP would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		**Consistent.** The development projects under the TVSP would be designed and constructed to implement the energy efficiency measures. The TVSP would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		**Consistent.** The development projects pursuant to the TVSP would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The TVSP development would include energy efficient HVAC, lighting and equipment that meet the current Title 24 Standards.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be		**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB efforts improve transit-source emissions.

Action	Responsible Parties	Consistency
zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		**Consistent.** The Project implements infill residential in walkable communities near transit stations, which that would act to reduce VMT. Please refer to the Project VMT Assessment and EIR Section 5.14 *Transportation.*
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Consistent.** This is a CARB Mobile Source Strategy. The TVSP would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities. Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	**Consistent.** The TVSP would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.

Action	Responsible Parties	Consistency
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	**Consistent.** The TVSP would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	**Consistent.** This measure would apply to all trucks accessing the TVSP area, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The TVSP would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		**Consistent.** The TVSP would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	**Consistent.** When adopted, this measure would apply to all fuel purchased and used in the state. The TVSP would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** The TVSP would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The TVSP would not obstruct or interfere agency efforts to reduce SLPS emissions.
50 percent reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	**Consistent.** The TVSP would implement waste reduction and recycling measures consistent with State requirements. The TVSP would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Consistent.** The TVSP would be required to comply with any applicable Cap-and-Trade Program provisions. The TVSP would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.

Action	Responsible Parties	Consistency
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	**Consistent.** The TVSP would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		**Consistent.** The TVSP area is urban and disturbed property and does not comprise an area that would effectively provide for substantial carbon sequestration. The TVSP would install landscaping that would enhance the sequestration capacity and would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		**Consistent.** Where appropriate, project designs would incorporate wood or wood products. The TVSP would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		**Consistent.** The TVSP would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Consistent.** The TVSP would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Consistent.** The TVSP would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Consistent.** The TVSP would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Further, the TVSP is consistent with AB 32 and SB 32 through implementation of regulatory requirements that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the Project would be consistent with the State's requirements for GHG reductions. In

addition, as detailed in Table 5.6-6 below, the Project would not conflict with the relevant General Plan policies related to GHG emissions.

Table 5.6-6: Project Consistency with the City General Plan Sustainable Community Element Policies

General Plan Policy	Consistency
Principle 8-P.1 Promote energy efficiency and conservation technologies and practices that reduce the use and dependency of nonrenewable resources of energy by both City government and the community.	**Consistent.** As described in previously, the TVSP would implement a variety of building, water, and solid waste efficiencies consistent with the most current CALGreen requirements. Therefore, the Project is consistent with Principle 8-P.1.
Action 8-A.8 Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.	**Consistent.** As described previously, the TVSP would implement the most current CALGreen requirements and Mitigation Measure AQ-8 requires enhanced energy efficiency to achieve a 5% efficiency beyond the most current Title 24 building standards. Therefore, the proposed TVSP is consistent with Action 8-A.8.
Action 8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.	**Consistent.** As described previously, the TVSP would implement the most current CALGreen requirements and Mitigation Measure AQ-8 requires enhanced energy efficiency to achieve a 5% efficiency beyond the most current Title 24 building standards. This includes use of materials with solar reflectance and thermal emittance required by Title 24. Therefore, the proposed Project is consistent with Action 8-A.9.
Action 8-A.10 Integrate trees and shade into the built environment to mitigate issues such as stormwater runoff and the urban heat island effect.	**Consistent.** The proposed Project includes substantial landscaping throughout the public realm and requires landscaping be included in private development projects. Therefore, the proposed TVSP is consistent with Action 8-A.10.
Principle 8-P.8 Promote sustainability by reducing the community's greenhouse gas (GHG) emissions and fostering green development patterns – including buildings, sites, and landscapes.	**Consistent.** As detailed in Section 3.0, *Project Description*, the TVSP would implement green development patterns of mixed-use communities with pedestrian and bicycle circulation near transit stations. The pattern of development is intended to reduce vehicle miles traveled while providing for projected growth. Thus, the proposed TVSP is consistent with Action 8-P.8.

Overall, the proposed TVSP would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The TVSP would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The TVSP would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it would be consistent with the CARB 2007 and 2017 Scoping Plans, which are intended to achieve the reduction targets required by the state. In addition, the TVSP would be consistent with the relevant City General Plan policies and the City's Climate Action Plan. Thus, the proposed TVSP would not result in a

conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

5.6.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a TVSP in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated GHG emissions from development and operation of the proposed TVSP at buildout would not exceed the service population threshold of 4.0 MTCO2e per year. Therefore, the contribution of the TVSP to significant cumulative GHG impacts is less than significant and not cumulatively considerable.

5.6.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

- City of Redlands Climate Action Plan
- City of Redlands General Plan Sustainable Community Element

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.6.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 would be less than significant. As a result of compliance with existing regulatory requirements Impact GHG-2 would be less than significant.

5.6.10 MITIGATION MEASURES

Mitigation measures identified below are also listed in Draft EIR Section 5.2.15, *Air Quality*.

Mitigation Measure AQ-7: Enhanced Energy Efficiency: Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
  Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Mitigation Measure AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy)[3]. Development proposals within the TVSP area shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;

[3] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.

5.6.113 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Though impacts related to Impact GHG-1 would be below thresholds prior to inclusion of mitigation, Mitigation Measure AQ-7 and AQ-8 would further reduce GHG emissions and impacts would be less than significant.

REFERENCES

City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report 2017. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands 2035 General Plan, 2017. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

SCAG 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071

Urban Crossroads. "Transit Villages District and Specific Plan Greenhouse Gas Impact Analysis" 2022. Appendix E.

5.7 Hazards and Hazardous Materials

5.7.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials and physical hazards/ impacts that would result from implementation of the proposed Project. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of proposed Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035,* December 5, 2017;
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (General Plan EIR), Dyett & Bhatia, July 2017; and
- *City of Redlands Municipal Code*.

Hazards and Hazardous Materials Terminology

- **Hazardous Material.** Hazardous material is defined in the California Health and Safety Code, Chapter 6.95, Section 25501(o) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

5.7.2 REGULATORY SETTING

5.7.2.1 Federal Regulations

Hazardous Materials Management

The primary federal agencies responsible for hazardous materials management include the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Labor Occupational Safety and Health Administration (OSHA).

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a "cradle to grave" manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources.

The Hazardous and Solid Waste Amendments of 1984 both expanded the scope of RCRA and increased the level of detail in many of its provisions, reaffirming the regulation from generation to disposal and to

prohibiting the use of certain techniques for hazardous waste disposal. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by OSHA. Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a "hazardous atmosphere" within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (42 USC § 9601 et seq.), commonly known as the Superfund, protects water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous waste sites. It gave the EPA power to seek out the parties responsible for a release and ensure their cooperation in the cleanup. CERCLA also enabled the revision of the National Contingency Plan, which established the National Priority List (NPL) of sites, known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986 to continue cleanup activities.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes, excluding bulk transportation by water. The Research and Special Programs Administration carries out these responsibilities by prescribing regulations and managing a user-funded grant program for planning and training grants for states and Indian tribes. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49 of the Code of Federal Regulations, Chapter I

Under Code of Federal Regulations (CFR) Title 49, Chapter I, USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA)(42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, 6 local committees, and 81 Certified Unified Program agencies. Cal OES coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

Code of Federal Regulations Title 29, Section 1926.62

CFR Title 29, Section 1926.62 provides federal regulations for construction work where an employee may be occupationally exposed to lead. It includes standards for exposure assessment, worker protection, methods of compliance, biological monitoring, and medical surveillance.

Code of Federal Regulations Title 40, Part 761

CFR Title 40, Part 761 provides federal regulations for the manufacturing, processing, distribution, use, and clean up of polychlorinated biphenyls (PCBs). It provides remediation standards for the clean up of PCB waste in soils.

5.7.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the San Bernardino County Fire Department (SBCFD). The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal-EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As CUPA, SBCFD manages six hazardous material and hazardous waste programs, described below. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits,

inspection activities, and enforcement activities throughout San Bernardino County (with the exception of the City of Victorville). This approach strives to reduce overlapping and sometimes conflicting requirements of different governmental agencies independently managing these programs.

Hazardous Materials Release Response Plans and Inventory (Business Plan)

This CUPA program provides information to emergency responders and the general public regarding hazardous materials at certain facilities, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Businesses are required to disclose all hazardous materials and wastes above certain quantities that are used, stored, or handled at their facility. They are also required to train their employees to safely handle chemicals and to take appropriate emergency response actions. Inspections are conducted periodically to verify the inventory and other information on the business emergency/contingency plan.

California Accidental Release Prevention Program

This program aims to reduce risks involving regulated substances through the evaluation of hazards and consequences and the development of risk management plans and prevention programs. The program requires certain facilities (referred to as "stationary sources") that handle specified chemicals (termed "regulated substances") to take specified actions to prevent and prepare for chemical accidents.

Underground Storage Tank Program

The Hazardous Materials Division oversees the Underground Storage Tank (UST) Program throughout San Bernardino County, with the exception of the city of Victorville. The purpose of this program is to ensure that hazardous substances are not released into the groundwater and/or the environment from UST systems. Specialists annually inspect tank system components, associated monitoring equipment, and inventory records to ensure that the UST systems comply with applicable laws and regulations.

Aboveground Petroleum Storage Act /Spill Prevention, Control, and Countermeasure Plan

Facilities that have cumulative aboveground storage capacities of petroleum products at or exceeding 1,320 gallons are subject to the Aboveground Petroleum Storage Act. Facilities that are subject to this act must prepare a Spill Prevention, Control, and Countermeasure Plan. Facilities handling petroleum or any other hazardous material require a business emergency/contingency plan. Both petroleum and nonpetroleum aboveground storage tanks are subject to the fire code requirements of the authority having fire code jurisdiction.

Hazardous Waste Generation and Onsite Treatment

The Hazardous Waste Inspection Program works to ensure that all hazardous wastes generated by San Bernardino County facilities are properly managed. Specialists in this program inspect facilities that generate hazardous waste, investigate complaints of unlawful hazardous waste disposal, and participate in public education. These programs are designed to provide information about laws and regulations relating to safe management of hazardous waste.

Hazardous Materials Management Plans (HMMPs) and Hazardous Materials Inventory Statements (HMISs)

The Uniform Fire Code has a provision for the local fire agency to collect information regarding hazardous materials at facilities for purposes of fire code implementation. A fire chief may require additional information to a Business Plan to meet the California Fire Code HMMP/HMIS requirements.

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort

became the model for the federal Resource Conservation and Recovery Act (RCRA). California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program, as follows:

- Included definitions of what was a waste and what was hazardous as well as what was necessary for appropriate handling, processing, and disposal of hazardous and extremely hazardous waste in a manner that would protect the public, livestock, and wildlife from hazards to health and safety.
- The early regulations also established a tracking system for the handling and transportation of hazardous waste from the point of waste generation to the point of ultimate disposition, as well as a system of fees to cover the costs of operating the hazardous waste management program.
- Advancing the newly developing awareness of hazardous waste management issues, the program established a technical reference center for public and private use dealing with all aspects of hazardous waste management.

California Government Code Section 65962.5 (a), Cortese List

The Hazardous Waste and Substance Sites List (Cortese List) is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Title 22 of the California Code of Regulations and Hazardous Waste Control Law, Chapter 6.5

The Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

Title 23, Division 3, Chapter 16 of the California Code of Regulations, Underground Storage Tank Regulations

The Title 23, Division 3, Chapter 16 regulations are intended to protect waters of the state from discharges of hazardous substances from underground storage tanks. These regulations establish construction requirements for new underground storage tanks; establish separate monitoring requirements for new and existing underground storage tanks; establish uniform requirements for unauthorized release reporting, and for repair, upgrade, and closure of underground storage tanks.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or "Chisels") are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose

a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

Occupational Safety: Title 8 – CalOSHA

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with California Code of Regulations Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the proposed Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, South Coast Air Quality Management District, County Fire Department, and the County Health Department.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint (LBP), including Construction Safety Orders 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP) from Title 8 of the California Code of Regulations, and Part 61, Subpart M, of the Code of Federal Regulations (pertaining to ACM). California Health and Safety Code Section 39650 et seq. provides further regulations on airborne toxic control measures. In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA. Requirements for limiting asbestos emissions from building demolition and renovation are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

5.7.2.3 Regional Regulations

Santa Ana RWQCB

The Santa Ana RWQCB issued a Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The principal permittee of the MS4 Permit is the San Bernardino County Flood Control District. Priority projects—generally, redevelopment projects that add or replace 5,000 or more square feet of impervious surfaces, and new development projects that create

10,000 or more square feet of impervious surfaces—must implement LID BMPs to the maximum extent practicable. The MS4 Permit requires individual priority projects to prepare and implement a water quality management plan (WQMPs) that may include source control BMPs, mitigation measures, and treatment control BMPs.

South Coast Air Quality Management District Rule 1403

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices to minimize asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, handling and cleanup procedures, storage, and disposal requirements for asbestos containing waste materials.

5.7.2.4 Local Regulations

County of San Bernardino Emergency Plan

County Fire's Office of Emergency Services (OES) is responsible for countywide emergency planning, mitigation, response and recovery activities, including planning for the City of Redlands. OES manages the County's emergency operations center and develops and maintains the County's emergency operations plan and hazard mitigation plan. The current emergency operations plan, adopted by the County Board of Supervisors in 2013, specifies roles and responsibilities of various County and other local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation. The San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan, approved by FEMA in July 2017, includes risk assessments for many types of hazards, both natural and man-made; an assessment of community capabilities for hazard mitigation; and mitigation strategies. County-identified evacuation routes consist of major and secondary highways.

San Bernardino County implements an extensive emergency preparedness system that adheres to the National Incident Management System (NIMS), which provides a comprehensive and standardized incident management system. Because San Bernardino County is NIMS compliant, it is eligible for federal preparedness grants. The County also follows the Standardized Emergency Management System (SEMS) adopted by California, which makes it eligible for reimbursement of response-related costs under state disaster assistance programs.

San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan

The San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan documents plans for reducing and/or eliminating risk in the unincorporated area of the County and its five Special Districts, including the San Bernardino County Fire Protection District, the San Bernardino County Flood Control District, Big Bear Valley Recreation and Parks District, Bloomington Recreation and Parks District (Districts), and those Board-governed Special Districts administered by the San Bernardino County Special Districts Department.

City of Redlands Hazard Mitigation Plan (HMP)

The City of Redlands adopted a Hazard Mitigation Plan (HMP) in 2015 in accordance with 44 CFR. The purpose of the HMP is to demonstrate the plan for reducing and/or eliminating risk in the city. The HMP assesses risks associated with flooding, earthquake, wildfire, hazardous material, and drought hazards, and identifies mitigation goals, objectives, and projects to reduce the risk.

City of Redlands General Plan 2035

The City General Plan 2035 includes the following policies related to hazards that are relevant to the proposed Project:

Action 7-A.123 Regulate development on sites with known contamination of soil and groundwater to ensure that construction workers, future occupants, the public, and the environment are adequately protected from hazards associated with contamination. Work with State and local agencies to encourage cleanup of such sites.

Action 7-A.127 Use the City of Redlands Local Hazard Mitigation Plan as the guide for identifying hazard risks and vulnerabilities, identifying and prioritizing mitigation actions, encouraging the development of local mitigation, and providing technical support for these efforts.

City of Redlands Municipal Code

Chapter 2.52: Emergency Organization. The City of Redlands adopted the standardized emergency management system (SEMS). Under Chapter 2.52 of the Municipal Code, the City provides for the preparation of and carrying out of plans for the protection of persons and property within the city in the event of an emergency. The chapter provides for the direction of the emergency organization and the coordination of emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons.

5.7.3 ENVIRONMENTAL SETTING

In the 2015 Redlands Hazard Mitigation Plan, the probability of future hazardous materials release within the city was determined to be High, with Medium Impact. The California Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) track and identify sites with known or potential contamination. The DTSC Envirostor hazardous waste facility and cleanup sites database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, as well as facilities permitted to treat, store, or dispose of hazardous waste. The SWRCB GeoTracker database tracks hazardous materials sites that impact groundwater or have the potential to impact groundwater.

Data for the analysis was downloaded from Envirostor and GeoTracker databases on February 22, 2022. A total of 25 sites were identified as permitted hazardous waste facilities, land disposal sites, or USTs by DTSC, the EPA, or SWRCB. Three sites were identified by DTSC as cleanup sites having known or potential hazardous substance release; 23 were identified as such by SWRCB. Sites within the TVSP area are listed below in Table 5.7-1.

Table 5.7-1: Hazardous Materials Sites

Site Name	Site Type	Database	Status	Location
Teledyne Battery Products	HAZ WASTE - RCRA, LUST Cleanup SIte	DTSC, SWRCB	Closed	840 W Brockton Ave
So Cal Gas/Redlands I	Voluntary Cleanup	DTSC	Active	501-525 W. Redlands Blvd
Edison/Redlands II	Voluntary Cleanup	DTSC	Active	501-525 W. Redlands Blvd
California Target ENTP. #943	LUST Cleanup Site	SWRCB	Closed	1580 Redlands Blvd

Redlands Corporate Yard	LUST Cleanup Site	SWRCB	Closed	1270 Park Ave
Argon Fuel	Cleanup Program Site	SWRCB	Open	1205/1255 Redlands Blvd
Redlands Oil Company (former)	Cleanup Program Site	SWRCB	Closed	395 Texas Street
Stop N' Go	LUST Cleanup Site	SWRCB	Closed	765 W Redlands Blvd
Redlands Redevelopment Agency	LUST Cleanup Site	SWRCB	Closed	325 N Eureka St
Redlands Battery	LUST Cleanup Site	SWRCB	Closed	305 W Colton Ave
City of Redlands 31 and 205 West Stuart Ave Property	LUST Cleanup Site	SWRCB	Open	31 W. Stuart Ave
GTE	LUST Cleanup Site	SWRCB	Closed	11 4th St
9 West Colton Avenue Property	Cleanup Program Site	SWRCB	Open	9 W. Colton Ave
Chevron #9-7222	LUST Cleanup Site	SWRCB	Closed	1256 Orange St
Rich Oil Co., Inc	LUST Cleanup Site	SWRCB	Closed	1029 Orange St
Arco Petroleum Products #9716	LUST Cleanup Site	SWRCB	Closed	902 Orange St
Thrifty Oil #346	LUST Cleanup Site	SWRCB	Closed	902 Orange St
Tosco/76 Station #6019	LUST Cleanup Site	SWRCB	Closed	901 N. Orange Ave
Stater Bros. Site	Cleanup Program Site	SWRCB	Closed	11 E. Colton Ave
Mobil #08-EV5	LUST Cleanup Site	SWRCB	Closed	604 Orange St
Orange Plaza Cleaners	Cleanup Program Site	SWRCB	Closed	450 Orange St
Redlands Shell	LUST Cleanup Site	SWRCB	Closed	127 Redlands Blvd East
Conoco Phillips	LUST Cleanup Site	SWRCB	Closed	201 Redlands Blvd East
Performance Auto	LUST Cleanup Site	SWRCB	Closed	520 E. State St
Arco #6052	LUST Cleanup Site	SWRCB	Closed	539 E. Redlands Blvd

Sources: DTSC, 2022; SWRCB 2022

Two active hazardous waste sites were identified through Envirostor, meaning that an investigation, remediation, and/or site monitoring is currently in progress and that DTSC is actively involved in a lead or support capacity. An additional permitted hazardous waste facility related to Teledyne Battery Products, received a closed case in 2007 and is cleared for unrestricted, residential land use. Of the 23 sites identified through Geotracker, five are Cleanup Program sites and 18 are LUST Cleanup sites. As shown on Table 5.7-1, of the five Cleanup Program sites, two sites remain open. Of the 18 LUST Cleanup sites, one remains open. These open designations mean that an investigation, remediation, and/or site monitoring is currently in progress and SWRCB is actively involved in a lead or support capacity.

The Site Cleanup Program regulates and oversees the investigation and cleanup of non-federally owned sites where recent or historical unauthorized releases of pollutants have occurred. These releases are

generally not from USTs and pollutants encountered at these sites can include solvents, pesticides, heavy metals, and fuel constituents.

Leaking underground storage tanks (LUSTs) are a significant source of petroleum impacts on groundwater. Cleanup is conducted under the direction of the lead regulatory agency and could include product removal, vapor extraction, or soil excavation and disposal.

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;

HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment;

HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;

HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;

HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

HAZ-6 Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or

HAZ-7 Expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.

The initial study established that the proposed Project would result in less than significant impacts related to Threshold HAZ-1 through HAZ-3 and HAZ-5 through HAZ-7; no further assessment of these impacts is required in this Draft EIR.

5.7.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the DTSC's EnviroStor database and the SWRCB's GeoTracker database.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-4: THE PROJECT WOULD NOT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO

GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

Less than Significant Impact. As discussed above in Section 5.7.3, *Environmental Setting*, there are numerous sites in the TVSP area that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation (See Table 5.7-1). Several of the sites have reported releases to the ground resulting in soil and groundwater contamination and which are subject to various State and federal laws and regulators, including the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Environmental Protection Agency (EPA), DTSC, and the Regional Water Quality Control Board (RWQCB), and are in various stages of the cleanup process as stipulated by the relevant agencies. Redevelopment of sites with existing soil or groundwater contamination in accordance with the TVSP could potentially pose a significant hazard to the public or the environment through releases of hazardous materials into the environment. However, these sites are being regulated by existing federal and state policies and have been or in the process of being investigated and remediated pursuant to existing regulation. Existing regulations (such as CFR, Title 49, Chapter I; CCR, Title 8; CCR, Title 22; CFR, Title 40, Part 263 that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and the City of Redlands) and CUPA programs would also help by ensuring the reporting and documentation of any hazardous materials incidents in the TVSP area such that property owners could be aware of potential hazards. For future projects, CEQA requires developers to reference the Cortese List and discuss if the project would be located on a listed site. Additionally, the City's development review process would require preparation of Phase I Environmental Site Assessments (ESAs) for future projects that would identify potential hazardous materials onsite. If future redevelopment is proposed on listed sites, potential contamination at these sites, if not already remediated, would be addressed through the City's development review requirements and in compliance with applicable state and federal regulations. Compliance with these policies, regulations, and programs would reduce the impact to less than significant.

5.7.7 CUMULATIVE IMPACTS

Cumulative land use changes within the city would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may be contaminated from either historic or ongoing uses. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous material users and transporters, as well as hazardous waste generators and disposers, are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on present or future project sites appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

5.7.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763
- United States Code of Federal Regulations Title 49, Chapter I
- United States Code of Federal Regulations Title 29, Section 1926.62
- United States Code of Federal Regulations Title 40, Part 761
- United States Code of Federal Regulations Title 29, Section 1910.120

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Code of Regulations Title 23, Chapter 16: Underground Storage Tanks
- California Code of Regulations Title 8, Section 1529: Asbestos
- California Health and Safety Code Division 20, Chapter 6.9.1, Sections 25400.10 through 25400.47
- California Health and Safety Code Section 39650 et seq.

Regional

- South Coast Air Quality Management District Rule 1403: Asbestos

Local

- *Municipal Code Chapter 2.52: Emergency Organization.*

Standard Conditions

None.

Plans, Programs, or Policies

None

5.7.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact HAZ-4 would be **less than significant.**

5.7.9 MITIGATION MEASURES

None.

5.7.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs described previously would reduce potential impacts associated with hazardous materials for Impact HAZ-4 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to hazards and hazardous materials would occur.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/redlands_deir_compiled_lo_071917_0.pdf?1554321669

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

Department of Toxic Substances Control. EnviroStor. Accessed: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Redlands

State Water Resources Control Board. GeoTracker. Accessed: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=redlands

5.8 Hydrology and Water Quality

5.8.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. The analysis in this section is based, in part, on the following documents and resources:

- CGS Information Warehouse, California Department of Conservation, 2015
- *City of Redlands General Plan 2035,* City of Redlands, December 2017
- *City of Redlands Drainage Master Plan,* RBF Consulting, May 15, 2014
- *Redlands Transit Village Water Supply Assessment, Fuscoe Engineering, Inc., January 26, 2022* (Appendix F)
- *Upper Santa Ana River Watershed Integrated Regional Water Management Plan, Upper Santa Ana Water Resources Association, January 2015*

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Clean Water Act

The United States Environmental Protection Agency (USEPA) is the federal agency that implements the Clean Water Act (CWA), which is responsible for water quality management. The purpose of the CWA is to protect and maintain the quality and integrity of the nation's waters by requiring states to develop and implement state water plans and policies.

CWA Section 303, Total Maximum Daily Loads (TMDL): Section 303 of the CWA requires states to establish water quality standards consisting of designated beneficial uses of water bodies and water quality standards to protect those uses for all Waters of the United States. Under Section 303(d) of the CWA, states, territories, and authorized tribes are required to develop lists of impaired waters. Impaired waters are waters that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that these jurisdictions establish a priority ranking for listed waters and develop action plans to improve their water quality. This process includes development of Total Maximum Daily Loads (TMDL) that set discharge limits for non-point source pollutants.

A TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. The Ducheny Bill (AB 1740) requires the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) to post this list and to provide an estimated completion date for each TMDL.

CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permit: Direct discharges of pollutants into Waters of the United States are not allowed, except in accordance with the NPDES program established in Section 402 of the CWA. The main goal of the NPDES program is to protect human health and the environment. Pursuant to the NPDES program, permits that apply to storm water discharges from municipal storm drain systems, specific industrial activities, and construction activities (one acre [ac] or more)

have been issued. NPDES permits establish enforceable effluent limitations on discharges, require monitoring of discharges, designate reporting requirements, and require the permittee to include use of Best Management Practices (BMPs). Industrial (point source) storm water permits are required to meet effluent limitations, while municipal and construction permits are governed by the maximum extent practicable (MEP) or the Best Available Technology (BAT)/Best Control Technology (BCT) application of BMPs. SWRCBs are required to ensure that state-specific permits comply with the NPDES Permit.

5.8.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California's waters through water allocation and water quality protection. The SWRCB implements the requirements of CWA and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the 9 Regional Water Quality Control Boards (RWQCB), including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The Specific Plan Area is within the Santa Ana River Watershed. The Santa Ana River Basin Water Quality Control Plan was adopted in February 2016. This Basin Plan gives direction on the beneficial uses of the waters, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California's water quality program is the State's Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular operational maintenance activities.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels for pH and turbidity as well as requirements for qualified professionals to prepare and implement the plan. An appropriate permit fee must also be mailed to SWRCB.

The Construction General Permit requires project applicants to file a Notice of Intent with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that will disturb greater than 1 acre of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association BMP Handbook that will be employed to prevent water pollution. The SWPPP is required to include BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water resources. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit also requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP is also required to include BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of "sustainability" as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

5.8.2.3 Regional Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan

The City of Redlands is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019). The goal of the Basin Plan is to protect public health and welfare and maintain or enhance water quality and potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Lom a Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa. The San Bernardino County Public Works Department is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County and municipalities in San Bernardino County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and the 16 incorporated cities within San Bernardino County. The submitted ROWD serves as the permit renewal application for the fifth term MS4 permit for San Bernardino County.

Under the County's NPDES permit, priority projects—generally, redevelopment projects that add or replace 5,000 or more square feet of impervious surfaces, and new development projects that create 10,000 or more square feet of impervious surfaces—must implement LID BMPs to the maximum extent practicable. The MS4 Permit requires individual priority projects to prepare and implement a water quality management plan (WQMPs) that may include source control BMPs, mitigation measures, and treatment control BMPs.

5.8.2.4 Local Regulations

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the Project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 Permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

City of Redlands General Plan

The following goals and policies from the City of Redlands General Plan 2035, adopted December 2017, are relevant to the proposed Project:

Policy 6-P.19 Promote the protection of waterways in Redlands from pollution and degradation as a result of urban activities.

Policy 6-P.20 Pursue creative, innovative, and environmentally sound methods to capture and use stormwater and urban runoff for beneficial purposes.

Policy 6-A.35 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system.

Policy 6-A.36 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation

Policy 6-A.38 Encourage development that reflects an integrated approach to building design, civil engineering, and landscape architecture that maximizes rainwater harvesting and stormwater retention for landscape irrigation.

Policy 6-A.39 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.

Policy 6-A.40 Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff.

Policy 6-A.43 Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. Dry weather runoff from new development must not exceed the pre-development baseline flow rate to receiving waterbodies.

City of Redlands Water Efficient Landscape Requirements

Chapter 15.54 of the Redlands Municipal Code establishes the City's Water Efficient Landscape Requirements to promote the benefits provided by landscapes while recognizing the need to use water as efficiently as possible. The chapter requires applicable landscaping projects to submit a landscape documentation package that contains project information, hydrozone information table, water budget calculations, soil management report, and landscape, irrigation, and grading design plans. The chapter establishes requirements for irrigation scheduling, maintenance, and audits to ensure efficient use of water. The requirements also include provisions for non-potable water irrigation systems and encourage stormwater best management practices to increase on-site retention and infiltration.

City of Redlands Municipal Code Requirements

The City's Municipal Code, Section 13.54, Storm Drains, provides regulation of discharges into the Redlands storm drain system. This is achieved by elimination of all nonpermitted discharges to Redlands separate storm sewers; control discharges to the Redlands separate storm sewers through prohibition of spills, dumping, or disposal of materials other than stormwater; and reduction of pollutants in stormwater discharges to the maximum extent practicable. City dischargers are required to comply with the applicable NPDES permit and follow the City's standard BMP practices.

Additionally, the City's Pretreatment and Regulation of Wastes Ordinance, codified under Section 13.52 of the City Municipal Code, further protects water quality in the City through uniform requirements for all users of the City's publicly owned treatment works. The ordinance enables the City to comply with all applicable state and federal laws, including the Clean Water Act (33 USC section 1251 et seq.) and the General Pretreatment Regulations (40 CFR part 403).

5.8.3 ENVIRONMENTAL SETTING

Watershed

The proposed Transit Villages Specific Plan (TVSP, or Specific Plan) area covers approximately 947 acres (approximately 1.5 square miles) and is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The Specific Plan Area is located within the Santa Ana River Watershed. The watershed is located south and east of Los Angeles and includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded on the south by the Santa Margarita watershed, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds. Disputes over use of water led to the subdivision of the watershed into the Upper and Lower Santa Ana River Watersheds. The Specific Plan Area is in the Upper Santa Ana River Watershed.

The Upper Santa Ana River Watershed consists of many tributaries flowing to the Santa Ana River. These tributaries range from natural streams to concrete-lined channels. Many of the streams flow through heavily developed areas. The San Bernardino County Flood Control District (SBCFCD) operates and maintains many of the tributary systems that are deemed "regional" (750 cubic feet per second (cfs) or greater flow and/or 640 acres or greater of watershed as well as portions of the Santa Ana River). Smaller-scale control facilities are generally operated by local jurisdictions. This watershed is in an arid region and therefore has little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed, primarily in the San Bernardino and San Gabriel mountains. This upper zone has the highest gradient and soils and geology that do not allow large quantities of percolation of surface water into the ground. A variety of downstream water storage reservoirs (Lake Perris, Lake Mathews, and Big Bear Lake) and flood control areas (Prado Dam area and Seven Oaks Dam area) have been created to hold surface water.

The Santa Ana River watershed is regulated by the Santa Ana RWQCB. The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

Groundwater Basin

The Specific Plan Area is located in the Bunker Hill Subbasin of the Upper Santa Ana Groundwater Basin. The Bunker Hill Basin encompasses approximately 120 square miles of the Upper Santa Ana River watershed. It lies within San Bernardino County. The Bunker Hill Basin has approximately 5,976,000-acre feet of storage capacity and as of 1998, the total amount of water in storage in the Bunker Hill Subbasin was 5,890,300 acre feet. The Bunker Hill Subbasin contains several contamination plumes. The Redlands plume, located between Judson Street and Mountain Avenue in Redlands, is primarily composed of trichloroethylene (TCE), with lower levels of (tetrachloroethylene) PCE and dibromochloropropane (DBCP), and contaminates approximately 150,000 acre-ft of groundwater. The basin was adjudicated by the Western Judgment in 1969.

Water Quality

Water Quality Impairments: Section 303(d) of the federal CWA requires states to identify water bodies that are "impaired," or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are then designed to serve as pollution control plans for these specific pollutants.

The Santa Ana River Watershed drains to the Santa Ana River, extends approximately 100 miles beginning at the crest of the San Bernardino Mountains and ending at the coast near Huntington Beach. Tributaries of

the Santa Ana River within the Upper Santa Ana River Watershed include Mill Creek, City Creek, Plunge Creek (a tributary of City Creek), Mission Zanja Creek (located upstream of San Timoteo Creek), San Timoteo Creek, East Twin Creek, Warm Creek, and Lytle Creek. The following tributaries have been placed on the 303(d) list for the identified impairments.

Table 5.8-1: 303(d) Water Quality Impairments

Water Body	Impairments
Big Bear Lake	Mercury, Noxious Aquatic Plants, Nutrients, PCBs
Grout Creek	Nutrients
Knickerbocker Creek	Pathogens
Lytle Creek	Pathogens
Mill Creek, Reach 1	Pathogens
Mill Creek, Reach 2	Pathogens
Mountain Home Creek	Pathogens
Mountain Home Creek, East Fork	Pathogens
Rathbone (Rathbun) Creek	Cadmium, Copper, Nutrients, Sediment/ Siltation
Santa Ana River, Reach 6	Cadmium, Copper, Lead
Santa Ana River, Reach 4	Pathogens
Santa Ana River, Reach 3	Copper (wet weather only), Lead, Pathogens
Summit Creek	Nutrients

Source: Upper Santa Ana River Watershed Integrated Regional Water Management Plan, 2020.

Two TMDLs have been adopted to address the above impairments in the Upper SAR: TMDLs for Bacterial Indicators in the Middle Santa Ana River Watershed (February 3, 2005), which addresses pathogens in the Santa Ana River, Reach 3, and Nutrient TMDL for Dry Hydrological Conditions for Big Bear Lake (April 21, 2006), which addresses nutrients in Big Bear Lake.

The City of Redlands has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations, which aims to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 Permit requirements. Runoff from the development upland site is managed and regulated under the NDPES MS4 Permit and associated Storm Water Management Program.

Groundwater Supply

The Redlands Planning Area domestic water sources consist of both surface (about 50 percent of total supply) and groundwater (about 50 percent of total supply). The City of Redlands uses 15 wells that pump directly into the system or into reservoirs. Because of contamination, the City has wells that are not used for domestic purposes and are instead used for irrigation. It is anticipated that the contaminant levels will not decrease for many years due to the slow movement of water through the basin. Groundwater from the Bunker Hill Subbasin provides approximately half of Redland's water supply (13,601 acre-feet [AF] in 2020). A small portion (1,531 AF in 2020) of groundwater is also pumped from the Yucaipa Subbasin. The remaining supply comes from the Santa Ana River, Mill Creek, and the State Water Project (SWP). The basin was adjudicated by the Western Judgment in 1969 to regulate the amount of groundwater that can be pumped from the basin. Western Judgment allocated the Non-Plaintiffs' (agencies within San Bernardino County including

Redlands) rights 167,238 acre-feet per year (AFY), which equates to 72.05 percent of the safe yield. San Bernardino agencies are allowed to extract more than 167,238 AFY from the SBB, as long as they import and recharge a like amount of supplemental water into the basin. The Western-San Bernardino Watermaster provides an annual accounting of both the plaintiff and non-plaintiff extractions and a comparison to the safe yield. The Judgment requires the non-plaintiffs to provide replenishment water whenever the cumulative extractions exceed the cumulative safe yield.

Storm Drainage Facilities

The TVSP area is approximately 947 acres of land that is divided into three planning areas referred to as transit villages, which generally circle each new Arrow station, as shown on Figure 3-4. As shown in Figure 3-3, the Specific Plan Area is developed and urbanized. The existing topography of the Specific Plan Area is relatively flat and, according to the City of Redlands Drainage Master Plan, the area generally drains from the east to the west via the existing storm drain system.

Soil Infiltration

Recharge to the Bunker Hill Subbasin historically has resulted from infiltration of runoff from the San Gabriel and San Bernardino Mountains. The Santa Ana River, Mill Creek, and Lytle Creek contribute more than 60 percent of the total recharge to the groundwater system. The subbasin is also replenished by deep percolation of water from precipitation and resulting runoff, percolation from delivered water, and water spread in streambeds and spreading grounds. The Specific Plan Area is approximately 1.5 miles south of the Santa Ana River and site soils primarily consist of Ramona Sandy Loam, Tujunga Loamy Sand, and Hanford Coarse Sandy Loam. These soils are generally well draining and support stormwater infiltration.

Flood Zone, Tsunami, Seiche

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the Specific Plan Area (06071C8716H and 06071C8712H) shows that the southern portion of the Specific Plan Area is located within "Zone X," which is an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood. The northern portion of the Specific Plan Area is within "Zone AO", an area of 1 percent annual flood with flood depth of 1 to 3 feet (usually areas of ponding) where Base Flood Elevations have been determined.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Specific Plan Area is over 50 miles from the Pacific Ocean, and outside of the Tsunami Hazard Zone identified by the California Department of Conservation Tsunami Hazard Area Map.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies in the vicinity of the Specific Plan Area, and no existing risks related to seiche flood hazards exist on or near the site.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

WQ-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

WQ-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

WQ-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

WQ-3 i) result in substantial erosion or siltation on- or off-site;

WQ-3 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
WQ-3 iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
WQ-3 iv) impede or redirect flood flows;

WQ-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

WQ-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study established that the proposed Project would result in less than significant impacts related to Threshold WQ-1 and WQ-5; and no further assessment of these impacts is required in this Draft EIR.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology, groundwater conditions, and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that operation of the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303(d) TMDL requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to a less than significant impact.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT WQ-2: THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Less than Significant Impact. A Water Supply Assessment (WSA) was prepared for the Project in order to coordinate local water supply and land use decisions per Senate Bill 610 (SB 610). Future land uses within

the TVSP will utilize water from the local groundwater from the San Bernardino Basin (SBB) (also known as Bunker Hill Basin) and surface water supplies from Mill Creek and the Santa Ana River. Supplemental water is purchased from the State Water Project for direct deliveries only when the local sources cannot provide it or is needed for water quality.

Under the TVSP, it is estimated that buildout of the Specific Plan area would include the development of an additional 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. In 2020, approximately 13,916 AF of groundwater was pumped from the Bunker Hill and Yucaipa basins. The change in land use proposed under the TVSP would result in a net increase of approximately 570,746 gallons per day, or 639 AFY, with a total demand of 1,996 AFY. In 2020, the volume of water pumped from the Bunker Hill Subbasin of the San Bernardino Basin (SBB) and Yucaipa Subbasin was 13,916 AFY. Table 5.8-2 below shows projected groundwater supply sources for the City of Redlands.

Table 5.8-2. Projected Groundwater Supplies (AFY)

Water Supply	Additional Detail on Water Supply	Projected Water Supply				
		2025	2030	2035	2040	2045
		Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume
Groundwater (not desalinated)	Bunker Hill (part of SBB)	12,973	13,922	14,861	15,677	16,484
Groundwater (not desalinated)	Bunker Hill (part of SBB)	3,766	4,015	4,275	4,513	4,760
Groundwater (not desalinated)	Yucaipa	1,000	1,000	1,000	1,000	1,000
Total		**17,739**	**18,937**	**20,136**	**21,190**	**22,244**

Source: WSA, (Appendix F)

Even with the additional demand of 639 AFY from the proposed TVSP land uses (639 AFY in addition to existing 13,916 AFY is approximately 14,555 AFY), the City will have surplus groundwater supplies available over the next 25 years. The WSA, included as Appendix F, includes an analysis of reliability of the City's water supplies and concludes with a sufficiency analysis of water supply during normal, single-dry, and multiple dry years. The WSA identifies programs and activities that the City is managing to enforce lowering water demand and assist with sustainable water supply for the future. The City, inclusive of the proposed TVSP Project, will have an adequate supply of water now and 25 years into the future. The Western Judgment would continue to monitor and ensure the basins, as adjudicated, are pumped and replenished in accordance with imposed allocations and rights.

Additionally, the proposed Specific Plan would allow for additional development and redevelopment within the city that would increase the area of impervious surfaces. However, projects proposed within the Specific Plan area would be required to comply with City policies, such as Policy 6-A.40 and Policy 6-A.43, that

require post-development stormwater runoff of projects to not exceed pre-development rates and to maximize the amount of pervious surfaces for the percolation of urban runoff. Depending on the type or size of the project, each project would be required to provide a WQMP, or if no WQMP is required, comply with other requirements which would include measures to collect and infiltrate stormwater in compliance with the requirements of the NPDES stormwater permit (NPDES Permit No. CAS618036 and RWCB Order R8-2010-0036 for San Bernardino County) and support the recharge of the underlying groundwater basins. Therefore, the Project would not substantially interfere with groundwater recharge, and impacts would be less than significant.

IMPACT WQ-3i: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE.

Less than Significant Impact. The proposed TVSP includes amending the GP2035 to establish a new land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The Transit Villages Overlay Zone (TVOZ) boundaries of the New York Street, Downtown, and University stations would be adjusted as part of this Specific Plan process, and the adopted TVSP boundary would be the TVOZ boundary. A form-based code that would be implemented by the proposed TVSP, which emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities.

The Specific Plan Area is transected by the Mill Creek Zanja (The Zanja) and bordered by the Morey Wash (Morey Arroyo). The Mill Creek Zanja was built in 1819 to convey water from Mentone to the Assistencia de Mission San Gabriel. Today, it carries drainage water and stormwater runoff. It runs through University Street and New York Street. The Morey Arroyo is also an artificial ditch that conveys drainage water and stormwater runoff. As previously identified, the Project site is located within a floodplain. The main cause of the flooding is a lack of conveyance capacities in the Zanja Channel, the Redlands Boulevard storm drain, and the Oriental storm drain.

Construction

Construction of the proposed Project could result in demolition of the existing structures and vegetation removal, that would expose and loosen building materials and sediment, which has the potential to mix with storm water runoff and result in erosion or siltation off-site. However, the Specific Plan Area does not include any steep slopes, which reduces the erosion potential. Additionally, a large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities.

The existing NPDES Construction General Permit requires preparation and implementation of a SWPPP by a QSD for the proposed construction activities (included as PPP HYD-1). The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding

- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

In addition, all grading plans within the City of Redlands require an accompanying set of "stand alone" Erosion Control Plans to minimize water and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities implemented as part of the TVSP.

As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of the quality of receiving waters. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with the City of Redlands Municipal Code Chapter 13.54, Storm Drains, MS4 Permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that impacts of future development implemented as part of the TVSP impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

The TVSP provides a land use plan and form-based code for the TVSP area that is anticipated to be developed by the year 2040. The form-based code provided by the TVSP would emphasize regulating the form of the built environment and public realm amenities, as compared to conventional zoning that primarily focuses on the land uses. However, under the TVSP, it is estimated that buildout of the Project Area would include the development of an additional 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. After completion of Project construction, the site would have a greater amount of impermeable surfaces. The increase in impervious surfaces could result in a potential increase in stormwater volume and peak runoff rates.

The TVSP area has historically experienced flooding during moderate storm events. Portions of the Project area, particularly the majority of the parcels within a quarter mile of the three stations, are located within the flood zone. Per the 2014 Master Plan of Drainage, the causes of the flooding in this area include both local and regional storm drain deficiencies. The main cause of flooding is lack of conveyance capacities in the Mission Zanja, the Redland Boulevard storm drain, and the Oriental storm drain. With a capacity of approximately 2,400 cubic feet per second (cfs), the Redlands Boulevard storm drain receives over 4,200 cfs from the Zanja and the Carrot storm drain, and 4,000 cfs from Reservoir Canyon and the Oriental storm drain. All four of these tributaries experience a confluence near the intersection of Redlands Boulevard and Ninth Street. Over the past three decades, the focus of several studies has been to reduce the flood potential from the Zanja and Reservoir Canyon storm drain. Several alternatives have been investigated and proposed as part of developing the draft TVSP, ranging from multiple detention basins to a downtown underground "bypass" pipeline that would direct Zanja flows around the Redlands Boulevard storm drain.

While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling, included as Appendix A to the TVSP, in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations;
- Implement the 2014 Master Plan of Drainage Alternative 1 for the Downtown Village;
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass; and
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Projects built pursuant to the Specific Plan would be required to comply with requirements included under Chapter 3.56 of the City's Municipal Code, Storm Drain Facilities Fees. Section 3.56.030 of the City's Municipal Code states that:

> "No development permit shall be approved for new development unless the city finds that the storm drain facilities proposed within the development satisfy the requirements of the city's master storm drain plan. To ensure consistency with the plan, the city may impose conditions to approval of the development which are necessary to implement the plan. The requirements of this chapter are imposed as a condition of development to ensure implementation of and consistency with the city's general plan and to protect the public health, safety and welfare by ensuring that adequate public facilities and improvements will be installed and available to serve new development prior to, or concurrently with, the need."

Additionally, development applicants are required to pay development storm drain impact fees per Section 3.56.040, Storm Drain Fees, established for the purpose of constructing the storm facilities provided in the City's Master Storm Drain Plan.

Development proposed through the Specific Plan would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash. The Project could implement development that could result in substantial changes to existing drainage patterns within the Project area, through direct modification of existing storm drains or indirectly through the anticipated development of 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. However, drainage proposed as part of future development projects would comply with the City's Master Storm Drain Plan, which would facilitate improvements to the City's storm drain system.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2) that includes post-construction BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design limits the potential for erosion and siltation. Overall, the proposed drainage system and adherence to the existing regulations would ensure that Project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

IMPACT WQ-3ii: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY

INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE.

Less than Significant Impact. As described previously, the Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

Construction of the proposed Project could require demolition of the existing building structures, including foundations, floor slabs, and utilities systems. These activities could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific drainage issues related to construction and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to potential alteration of a drainage pattern or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the Project area contains areas of flood risk. Per the Redlands Floodplain Regulations, in a FEMA Flood zone any new "occupiable" finished floor must be at least two feet above the one percent (100-year) base flood elevation. Any floodplain cross-section modifications (earthen platforms) may not cause more than one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

The buildout of the Project is anticipated to increase impervious surfaces, which would result in an increase of stormwater runoff volume and peak flow rates. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Improvements would be implemented by the City as regional drainage improvements. However, projects proposed in implementation of the Specific Plan would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing NPDES permit regulations would ensure that Project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

IMPACT WQ-3iii: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF

EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Less than Significant Impact. As described previously, the Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

As described in the previous response, construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff and polluted runoff if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The existing topography of the Specific Plan area is relatively flat and generally drains from the east to the west. The Project area drains to an existing storm drain network that is discharged to five drainage areas within the City, including Mission Zanja, Reservoir Canyon, Downtown, North City, and South City. The TVSP area has historically experienced flooding during moderate storm events. Development of the Project could increase impervious surface area within the TVSP area, which could result in additional stormwater runoff that could further exceed the existing drainage system and contribute to additional sources of stormwater pollutants. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Proposed project design would be reviewed for consistency during design check by the City.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2), or if a WQMP is not required, comply with other measures that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the

existing regulations as verified by the City's permitting process, Project impacts related to the capacity of the drainage system and polluted runoff would be less than significant.

IMPACT WQ-3iv: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS.

Less than Significant Impact.

Construction

As described in the previous response, construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the Project area contains areas of flood risk. Per the Redlands Floodplain Regulations, in a FEMA Flood zone any new "occupiable" finished floor must be at least two feet above the one percent (100-year) base flood elevation. Any floodplain cross-section modifications (earthen platforms) may not cause more than one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

The buildout of the Project is anticipated to increase impervious surfaces, which would result in an increase of stormwater runoff volume and peak flow rates. The City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Improvements would be implemented by the City as regional drainage improvements. However, projects proposed in implementation of the Specific Plan would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to address the City's flooding issues. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing NPDES permit regulations would ensure that Project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

IMPACT WQ-4: THE PROJECT WOULD NOT RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION WITHIN A FLOOD HAZARD ZONE.

Less than Significant Impact. As described previously, the Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

As described in the previous response, construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased polluted runoff. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The project would facilitate the development of new residential uses within the TVSP area. Development of the Project could increase impervious surface areas and introduce additional residential uses within the TVSP area, which could result in additional sources of stormwater pollutants. The TVSP has historically experienced flooding and parts of the TVSP area are within a designated floodplain. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Proposed project design would be reviewed for consistency during design check by the City.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2) that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, Project impacts related to the c release of pollutants due to project inundation would be less than significant.

5.8.7 CUMULATIVE IMPACTS

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana Watershed because cumulative projects and developments pursuant to the proposed Project could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments.

Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the City's Master Drainage Plan area, from capture of runoff through final discharge points. As described above, TVSP does not include specific drainage system improvements; however, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater Basin: The geographic scope for cumulative impacts related to the groundwater basin is the Bunker Hill Subbasin of the Upper Santa Ana Groundwater Basin. As described previously, the volume of water that would be needed by the Project is within the anticipated groundwater pumping volumes. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. As a result, the proposed Project would not generate impacts related to the groundwater basin that have the potential to combine with effects from other projects to become cumulatively considerable. Therefore, cumulative impacts related to the groundwater basin would be less than significant.

5.8.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy

- Regional MS4 Permit (Order No. R8-2010-0036)
- City Municipal Code, Section 13.52, Pretreatment and Regulation of Wastes Ordinance
- City Municipal Code, Section 13.54, Storm Drains
- City Municipal Code Chapter 3.56, Storm Drain Facilities Fees

Standard Conditions

None.

Plans, Programs, or Policies

PPP HYD-1 **National Pollutant Discharge Elimination System (NPDES).** Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs.

PPP HYD-2 **Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments

5.8.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts WQ-1 through WQ-7 would be less than significant.

5.8.10 MITIGATION MEASURES

No mitigation measures are required.

5.8.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and impacts would be less than significant.

REFERENCES

Basin Technical Advisory Committee. Upper Santa Ana River Watershed Integrated Regional Water Management Plan. January 2015. Accessed: https://www.sbvwcd.org/docman-projects/upper-santa-ana-integrated-regional-water-management-plan/3802-usarw-irwmp-2015-ch1-9-final/file

California Department of Water Resources. California's Groundwater (Bulletin 118), Upper Santa Ana Valley Groundwater Basin, Bunker Hill Subbasin. February 27, 2004. Accessed: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/8_002_06_BunkerHillSubbasin.pdf

City of Redlands. City of Redlands Drainage Master Plan. May 15, 2014. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/drainage_master_plan_2014.pdf?1584549796

City of Redlands. City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report. July 21, 2017. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/redlands_deir_compiled_lo_071917_0.pdf?1554321669

FEMA Flood Map Service Center. Accessed: https://msc.fema.gov/portal/search

5.9 Land Use and Planning

5.9.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035, December 2017*
- *City of Redlands General Plan Update and Climate Action Plan DEIR, July 2017*

5.9.2 REGULATORY SETTING

5.9.2.1 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

5.9.2.2 Local Regulations

Redlands General Plan 2035

The City of Redlands adopted the 2035 General Plan on December 15, 2017. The General Plan serves as a policy document or blueprint for future development to guide future growth in Redlands. The seven themes in the 2035 General Plan include the following:

1. Distinctive City. This chapter sets policies to preserve and enhance the City's unique architectural, historical, and cultural resources.
2. Prosperous Economy. This chapter sets forth principles and actions specific to major sectors of Redlands' economy – including tourism, innovation, and retail, - in order to ensure prosperity and opportunity for all Redlanders.
3. Livable Community. This chapter describes the existing land use pattern and growth management framework. Development and other factors impacting quality of life – including public facilities, public safety, and education – are guided so as to retain the community's character.
4. Connected City. This chapter includes policies, programs, and standards to maintain efficient circulation for all modes of travel. It identifies future street and traffic improvements, and addresses walking, biking, transit, and parking to enable a multi-model circulation system.

5. Vital Environment. Redlands is renowned for its natural beauty. This chapter sets forth policies regarding land conservation, open space, agriculture, and water supply, in order to protect the Planning Area's natural environment.
6. Healthy Community. This chapter shapes policy specific to health outcomes of Redlanders. Topics addressed include recreational activity, public health, safety, and air quality.
7. Sustainable Community. This chapter outlines strategies to preserve Redlands' natural resources for the benefit of future Redlanders. This chapter incorporates innovative strategies to minimize the environmental footprint associated with water, energy, and resource consumption.

City of Redlands Municipal Code

Chapter 18.16 Districts and Zoning Map
The City's Code or Ordinances Chapter 18.16, Districts and Zoning Maps establishes the zoning districts and boundaries of those districts within the City.

5.9.3 ENVIRONMENTAL SETTING

The City of Redlands is located near the base of the San Bernardino Mountains in San Bernardino County, approximately 60 miles northeast from the City of Los Angeles and approximately 45 miles west from the City of Palm Springs. The city is situated along the Interstate 10 (I-10) corridor, which links the city with the cities of San Bernardino, Fontana, Ontario, and Los Angeles to the west, and Yucaipa, Beaumont, and Coachella Valley cities to the east.

The proposed Transit Villages Specific Plan (TVSP, or Specific Plan) area generally includes the parcels located within approximately one-half mile, or a 10-minute walk, of the three new Arrow stations in the city. The entire TVSP area, which covers approximately 947 acres (approximately 1.5 square miles) is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The TVSP area also includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue (see Figure 3-4, *Specific Plan Station Areas*).

The TVSP area is approximately 947 acres of land that is divided into three planning areas referred to as transit villages, which generally circle each new Arrow station, as shown on Figure 3-4. The New York Street/Esri Transit Village area is generally west of Texas Street and Center Street. The Downtown Transit Village area is generally bounded to the east by Church Street, and to the west by Texas Street, and includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue. The University Street Transit Village area is located east of Church Street and west of Judson Street.

Existing General Plan and Zoning Designation

The City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Street Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. The General

Plan Transit Villages Overlay provides for residential/mixed uses within a half-mile of each station (see Figure 3-5, *General Plan Land Use Designation*).

The GP2035 Livable Community Element includes a Transit Villages section that provides for the Transit Villages Overlay Zone (TVOZ), which applies to areas within a half-mile radius of the five rail stations that were anticipated in the GP2035, which includes the three new Arrow stations (see Figure 3-6, *General Plan Transit Villages*).

Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Villages bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 3-7, *Existing Zoning Districts*.

Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI).

The Downtown Specific Plan (Specific Plan No. 45), which is located within the proposed Downtown Village, governs the parcels in the downtown area, which is divided into Town Center, Town Center-Historic District, and Service-Commercial District.

The Project area is surrounded by a variety of GP2035 land use designations and zones including industrial, institutional, agricultural, commercial, and single- and multi-family residential as described below. Views of the surrounding GP2035 land use designations can also be seen on Figure 3-5, and views of the surrounding zoning can be seen on Figure 3-7, *Existing Zoning Districts*.

North: Uses to the north include transitional, commercial, multi-family residential, University of Redlands, and single-family residential.
South: Uses to the south include multi-family residential, University of Redlands, industrial, open space, and administrative buildings.

West: Uses to the west of the Project site include industrial and commercial buildings.

East: Uses to the east primarily consist of single-family residences.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

LU-1 Physically divide an established community; or

LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study established that the proposed Project would not result in impacts related to Threshold LU-1; no further assessment of this impact is required in the Draft EIR.

5.9.5 METHODOLOGY

The analysis of land use consistency impacts considers whether the proposed Project physically divide an established community and if the Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the proposed Project and Project site, including the:

SCAG RTP/SCS, City of Redlands General Plan, and City Municipal Code. Consistent with the scope and purpose of this Draft EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Thus, a project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382).

CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. A project need not be consistent with each and every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary goals of the land use plan or policy.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Less than Significant Impact.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 2020 RTP/SCS Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency.

The proposed Project would be consistent with the applicable SCAG's 2020 RTP/SCS goals, as detailed in Table 5.9-1. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Table 5.9-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** The Project would enhance the region's overall economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** As a city-level planning document, the Project is limited in its ability to maximize mobility and access for people and goods throughout the SCAG region. However, the Project would not create substantial traffic impediments. Additionally, the Project would promote development within the 0.5-mile of the Arrow Line, which would help improve mobility in the City.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent**. As a city-level planning document, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system. However, as a measure to safeguard security, the Project would comply with applicable policies included in the City's General Plan, including development outside 100-year flood zones, dam inundation areas, Alquist-Piolo

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
	earthquake fault zones, and very high fire severity zones.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system...	**Consistent.** As a city-level planning document, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. However, the Project would not create substantial traffic impediments. Additionally, the Project would promote development within the 0.5-mile of the Arrow Line, which would help improve travel choices in the City.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** While the Project would not improve air quality or reduce greenhouse gas emissions, it would set standards for infill development adjacent to transit, which would reduce vehicle trips and associated emissions. Additionally, it would not prevent SCAG from implementing actions that would improve air quality within the region and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards and Consistent with Policy NR-1.9.
RTP/SCS G6: Support healthy and equitable communities.	**Consistent.** The Project would comply with Countywide goal and policies to support healthy and equitable communities. Additionally, the Project would include street network improvements, bike lane improvements, and sidewalk improvements that would increase the walkability in the Project area.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent**. The proposed Project would contribute to meeting the regional goal of developing residential housing in an area that is supported by multiple transportation options.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats	**Consistent.** The proposed Project would be consistent with goals and policies of the City's General Plan and would not cause significant environmental impacts to agricultural lands or biological resources. The TVSP area is located within a largely developed, urbanized setting and would not result in the conversion of farmland or open space.

City of Redlands General Plan 2035

Land Use Consistency: As mentioned above, the City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per

acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Areas south of the Project have a General Plan Land Use Designation of low density residential, medium density residential, high density residential, public institutional, commercial, and office. Areas to the north have a General Plan Land Use Designation of low density residential, medium density residential, low medium density residential, and commercial. Areas to the west have a land use designation of commercial/industrial and commercial. Areas to the east have a low density residential General Plan Land Use Designation.

California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed Specific Plan would implement General Plan policies related to infill development, providing a supply of non-residential development area within the City, provision of housing for employees, and increasing use of alternative methods of circulation. The proposed TVSP provides for infill development that would make use of the existing circulation and utility infrastructure and provide mixed-use and higher density housing opportunities that provide affordability. The TVSP addresses the consistency of the TVSP with the relevant City's General Plan and said analysis is incorporated by reference into this EIR.

Table 5.9-2, *Project Consistency with Applicable General Plan Actions and Policies*, lists the policies from the City of Redlands General Plan that are relevant to the proposed Specific Plan. For each topic of the General Plan, the General Plan established policies that consist of principles and actions that form the supporting policies for the goal. As shown in Table 5.9-2 below, the Project would be consistent with the actions and policies of the City's General Plan.

Table 5.9-2: Project Consistency with Applicable General Plan Actions and Policies

General Plan Policy	Proposed Project
Policy 2-P.8 Identify, maintain, protect, and enhance Redlands' cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.	**Consistent.** The TVSP encourages infill transit-oriented development surrounding three new train stations in the City. Transit-oriented development is a planning concept that provides for residential and commercial uses around a transit station or corridor to facilitate transit use. the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits.
Policy 2-P.9 Provide incentives to protect, preserve, and maintain the city's heritage.	**Consistent.** The proposed TVSP would utilize a form-based code to achieve preferred building forms and design that would maintain the City's heritage.
Policy 2-P.11 Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the city's older neighborhoods.	**Consistent.** The proposed Project would require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 45 years of age as included as Mitigation Measure CUL-1.
Policy 2-P.12 Encourage retention of historic structures in their original use or reconversion to their original use where feasible. Encourage sensitive, adaptive reuse where the original use is no longer feasible.	**Consistent.** Implementing developments could impact historic structures. However, the proposed Project would require evaluation of potential historic resources for implementing projects that could potentially impact a

	building or structure in excess of 45 years of age as included as Mitigation Measure CUL-1.
Policy 2-P.13 Encourage preservation of and public access to defined and established significant scenic vistas, viewpoints, and view corridors.	**Consistent.** As discussed in the Initial Study (Appendix A), the Project area consists of an urbanized environment that does not include or provide scenic vistas. Land use changes that would occur under the TVSP are in or near already developed areas of the City and coincide with areas designated for development under the GP2035.
Action 2-A.25 Require any application that would alter or demolish an undesignated and unsurveyed resource over 50 years old to be assessed on the merits of the structure, and to be approved by the Historic and Scenic Preservation Commission.	**Consistent.** Implementing developments could impact historic structures. However, as discussed above, the proposed Project would require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 45 years of age as included as Mitigation Measure CUL-1.
Action 2-A.26 Provide development standards and guidelines to encourage conversion of historic structures to alternative uses without compromising the quality of the neighborhood if preservation of the original use is an economic hardship.	**Consistent.** Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines.*
Action 2-A.38 Use exemplary design quality and sensitivity to surrounding historic structures in new City construction, public works, entry ways, and City signs.	**Consistent.** Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines.*
Action 2-A.39 Ensure that permanent changes to the exterior or setting of a designated historic resource be done in accordance with the Secretary of the Interior standards for historic properties.	**Consistent.** Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines.*
Action 2-A.70 Encourage preservation of historic public and private improvements, such as street curbs, street trees, specimen trees, street lights, hitching posts, masonry walls, unpaved and early paved sidewalks, etc	**Consistent.** Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines.*
Principle 2-P.18 Reinforce Redlands' identity as a "Tree City" through cohesive streetscapes that enhance its sense of place and its heritage, and that promote pedestrian comfort.	**Consistent.** Section 4.15 of Chapter 4 Development Code in the TVSP includes street and streetscape design standards which includes street tree spacing, street tree location, tree species, tree wells, and parkway landscape materials. Implementing developments would be consistent with Section 4.15 of the form-based code.

Action 2-A.78 Consider creating tree-lined medians on arterials, boulevards, and collectors where the width of the street is adequate to accommodate the anticipated traffic flows along with a landscaped median.	**Consistent.** As discussed above, section 4.15 of Chapter 4 Development Code in the TVSP includes street and streetscape design standards which includes street tree spacing, street tree location, tree species, tree wells, and parkway landscape materials. Implementing developments would be consistent with Section 4.15 of the form-based code.
Principle 2-P.24 Promote Downtown as Redlands' vibrant center for residents, visitors, and workers, infused with thriving commerce and active streets.	**Consistent.** Implementing developments would comply with the form-based code which includes a mixture of land uses including shops, restaurants, entertainment venues, workplaces, and residences. The area would be pedestrian-oriented and frontages would enhance the pedestrian activity of the streets.
Principle 2-P.25 Encourage a variety of uses and activities, such as a mix of commercial, office, restaurant, specialty retail, and residential uses, and civic, cultural, and entertainment activities to attract visitors and residents from across the community by creating a lively, interesting social environment.	**Consistent.** As discussed above, implementing developments would comply with the form-based code which includes a mixture of land uses including shops, restaurants, entertainment venues, workplaces, and residences. The area would be pedestrian-oriented and frontages would enhance the pedestrian activity of the streets.
Principle 2-P.26 Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station	**Consistent.** Implementing developments would comply with the form-based code included as Chapter 4 of the TVSP. Page 4-2 of the TVSP Development Code states buildings on project sites located immediately adjacent to lots that have designated or eligible historic structures on them shall be deigned per the requirements of the Specific Plan and per the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines*
Principle 2-P.27 Conserve Downtown's character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.	**Consistent.** As discussed above, implementing developments would comply with the form-based code included as Chapter 4 of the TVSP. Page 4-2 of the TVSP Development Code states buildings on project sites located immediately adjacent to lots that have designated or eligible historic structures on them shall be deigned per the requirements of the Specific Plan and per the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines*
Action 2-A.92 Provide public improvements for traffic and pedestrian circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.	**Consistent.** Figure 3.9 shows the future street network improvements that would occur over time from implementation of the TVSP.
Action 2-A.93 Preserve historic buildings and sites while permitting sensitive adaptive reuse.	**Consistent.** As discussed previously, implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines*.
Action 2-A.94 Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential	**Consistent.** As discussed in Table 3-1 of Section 3.0 *Project Description*, the TVSP proposed buildout includes

uses. Permit urban housing at a density up to the High-Density Residential standard.	residential, retail commercial, office, hotel, and open space and parks.
Action 2-A.95 Enhance and extend the civic realm through vibrant streetscapes.	**Consistent.** As shown on Figure 3-11, buildout of the TVSP would include street network improvements, landscaping, and building design that is consistent with the TVSP development code that would be consistent with the architectural styles throughout the City of Redlands.
Action 2-A.97 Seek an increased presence of both residents and activity in Downtown with new development—particularly residential as part of mixed-use development—as well as commercial, entertainment, and cultural uses that serve both residents and visitors.	**Consistent.** As discussed above and in Table 3-1 of Section 3.0 *Project Description*, the TVSP proposed buildout includes residential, retail commercial, office, hotel, and open space and parks.
Action 2-A.98 Promote a variety of housing types to attract a spectrum of households to live Downtown.	**Consistent.** When fully implemented, the TVSP would allow for development of medium- to high-density residential buildings.
Action 2-A.99 Ensure that new development along Redlands Boulevard is pedestrian-oriented.	**Consistent.** The TVSP would include pedestrian facility improvements including pedestrian-scaled blocks, intersection improvements, mid-block intersection crossings, and new signalized intersections.
Action 2-A.101 Address parking demand by finding additional areas to provide parking for Downtown, and by developing creative parking management strategies, such as shared parking, maximum parking standards, "smart" metering, utilizing on-street parking for reuse of existing buildings, paid parking, etc. Monitor the impacts of new technology such as the autonomous vehicle and car hire /car share services on the total demand for parking.	**Consistent.** The TVSP would introduce a future parking structure located north of the downtown rail crossing. In addition, parallel parking spaces would be introduced with the future transportation network improvements. Furthermore, the TVSP would provide parking standards for shared parking for future developments and park-once methodologies to limit vehicle miles traveled.
Action 2-A.102 Improve connections from Downtown to adjacent neighborhoods, including areas north of I-10, through streetscape enhancement and multi-modal improvements.	**Consistent.** Figure 3-9, *Future Street Network Improvements*, shows the network connections that would occur from implementation of the TVSP and where the street improvements would connect to adjacent neighborhoods.
Principle 3-P.2 Seek varied, resilient, high-quality office and other commercial uses appropriate to Redlands to support the projected population.	**Consistent.** The TVSP would provide a variety of housing, office, and retail opportunities within walking and biking distance of the three proposed Redlands Passenger Rail stations, the Downtown commercial district, Smiley and Sylvan Parks, and the Esri and University of Redlands campuses.
Action 3-A.3 Assist in the expansion and retention of existing businesses and industries.	**Consistent.** The TVSP would provide opportunities for expansion of retail and office businesses through development of commercial and office space. Existing businesses would be able to continue to operate as development occurs.
Action 3-A.5 Promote revitalization and rehabilitation of older commercial and industrial areas to make them more competitive, accessible, aesthetically appealing, and economically viable.	**Consistent.** The TVSP includes a form-based development code that would allow for similar architectural styles that would make the commercial and industrial areas more aesthetically appealing. The future network improvements shown in Figure 3-9 would increase accessibility.
Action 3-A.8 Support design and development of a transportation system to service the business and industrial needs of the Planning Area in order to minimize congestion and circuitous travel.	**Consistent.** As shown in Figure 3-9, future network improvements would occur upon implementation of the TVSP.
Action 3-A.10 Encourage mixed-use projects within the Transit Villages that will attract a wide array of uses including retail, restaurant, entertainment, office, residential, and cultural offerings.	**Consistent.** As discussed above and in Table 3-1 of Section 3.0 *Project Description*, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.

Principle 3-P.6 Maintain the appropriate land use balance that fosters and enhances economic development within the City of Redlands	**Consistent.** As discussed above, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.
Principle 3-P.7 Encourage balance between economic development and all other aspects of community life that make Redlands a desirable place to live, work, and shop.	**Consistent.** The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.
Action 3-A.12 Encourage the location of commercial centers according to function and scale regional, general, and neighborhood so that centers of different scales complement one another and each is accessible to the primary market it is designed to serve.	**Consistent.** The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. The TVSP would include three villages; The New York Street/Esri Village, Downtown Transit Village, and University Village which would comply with the Development Code included as Chapter 4 of the TVSP.
Action 3-A.14 Encourage commercial development, neighborhood retail, and professional offices and services of the appropriate scale and business types along neighborhood commercial corridors, such as Orange Street and Colton Avenue	**Consistent.** The TVSP would designate the area along Orange Street and Colton Avenue as Corridor 1 and Neighborhood 2 which allows for residential and commercial uses. Chapter 4 of the TVSP provides development standards that would ensure new development is appropriately scaled.
Action 3-A.17 Support neighborhood markets of appropriate size and scale and in the appropriate locations where there is support from neighborhood and community groups.	**Consistent.** In Table 3-1 of Section 3.0 *Project Description*, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. Chapter 4 of the TVSP provides development standards that would ensure new development is sized and scaled in appropriate locations.
Action 3-A.25 Support the development of business incubators, live-work lofts, and other flexible, multi-purpose, and open-office concept workspaces designed to assist entrepreneurs and start-up businesses.	**Consistent.** The proposed TVSP buildout would include multip-story office and mixed-use buildings that would allow for multi-purpose uses. Allowed office types are identified in Table 4-2 in Chapter 4 of the TVSP.
Principle 3-P.12 Promote Redlands as a destination where visitors can shop, dine, play, and stay, and help create opportunities for increased visitation, hotel stays, sales tax generation, and employment.	**Consistent.** In Table 3-1 of Section 3.0 *Project Description*, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.
Action 3-A.32 Support commercial recreation businesses as uses that would revitalize older commercial areas and draw new visitors to the city.	**Consistent.** In Table 3-1 of Section 3.0 *Project Description*, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. These uses would attract local residents, workers, and regional visitors.
Principle 3-P.16 Strengthen Downtown as a center of commerce and culture, with attractions for local residents, workers, and regional visitors year-round.	**Consistent.** In Table 3-1 of Section 3.0 *Project Description*, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. These uses would attract local residents, workers, and regional visitors.
Action 3-A.33 Support efforts to improve the economic and physical environment in the Downtown area by enhancing and expanding tourism-related activities and capital improvements, and generating external in-kind and monetary support for these efforts.	**Consistent.** The proposed TVSP buildout would include retail, commercial, and hotels that would increase tourism. The network improvements including increasing walkability throughout the area would also expand tourism-related activities.
Action 3-A.34 Encourage and support unique specialty retail and restaurant uses in the Downtown core	**Consistent.** The proposed TVSP buildout would provide space for retail and restaurant spaces. Shops and restaurants within walking distance of the New York Street, Downtown, and University Street Passenger Rail Stations.
Action 3-A.36 Support revitalization of underutilized commercial space throughout Downtown, including the Redlands Mall, which could create new opportunities for	**Consistent.** The proposed TVSP would introduce areas for commercial and retail uses within walking distance of the New York Street, Downtown, and University Street

businesses and residents, and provide a critical link to rail.	Passenger Rail Stations which would create new opportunities for businesses and residents and provide a critical link to rail.
Action 3-A.37 Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core.	**Consistent.** Figure 3-9 shows the future street network improvements which would increase efficiency in traffic flow.
Action 3-A.39 Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.	**Consistent.** Buildout of the TVSP would include medium- to high-density residential buildings.
Action 3-A.40 Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.	**Consistent.** Figure 3-11 shows the streetscapes and parks that would contribute to improving the pedestrian experience.
Principle 4-P.5 Maintain a land use pattern of various uses designed and arranged to protect and enhance Redlands' unique character.	**Consistent.** The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. Implementing developments would comply with Chapter 4 of the TVSP which includes development standards that would be consistent with Redlands' unique character.
Principle 4-P.6 Provide for a balance among a variety of different land uses and their distribution among the city's neighborhoods.	**Consistent.** The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks which would provide for a balance of different land uses.
Principle 4-P.7 Promote a diversity of compatible land uses throughout the city, providing opportunities for the development of a range of businesses, services, residential types, and public facilities to meet the needs of the community.	**Consistent.** The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks which would provide for a balance of different land uses.
Principle 4-P.8 Provide for buffers and transitions between low- and high-intensity land uses.	**Consistent.** The proposed TVSP buildout would include setbacks within the development standards that would serve as buffers between low- and high-intensity land uses.
Principle 4-P.9 Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.	**Consistent.** The proposed TVSP buildout would develop medium- to high-density residential uses within walking distance of the New York Street, Downtown, and University Street Passenger Rail Stations.
Principle 4-P.10 Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.	**Consistent.** Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development in consistent in scale and visual character with existing development.
Principle 4-P.12 In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods.	**Consistent.** Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development in consistent in scale and visual character with existing development.
Principle 4-P.13 Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site) in Downtown, the Transit Villages, and along Redlands Boulevard to promote vibrancy	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses focused on the first floor and multi-family residential uses on higher floors in order to enhance each village area.
Principle 4-P.14 Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High Density Residential standard.	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors in order to enhance the Downtown area.
Principle 4-P.16 Promote a variety of housing types to serve the diverse needs of the community	**Consistent.** As outlined in Section 3.0, one of the primary objectives of the TVSP is to provide a variety of housing

	options to accommodate and attract a range of household types in order to meet the City's housing needs.
Principle 4-P.17 Limit negative impacts to residential neighborhoods from incompatible uses	**Consistent.** As shown in Figure 3-8, *Regulating Plan*, areas within the TVSP area located adjacent to single-family residential neighborhoods would be in the Village Corridor or Neighborhood General districts. These districts would provide for less intensive uses, with lower heights, that would be compatible with the surrounding single-family residential uses.
Principle 4-P.18 Provide lands to accommodate a wide range of office uses to meet the needs of small- and medium-sized businesses and larger corporations in sectors such as professional services, medical services, and technology in appropriate locations convenient to transportation corridors.	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors in order to provide a variety of office spaces in locations convenient to transportation corridors.
Principle 4-P.22 Provide lands to accommodate neighborhood-scaled commercial centers in residential areas to serve the everyday needs of nearby residents.	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.7 Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates	**Consistent.** As outlined in Section 3.0, one of the primary objectives of the TVSP is to provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.
Action 4-A.8 Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.	
Action 4-A.11 Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.	
Action 4-A.12 Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.	**Consistent.** The proposed TVSP would promote infill residential development on areas within the TVSP area that are easily accessible to the new Arrow Line stations.
Action 4-A.14 Discourage changes in residential areas that would disturb the character of or clearly have a destabilizing effect on the neighborhood	**Consistent.** Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development in consistent in scale and visual character with existing development in residential neighborhoods.
Action 4-A.16 Improve vehicular accessibility, traffic flow, and parking availability as well as pedestrian access and amenities within office, commercial, and industrial areas.	**Consistent.** As shown on Figures 3-9 through 3-11, the TVSP would include street improvements, along with pedestrian and bicycle infrastructure improvements in order to promote accessibility and multiple modes of transportation within the TVSP area.
Action 4-A.17 Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.	**Consistent.** Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development provides adequate landscape treatment, setbacks, and sign controls. Additionally, as new development occurs within the TVSP area, undergrounding of dry utilities would be required for electrical transmission lines less than 66 kilovolts (kV).

Action 4-A.18 Focus the development of office space in transit-accessible locations.	**Consistent.** The proposed TVSP would promote development of up to 238,000 SF of office space on parcels within the TVSP area that are easily accessible to the new Arrow Line stations.
Action 4-A.20 Establish new neighborhood commercial centers to serve the needs of community members in areas planned to accommodate new growth, such as Downtown and the Transit Village areas.	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.21 Revitalize neighborhood shopping centers in neighborhoods where existing centers have reached the end of their economic life.	**Consistent.** The proposed TVSP would encourage redevelopment of blighted neighborhood shopping centers such as the Redlands Mall.
Action 4-A.22 Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas.	**Consistent.** Implementing commercial retail projects would be required to be consistent with the design standards set forth in Chapter 4 of the TVSP, which would ensure that they are designed in a manner compatible with surrounding development.
Action 4-A.23 Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential or historical character of the neighborhood.	
Action 4-A.24 Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community, such as Olive Market.	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.31 Designate areas for the development of research and development, high tech, and professional businesses in the Planning Area.	**Consistent.** The TVSP would promote development of up to 238,000 SF of office space that would provide space for research, technology development, and professional businesses throughout the TVSP area.
Action 4-A.41 Seek to acquire land to be dedicated as open space and preserve it from development.	**Consistent.** As shown on Figure 3-8, the TVSP would include provisions for new open space and parkland within the TVSP area.
Action 4-A.44 Work with the University to create needed hotel/conference facilities in Redlands.	**Consistent.** As described in Section 3.0, the TVSP would promote development of up to 220 hotel rooms in the TVSP area.
Principle 4-P.26 Support the University of Redlands in the development of its campus and the surrounding area in a manner that enriches both the University and Redlands communities.	**Consistent.** The TVSP would promote mixed-use development within the University Village area in order to promote development of multi-family units, commercial space, office space, and hotel rooms near the University Arrow Line station.
Principle 4-P.39 Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.	**Consistent.** The TVSP would promote infill, mixed-use development along Redlands Boulevard that would connect the New York Street Village with the Downtown Village and would provide a variety of retail commercial and restaurant uses. Implementing developments along Redlands Boulevard would be required to be consistent with the design guidelines set forth in Chapter 4 of the TVSP in order to ensure new development would be consistent with the characteristics of each village.
Principle 4-A.87 Promote clusters of mixed-use development along Redlands Boulevard near the Mixed Use Cores of the proposed Transit Villages, providing opportunities for commercial, office, and residential development consistent with the needs and characteristics specific to each Transit Village	
Action 4-A.88 Promote infill development along Redlands Boulevard where it is classified as a Boulevard	

to create a continuous corridor of mixed-use and commercial activity.	
Action 4-A.89 Complete and enhance the sidewalk system along both East and West Redlands Boulevard. Make pedestrian enhancements to facilitate the safe crossing of the street.	**Consistent.** As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard in order to increase pedestrian connectivity and safety.
Action 4-A.90 Extend and enhance the center median of Redlands Boulevard with landscaping, public art, and lighting to improve the aesthetics and enhance its function as a major east-west boulevard.	**Consistent.** As discussed in Section 3.0, multiple improvements would occur along Redlands Boulevard in order to enhance its function as a multi-modal street.
Principle 4-P.40 Encourage the revitalization of the commercial corridors on Colton Avenue at Orange Street by providing opportunities for a variety of commercial uses and providing guidelines for site design to create a more welcoming visual environment.	**Consistent.** The TVSP would designate the area along Orange Street and Colton Avenue as Corridor 1 and Neighborhood 2 which allows for residential and commercial uses. Chapter 4 of the TVSP provides development standards that would ensure new development provides a welcoming visual environment with quality architecture and landscaping. The development guidelines set forth in the TVSP would provide for regulations that would guide implementing developments and enhance the street frontages along Orange Street and Colton Avenue.
Action 4-A.91 Develop an area plan for the Colton Avenue and Orange Street corridors that will improve the public spaces, enhance the quality of architecture and landscape architecture, attract a mix of family-friendly retail and professional businesses to serve the neighborhoods, and improve the overall attractiveness of the areas.	
Action 4-A.92 Support the continued presence and new development of small businesses serving the community along the commercial corridors of Colton Avenue and Orange Street.	
Action 4-A.93 Seek to improve the mix of office, professional, and service related businesses along Colton Avenue and Orange Street that will serve the neighborhood.	
Action 4-A.95 Promote infill development to create a continuous corridor of mixed-use and commercial activity.	
Action 4-A.96 Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages	
Action 4-A.97 Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.	**Consistent.** As discussed in Section 3.0, *Project Description,* the TVSP would include various street, bicycle network, and pedestrian improvements that would promote alternative transportation and reduce the need for onsite parking within the TVSP area. The TVSP would promote development of mixed-uses within infill sites that would provide for walkable environments and access to public transportation.
Principle 4-P.41 Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area	
Principle 4-P.42 Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.	
Principle 4-P.43 Ensure that each Transit Village has a unique character and identity that reflects its existing assets and unique characteristics, and provides appropriate services at that location	**Consistent.** The proposed TVSP would largely maintain the existing character of each Transit Village, while providing design guidelines and infrastructure improvements that would enhance future developments within each Village and ensure they are compatible with existing developments.
Principle 4-P.44 Provide choices for travel options, including walking, biking, vehicular, and transit.	**Consistent.** As discussed in Section 3.0, *Project Description,* the TVSP would include various street, bicycle network, and pedestrian improvements that would promote alternative transportation and reduce the need for onsite parking within the TVSP area. The TVSP would promote
Principle 4-P.45 Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.	

Principle 4-P.46 Improve connectivity between Transit Villages and existing neighborhoods.	development of mixed-uses within infill sites that would provide for walkable and bikeable environments and access to public transportation.
Principle 4-P.47 Provide for appropriate transitions between Transit Villages and surrounding neighborhoods	**Consistent.** Implementing projects would be required to be consistent with the design standards set forth in Chapter 4 of the TVSP, which would ensure that they are designed in a manner compatible with surrounding development.
Principle 4-P.48 Provide development and infill opportunities as alternatives to building at the edges of the city	**Consistent.** The TVSP would provide for development of infill, mixed-use projects within the TVSP area, away from the edges of the City.
Principle 4-P.49 Allow residential and mixed-use projects in the Mixed Use Core at densities up to the High Density Residential standard.	**Consistent.** The TVSP would continue to allow for a higher levels of density and density bonuses in areas closer to transit, upon the provision of public benefits.
Principle 4-P.50 Allow for density bonuses in the Transit Village Overlay Zone contingent on the provision of public benefits. Density bonuses shall be a minimum of 25 percent within a quarter-mile of each transit station, and 10 percent in areas located between a quarter-mile and a half-mile radius of each transit station. Public benefits may include but are not limited to amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a voluntary transfer of development rights program.	
Principle 4-P.51 Complete a Transit Village Plan that will define: village character, design guidelines for architecture and site development, permitted and conditional uses, building setbacks and heights, yards, interfaces with the public streets and sidewalks, security measures, and transitions to existing neighborhoods.	**Consistent.** The TVSP provides guidelines for village character, design, permitted and conditional uses, building setbacks and heights, among other provisions.
Action 4-A.98 Create greater opportunity to intensify and consolidate land uses on adjacent parcels and connect existing assets through infill development.	**Consistent.** The TVSP would promote infill, mixed-use development on underutilized or vacant parcels within the TVSP area.
Action 4-A.99 Promote mixed uses to serve a range of users, including local workers and visitors to nearby tourist destinations.	**Consistent.** The TVSP would provide for a variety of mixed-uses that would serve residents, local workers, and visitors to the city.
Action 4-A.100 Provide streetscape improvements along the major corridors of California Street and Redlands Boulevard to enhance comfort and safety for all modes of travel.	**Consistent.** As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard in order to increase pedestrian and bicycle connectivity and safety.
Action 4-A.103 Preserve citrus groves for visual effect and to distinguish the station area from others	**Consistent.** The TVSP includes provisions for preservation of existing citrus groves.
Action 4-A.105 Create an active and compact transit-oriented core with a mix of residential and commercial/office uses. Allow for the reuse of commercial sites as office centers.	**Consistent.** The TVSP would provide for development of infill, mixed-use projects within the TVSP area, which would promote multi-modal transportation and the reuse of existing, blighted commercial sites.
Action 4-A.106 Add new streets to create a finer grained (shorter blocks), pedestrian scaled road network, connecting residential areas to parks and the Mixed Use Core.	**Consistent.** As discussed in Section 3.0, the TVSP includes provisions for the addition of new streets in certain areas in order to provide pedestrian-scaled blocks.
Action 4-A.107 Provide streetscape improvements along the major corridors of Alabama Street and Redlands Boulevard to enhance comfort and safety for all modes of travel and strengthen north-south connections between major destinations and east-west routes.	**Consistent.** As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard in order to increase pedestrian and bicycle connectivity and safety and promote multi-modal transportation.
Action 4-A.108 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.	**Consistent.** As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard and Colton

	Avenue in order to increase pedestrian and bicycle connectivity and safety and promote multi-modal transportation.
Action 4-A.109 Ensure that adequate parkland is available to serve new residents and employees in the area.	**Consistent.** As shown on Draft EIR Figure 3-12, the TVSP would include provisions for new open space and parkland within the TVSP area in order to ensure there is adequate parkland to serve new residents and employees within the TVSP area.
Action 4-A.110 Implement bicycle route improvements that provide strong east-west connections to other Transit Villages and the city's wider bicycle network. Routes would include the Orange Blossom Trail and potentially a trail along Redlands Boulevard in this location.	**Consistent.** As shown on Draft EIR Figure 3-11, the TVSP would include provisions for various bicycle infrastructure improvements.
Action 4-A.112 Create an active and compact transit-oriented core with office uses that provide opportunities for jobs and innovation, as well as commercial and residential uses to serve the needs of the area's workers.	**Consistent.** The TVSP would promote infill, mixed-use transit-oriented development and include multiple pedestrian and bicycle network improvements that would allow for an active and compact core near Arrow Line stations. This mixed-use development would allow for office, commercial, and residential uses within the vicinity of public transit.
Action 4-A.113 Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas	**Consistent.** As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard, Texas Street, and Colton Avenue in order to increase pedestrian and bicycle connectivity and safety and promote multi-modal transportation.
Action 4-A.114 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses	
Action 4-A.115 Provide pedestrian routes between offices, neighborhoods, and Downtown	**Consistent.** As shown on Draft EIR Figure 3-10, the TVSP would include various pedestrian network improvements that would provide connections between office, neighborhoods, and the Downtown Village.
Action 4-A.116 Implement bicycle route improvements that provide strong east-west connections to other Transit Villages as well as north-south connections to improve access to existing neighborhoods to the north. Routes would include the Orange Blossom Trail, the Lugonia Trail on New York Street, and a route along Texas Street	**Consistent.** As shown on Draft EIR Figure 3-11, the TVSP would include provisions for various bicycle infrastructure improvements.
Action 4-A.117 Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel	**Consistent.** As shown on Draft EIR Figure 3-10, the TVSP would include provisions for various pedestrian infrastructure improvements, including intersection improvements.
Action 4-A.118 Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians	**Consistent.** As shown on Draft EIR Figures 3-10 and 3-11, the TVSP would include provisions for various pedestrian and bicycle infrastructure improvements, including provisions for railway crossings.
Action 4-A.119 Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.	**Consistent.** As discussed in Section 3.0, the Village Neighborhood 1 and Village Neighborhood 2 districts would provide for smaller form residential uses and would provide a transition from higher density housing to existing residential neighborhoods.
Action 4-A.120 Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.	**Consistent.** The TVSP would replace the Downtown Specific Plan and would provide for an increase of amenities and pedestrian accessibility in the Downtown area.
Action 4-A.121 Encourage a centrally-located mix of uses to promote activity and economic vitality.	**Consistent.** The TVSP would encourage mixed-use, infill development within the TVSP area that would be centrally-located to Arrow Line station and promote activity and economic vitality.

Action 4-A.122 Maintain a distinctive character that builds on Downtown's many historic features and its citrus heritage	**Consistent.** Implementing mixed-use projects would be required to be consistent with the design standards set forth in Chapter 4 of the TVSP, which would ensure that they are designed in a manner compatible with surrounding development, including historic buildings.
Action 4-A.123 Promote the reuse of citrus packing houses, historic warehouses, and other historic commercial buildings to create a destination for residents and tourist	**Consistent.** The TVSP promotes the reuse of existing, vacant buildings with mixed-use development. Chapter 4 of the TVSP includes provisions for development and reuse of historic buildings and requires that implementing developments adhere to the recommendations of the Secretary of the Interior's *Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines*.
Action 4-A.124 Ensure accessibility within the Transit Village to arts and cultural venues and programming.	**Consistent.** The TVSP includes street, bicycle infrastructure, and pedestrian infrastructure improvements that would enhance multi-modal connections to cultural venues such as the Redlands Bowl and the Smiley Library.
Action 4-A.129 Improve the I-10 undercrossing at Eureka Street, Orange Street, and 6th Street to increase comfort and safety for all modes of travel and enhance north-south circulation.	**Consistent.** As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements, including improved I-10 undercrossings.
Action 4-A.131 Provide more multi-family housing for university students, staff, and other members of the community in the Mixed Use Core and adjacent residential areas.	**Consistent.** Buildout of the TVSP would include the development of up to 2,400 multi-family dwelling units within the TVSP area, which would provide an increase of housing in the city.
Action 4-A.132 Create opportunities for ground-floor commercial uses, such as restaurants and cafes, retail, and professional services to serve university students, staff, and neighborhood residents in the Mixed Use Core.	**Consistent.** The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.133 Promote pedestrian circulation between the station, homes, schools, and parks, with primary routes along multi-purpose trails (the Orange Blossom and Mill Creek Zanja trails), Citrus Avenue, and University Street	**Consistent.** As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements in order to enhance pedestrian connectivity in the TVSP area.
Action 4-A.134 Implement bicycle route improvements that enhance circulation between the station, homes, schools, and parks and provide connections to Downtown. Routes would include the Orange Blossom Trail, the Mill Creek Zanja Trail, and routes on Citrus Avenue, University Street, and Colton Avenue	**Consistent.** As shown on Draft EIR Figure 3-11, the TVSP would include provisions for multiple bicycle infrastructure improvements in order to enhance bicycle connectivity in the TVSP area.
Action 4-A.135 Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail connections along the Mill Creek Zanja **Action 4-A.136** Improve the I-10 undercrossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists	**Consistent.** As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements, including improved I-10 undercrossings.
Action 4-A.137 Establish a boulevard along University Street from I-10 to Colton Avenue.	**Consistent.** As shown on Draft EIR Figure 3-9, the TVSP would include provisions for multiple street improvements, including transforming University Street into a gateway and multi-modal street.
Principle 4-P.56 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development.	**Consistent.** As discussed in Section 5.12, *Public Services,* buildout of the TVSP would not result in significant impacts related to public services from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact

	fees in order to ensure that the City can continue to provide adequate public services.
Principle 4-P.58 Coordinate with the Redlands Unified School District to ensure that facilities and services are provided at a high quality and consistent with the population's needs.	**Consistent.** As discussed in Section 5.12, *Public Services,* buildout of the TVSP would not result in significant impacts related to school services from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all school fees in order to ensure that the Redlands Unified School District can continue to provide adequate school facilities for students.
Action 4-A.148 Coordinate future development with the City's Capital Improvement Program to ensure adequate funding and planning for needed public services and facilities.	**Consistent.** As discussed in Section 5.12, *Public Services,* buildout of the TVSP would not result in significant impacts related to public services from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact fees in order to ensure that the City can continue to provide adequate public services.
Action 4-A.157 Include the Police and Fire departments in the review of new developments to provide feedback on building and site design safety	**Consistent.** As discussed in Section 5.12, *Public Services,* implementing projects pursuant to the TVSP would be required to undergo review by the Redlands Police and Fire Departments in order to ensure they provide adequate safety features.
Principle 5-P.1 Maintain a cohesive circulation system through a "layered network" approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas	**Consistent.** As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area.
Principle 5-P.4 Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility device	
Principle 5-P.6 Support public health by promoting active living and supporting safe walking and biking throughout the city	
Principle 5-P.10 Require developers to construct or pay their fair share toward improvements for all travel modes consistent with the layered network.	**Consistent.** Implementing development projects would be required to construct or pay their fair share toward street, pedestrian infrastructure, and bicycle infrastructure improvements upon review of project designs by the City.
Principle 5-P.13 Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.	**Consistent.** As shown on Draft EIR Figure 3-11, the TVSP would include provisions for bicycle infrastructure improvements, per the City's Bicycle Master Plan, in order to enhance multi-modal transportation and connectivity in the TVSP area.
Principle 5-P.14 Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.	**Consistent.** As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. These improvements would reduce conflicts between various forms of transportation and promote motorist, pedestrian, and bicyclist safety.
Principle 5-P.15 Incorporate green infrastructure into the design of new roadways and retrofit existing roadways where appropriate	**Consistent.** Chapter 4 of the TVSP includes design guidelines for street improvements, such as guidelines for provision of street trees.
Principle 5-P.16 Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/ from adjacent neighborhoods.	**Consistent.** As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area.

Action 5-A.1 Maintain and update design standards for each functional roadway classification per Figure 5-4. These standards are for a typical midblock application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.	**Consistent.** Chapter 4 of the TVSP contains design standards for various roadway classifications and roadway improvements.
Action 5-A.2 Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.	**Consistent.** As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area.
Action 5-A.3 Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through: • Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate; • Short block lengths, reduced street widths, and/or traffic calming measures; and • Providing pedestrians and bicyclists with options where motorized transportation is prohibited	
Action 5-A.5 As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc	
Action 5-A.6 Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.	
Action 5-A.7 Add new streets to create a finergrained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.	
Action 5-A.14 Close the gaps in the sidewalk network where streets are built out but sidewalks are not complete.	
Action 5-A.15 Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.	**Consistent.** Implementing projects would undergo development plan review, including review of emergency access points, in order to ensure that proposed roadways or driveways meet the requirements of the California Fire Code.
Principle 5-P.17 Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible.	**Consistent.** As shown on Figures 3-9 and 3-10, the TVSP would include provisions for multiple street and pedestrian infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. In addition, Chapter 4 of the TVSP provides design guidelines for pedestrian infrastructure improvements that would serve to enhance the pedestrian network within the TVSP area. The pedestrian network would provide connections
Principle 5-P.18 Encourage creative walking paths pursuant to City planning codes, local, State, and federal laws.	

Principle 5-P.19 Enhance street lighting for pedestrians where current lighting is inadequate.	between the three Transit Villages and neighborhoods outside of the TVSP area.
Principle 5-A.20 Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.	
Principle 5-A.22 Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.	
Principle 5-P.20 Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.	**Consistent.** As shown on Draft EIR Figures 3-9 and 3-11, the TVSP would include provisions for multiple street and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. In addition, Chapter 4 of the TVSP provides design guidelines for bicycle infrastructure improvements that would serve to enhance the bicycle network within the TVSP area. The bicycle network would provide connections between the three Transit Villages, Arrow Line station, and neighborhoods outside of the TVSP area.
Principle 5-P.21 Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.	
Action 5-A.25 Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.	
Action 5-A.26 Implement bicycle and trail improvements that provide strong north-south connections, especially with major east west trails, including routes on Mountain View Avenue, California Street, Nevada Street, Alabama Street, Texas Street, New York Street, Orange Street, Church Street, Dearborn Street, and Wabash Avenue.	
Action 5-A.44 Establish new boulevards Downtown and in the Transit Villages that include planted center medians, accommodations for transit, wider sidewalks, and amenities for pedestrians	**Consistent.** As shown on Draft EIR Figures 3-9 and 3-10, the TVSP would include provisions for multiple street and pedestrian infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. In addition, Chapter 4 of the TVSP provides design guidelines for pedestrian infrastructure improvements that would serve to enhance the pedestrian network within the TVSP area. The pedestrian network would provide connections between the three Transit Villages, Arrow Line stations, bus routes, and neighborhoods outside of the TVSP area.
Action 5-A.67 Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity	
Action 5-A.68 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.	
Action 5-A.73 Provide adequate parking availability Downtown for residents, commuters, visitors, and shoppers throughout the day.	**Consistent.** Chapter 4 of the TVSP includes parking design standards and parking requirements that include provisions for parking structures and shared parking, which would ensure that there is an adequate parking supply within the TVSP area.
Action 5-A.74 Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.	
Action 5-A.77 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less	
Principle 6-P.10 Landscape public areas using native vegetation where practical.	**Consistent.** Chapter 4 of the TVSP includes design guidelines for landscaping, which encourage the use of

	native and drought-tolerant vegetation by implementing developments.
Action 6-A.35 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system.	**Consistent.** As discussed in Section 5.8, *Hydrology and Water Quality,* implementing developments would be required to prepare a Water Quality Management Plan that includes post-development BMPs and a Stormwater Pollution Prevention Plan that includes construction BMPs in order to ensure that implementing projects would not result in any water quality issues.
Action 6-A.36 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation	
Action 6-A.39 Require that new development provides landscaping and revegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.	**Consistent.** Chapter 4 of the TVSP includes design guidelines for landscaping, which encourage the use of native and drought-tolerant vegetation by implementing developments.
Action 7-P.1 Promote active lifestyles and community health by furthering access to trails, parks, public open space, and other recreational opportunities.	**Consistent.** As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and access to trails, parks, and public open space in the TVSP area.
Principle 7-P.10 Equitably share the cost of parkland creation and maintenance between existing and new residents, businesses, and property owners	**Consistent.** As discussed in Section 5.13, *Recreation,* buildout of the TVSP would not result in significant impacts related to recreational facilities from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact fees in order to ensure that the City can continue to provide adequate recreational facilities.
Action 7-A.3 Provide 5 acres of park area for each 1,000 Planning Area residents, and additional parkland for specialized, and low-use park acreage.	**Consistent.** As discussed in Section 5.13, *Recreation,* buildout of the TVSP would not result in significant impacts related to recreational facilities from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact fees in order to ensure that the City can continue to provide adequate recreational facilities. Additionally, as discussed in Section 3.0, buildout of the TVSP would result in the increase of parkland in the TVSP area by 280,000 SF.
Principle 7-P.16 Ensure that all Redlands residents have access to a variety of transportation and physical activity options that enhance health and that work for diverse lifestyles, incomes, and abilities	**Consistent.** As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and access to trails, parks, and public open space in the TVSP area.
Principle 7-P.17 Achieve more walkable, livable neighborhoods by expanding the multimodal transportation system and creating a safe, pedestrian-oriented environment	
Action 7-A.35 Implement street design features that facilitate walking and biking in both new and established areas. Require a mini - mum standard of these features for all new developments.	
Action 7-A.39 Install appropriate facilities along streets and at roadway intersections to improve and insure pedestrian safety.	
Action 7-A.89 Require adherence to applicable buildings codes and standards in accordance with Fire	**Consistent.** Implementing projects pursuant to the TVSP would undergo development review pursuant to the TVSP

Hazard Overlay Districts, California Fire Code, and the California Building Code.	in order to ensure that the development would adhere to all applicable building codes and standards. Proposed development plans would be reviewed by the City's Fire Department in order to ensure that new development minimizes potential fire hazards through building design.
Action 7-A.93 Require that new development minimizes risks to life and property from fire hazard through: • Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.; • Siting and designing development to avoid hazardous locations; • Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent; • Using appropriate building materials and design features to ensure the minimum amount of required fuel modification; and • Using fire-retardant, native plant species in landscaping.	
Action 7-A.95 Coordinate with the Redlands Fire Department and other fire prevention agencies to review all applications for new development. The Fire Department's review should ensure compliance with fire safety regulations and assess potential impacts to existing fire protection services and the need for additional and expanded services	
Principle 7-P.41 Ensure that new development is compatible with the noise environment by continuing to use potential noise exposure as a criterion in land use planning	**Consistent.** As discussed in Section 5.10, *Noise*, new development would be required to be compatible with the existing noise environment through implementation of Mitigation Measures NOI-5 and NOI-6. Implementing developments within areas where projected noise levels are higher would be required to submit an acoustical analysis demonstrating that the project would meet the applicable noise standards.
Action 7-A.136 Require a noise analysis be conducted for all development proposals located where projected noise exposure would be other than "clearly" or "normally compatible" as specified in Table 7-10.	
Action 7-A.137 For all projects that have noise exposure levels that exceed the standards in Table 7-10, require site planning and architecture to incorporate noise-attenuating features. With mitigation, development should meet the allowable outdoor and indoor noise exposure standards in Table 7-11. When a building's openings to the exterior are required to be closed to meet the interior noise standard, mechanical ventilation shall be provided	
Action 7-A.138 Continue to maintain performance standards in the Municipal code to ensure that noise generated by proposed projects is compatible with surrounding land uses	**Consistent.** As discussed in Section 5.10, *Noise*, new development would be required to be compatible with the existing noise environment through implementation of Mitigation Measure NOI-7. Implementing non-residential developments would be required to prepare a noise analysis in order to ensure that the proposed project would not result in impacts to sensitive receptors.
Action 9.0w Limit hours for all construction or demolition work where site-related noise is audible beyond the site boundary	**Consistent.** As discussed in Section 5.10, *Noise*, new development would be constructed pursuant to the Redlands Municipal Code, which limits hours of construction.
Principle 7-P.49 Protect sensitive receptors from exposure to hazardous concentrations of air pollutants.	**Consistent.** As discussed in Section 5.2, *Air Quality*, Mitigation Measure AQ-10 is included, which requires development projects to provide modeling of the regional and the localized emissions (NO_x, CO, PM_{10}, and $PM_{2.5}$) associated with the maximum daily grading activities for the proposed development; and requires grading activity

	to be limited to ensure that there would be no impacts to sensitive receptors.
Action 8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.	**Consistent.** Implementing projects pursuant to the TVSP would be required to implement Mitigation Measure AQ-7, which requires projects be designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements.
Action 8-A.10 Integrate trees and shade into the built environment to mitigate issues such as stormwater runoff and the urban heat island effect.	**Consistent.** Chapter 4 of the TVSP includes provisions for landscaping, such as street trees, to be included by implementing projects.
Action 8-A.37 Promote design in new development that incorporates space for recycling containers and other waste diversion facilities	**Consistent.** Implementing projects pursuant to the TVSP would be required to provide for recycling, in line with City Municipal Code standards.
Action 8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.	**Consistent.** Implementing projects pursuant to the TVSP would be required to implement Mitigation Measure AQ-7, which requires projects be designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements.
Action 8-A.40 Promote the Leadership in Energy and Environmental Design (LEED) certification program for the design, operation, and construction of high-performance green buildings	

City of Redlands Municipal Code

Upon adoption of the proposed Specific Plan, the development regulations and design criteria within the Specific Plan would apply to the project area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the main land use implementation tool for the project area. In the event of any conflict between the requirements of the zoning code and the standards contained within the adopted Specific Plan, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the City's Municipal Code shall apply. As such, the proposed Specific Plan would not result in conflicts with the City of Redlands zoning code, and impacts would be less than significant.

5.9.7 CUMULATIVE IMPACTS

The geographic context for this cumulative analysis includes the City of Redlands in relation to the City's General Plan. Cumulative development would result in intensity increases to existing land use patterns through implementation of mixed-use, infill and redevelopment. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Zoning Code. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole, would result in a more intensely developed built environment than currently exists, and would be required to be consistent with local General Plan policies.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses that require such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of

cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would not occur.

5.9.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City of Redlands Municipal Code

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.9.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact LU-2 would be less than significant:

5.9.10 MITIGATION MEASURES

No mitigation measures are required.

5.9.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to land use and planning would occur.

REFERENCES

City of Redlands (City Zoning 2021), Zoning Map, https://www.cityofredlands.org/sites/main/files/file-attachments/zoning.pdf?1633557844 (accessed December 6, 2021)

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City of Redlands (GP2035), General Plan 2035, https://www.cityofredlands.org/post/planning-division-general-plan (accessed December 3, 2021)

City of Redlands, Draft Transit Villages Specific Plan, http://redlandstransitvillages.org

5.10 Noise

5.10.1 INTRODUCTION

This Draft EIR section evaluates the potential noise and vibration impacts that would result from implementation of the proposed TVSP. It discusses the existing noise environment within and around the TVSP area as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during demolition, construction, and operational activities; and evaluates the proposed Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following:

- *City of Redlands 2035 General Plan*, 2017
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (GP EIR), 2017
- *City of Redlands Municipal Code*
- *Transit Villages District and Specific Plan Noise Impact and Vibration Analysis*, Urban Crossroads, 2022, Appendix G.

Noise and Vibration Terminology

Various noise descriptors are utilized in this EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles)

attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.10.2 REGULATORY SETTING

5.10.2.1 Federal Regulations

Federal Highway Administration

Proposed federal or federal-aid highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes, requires an assessment of noise and consideration of noise abatement per 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria (NAC) for sensitive receivers such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals when "worst-hour" noise levels approach or exceed 67 dBA Leq. Caltrans has further defined approaching the NAC to be 1 dBA below the NAC for noise-sensitive receivers identified as Category B activity areas (e.g., 66 dBA Leq is considered approaching the NAC).

US Environmental Protection Agency

In addition to FHWA standards, the United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land

use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have settled on the 65 dBA Ldn level as their standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA.

5.10.2.2 State Regulations

Title 24, California Building Code

State regulations related to noise include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards and are found in California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room and, where such units are proposed in areas subject to noise levels greater than DNL 60 dBA require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

The mandatory measures for non-residential buildings states that new construction shall provide an interior noise level that does not exceed an hourly equivalent level of 50 dBA Leq in occupied areas during any hour of operation. Title 24 standards are included in the City's Municipal Code in Chapter 15 and are enforced through the City's development permitting process.

5.10.1.3 Local Regulations

City of Redlands 2035 General Plan

The General Plan Healthy Community Element contains the following policies related to noise that are applicable to the Project:

Principle 7-P.40 Protect public health and welfare by eliminating existing noise problems where feasible and by preventing significant degradation of the future acoustic environment.

Principle 7-P.41 Ensure that new development is compatible with the noise environment by continuing to use potential noise exposure as a criterion in land use planning.

Action 7-A.135 Use the noise and land use compatibility matrix (Table 7-10) and Future Noise Contours map (Figure 7-9) as criteria to determine the acceptability of a given land use, including the improvement/construction of streets, railroads, freeways, and highways. Do not permit new noise-sensitive uses—including schools, hospitals, places of worship, and homes—where noise levels are "normally unacceptable" or higher, if alternative locations are available for the uses in the city.

Action 7-A.136 Require a noise analysis be conducted for all development proposals located where projected noise exposure would be other than "clearly" or "normally compatible" as specified in Table 7-10.

Action 7-A.137 For all projects that have noise exposure levels that exceed the standards in Table 7-10, require site planning and architecture to incorporate noise-attenuating features. With mitigation, development should meet the allowable outdoor and indoor noise exposure standards in Table 7-11. When a building's openings to the exterior are required to be closed to meet the interior noise standard, mechanical ventilation shall be provided.

Action 7-A.138 Continue to maintain performance standards in the Municipal code to ensure that noise generated by proposed projects is compatible with surrounding land uses.

Action 7-A.141 Require all future developments within the city that fall within the required noise screening distances, as specified in the Federal Transit Authority (FTA) Noise and Vibration Manual, of the Union Pacific railroad in San Timoteo Canyon to conduct a detailed noise analysis.

Table 7-10 (included as Table 5.10-1) of the General Plan Healthy Community Element identifies the specific criteria to evaluate proposed developments based on exterior and interior noise level limits for land uses and requires a noise analysis to determine needed mitigation measures if necessary. The Healthy Community Element identifies schools, hospitals, places of worship, and homes as a noise-sensitive land use.

Also, as shown on Table 5.10-2, the City of Redlands General Plan has an exterior (outdoor) noise standard of 60 dBA CNEL related to private yards of single-family residences as measured at the property line; multifamily private patios or balconies which is served by a means of exit from inside; mobile home parks; hospital patios; park picnic areas; school playgrounds; hotel and recreational areas. In addition, the General Plan includes an interior noise level limit of 45 dBA CNEL for residential land uses.

Measure U. The City of Redlands General Plan incorporates the implementing noise polices from Measure U. Measure U was certified by The City of Redlands in 1997 to address impacts from growth. The measure includes Project applicable provisions related to potential noise impacts and mitigation, as listed below.

Measure U 9.0e Use the criteria specified in GP Table 9.1 [Table 7-10] to assess the compatibility of proposed land uses with the projected noise environment and apply the noise standards in GP Table 9.2 [Table 7-11], which prescribe interior and exterior noise standards in relation to specific land uses. Do not approve projects that would not comply with the standards in GP Table 9.2 [Table 7-1]. These tables are the primary tools which allow the City to ensure noise-integrated planning for compatibility between land uses and outdoor noise.

Measure U 9.0f Require a noise impact evaluation based on noise measurements at the site for all projects in Noise Referral Zones (B, C, or D) as shown on GP Table 9.1 [Table 7-10] and on GP Figure 9.1 [Figure 7-9] or as determined from tables in the Appendix, as part of the project review process. Should measurements indicate that unacceptable noise levels will be created or experienced, require mitigation measures based on a detailed technical study prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California with a minimum of three years' experience in acoustics).

Measure U 9.0h Minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.

Measure U 9.0i Require construction of barriers to mitigate sound emissions where necessary or where feasible and encourage use of walls and berms to protect residential or other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.

Measure U 9.0j Require the inclusion of noise mitigation measures in the design of new roadway projects.

Measure U 9.0s Require mitigation to ensure that indoor noise levels for residential living spaces not exceed 45 dB LDN/CNEL due to the combined effect of all exterior noise sources.

Measure U 9.0t Require proposed commercial projects near existing residential land use to demonstrate compliance with the Community Noise Ordinance prior to approval of the project.

Measure U 9.0u Require all new residential projects or replacement dwellings to be constructed near existing sources of non-transportation noise (including but not limited to commercial facilities or public parks with sports activities) to demonstrate via an acoustical study conducted by a Registered Engineer that the indoor noise levels will be consistent with the limits contained in the Community Noise Ordinance.

Measure U 9.0v Consider the following impacts as possibly "significant":

- An increase in exposure of four or more dB if the resulting noise level would exceed that described as clearly compatible for the affected land use, as established in GP Table 9.1 [Table 7-10] and GP Table 9.2 [Table 7-11];
- Any increase of six dB or more, due to the potential for adverse community response.

Measure U 9.0w Limit hours for all construction or demolition work where site-related noise is audible beyond the site boundary.

Measure U 9.0y Minimize impacts of loud trucks by requiring that maximum noise levels due to single events be controlled to 50 dB in bedrooms and 55 dB in other habitable spaces.

Table 5.10-1: City of Redlands General Plan Noise/Land Use Compatibility Matrix

Land Use Categories		Community Noise Equivalent Level (CNEL)							
Categories	**Uses**	<	60	65	70	75	80	85	>
RESIDENTIAL	Single Family, Duplex Multiple Family	A	C	C	C		D	D	D
RESIDENTIAL	Mobile Homes	A	C	C	C		D	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B		C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A		B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research & Dev., Professional Offices, City Office Building	A	A	A	B		B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall, Auditorium, Meeting Hall	B	B	C	C		D	D	D
COMMERCIAL Recreation	Childrens Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	A		B	B	B
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A		B	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools Classroom	A	A	B	C		C	D	D
OPEN SPACE	Parks	A	A	A	B		C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A		B	C	C
AGRICULTURE	Agriculture	A	A	A	A		A	A	A

Zone A CLEARLY COMPATIBLE	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
ZONE B NORMALLY COMPATIBLE	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
ZONE C NORMALLY INCOMPATIBLE	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
ZONE D CLEARLY INCOMPATIBLE	New construction or development should generally not be undertaken.

Source: City of Redlands General Plan Noise Element, Chapter 7 Healthy Community, Section 7.5 Noise, Table 7-10.

Table 5.10-2: City of Redlands General Plan Interior and Exterior Noise Standards

Land Use Categories	Community Noise Equivalent Level (CNEL) Energy Average CNEL	
Uses	**Interior[1]**	**Exterior[2]**
RESIDENTIAL		
Single Family, Duplex, Multiple Family	45[3]	60
Mobile Home	---	60[4]
COMMERCIAL, INDUSTRIAL, INSTITUTIONAL		
Hotel, Motel, Transient Lodging	45	65[5]
Commercial Retail, Bank Restaurant	55	---
Office Building, Research & Development, Professional Offices, City Office Building	50	---
Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	---
Gymnasium (Multipurpose)	50	---
Sports Club	55	---
Manufacturing, Warehousing, Wholesale, Utilities	60	---
Movie Theaters	45	---
INSTITUTIONAL		
Hospital, Schools classrooms	45	60
OPEN SPACE		
Parks	---	60

Notes:
* CNEL (Community Noise Equivalent Level) - The average equivalent A-weighted sound level during a 24 hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7 pm to 10 pm and ten decibels to sound levels at night after 10 pm and before 7 am.
1. Indoor environment excluding bathrooms, toilets, closets, corridors.
2. Outdoor environment limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area.
3. Noise level requirement with open windows, if they are used to meet natural ventilation requirement.
4. Exterior noise level should be such that interior level will not exceed 45 CNEL.
5. Except those areas affected by aircraft noise.
See also Policy 9.0s

Source: Mestre Greve Associates.

Source: City of Redlands General Plan Noise Element, Chapter 7 Healthy Community, Section 7.5 Noise, Table 7-11.

City of Redlands Municipal Code

The City of Redlands Municipal Code Chapter 8.06 establishes noise standards by land use. For the noise-sensitive residential uses, Municipal Code Section 8.06.070[A] identifies the base exterior noise level standard of 60 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.) and 50 dBA Leq during the nighttime (10:00 p.m. to 7:00 a.m.) hours. As shown on Table 5.10-3, higher noise levels are allowed for shorter periods of time.

Table 5.10-3: City of Redlands Operational Noise Standards

Land Use	Time Period	Exterior Noise Level Standards (dBA)				
		L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (0 min)
Residential	Daytime	60	65	70	75	80
	Nighttime	50	55	60	65	70
Commercial	Daytime	65	70	75	80	85
	Nighttime	60	65	70	75	80
Industrial	Anytime	75	80	85	90	95

Source: City of Redlands Municipal Code, Section 8.06.070 [A]-Table 1. Section 8.06.070[C] states that if the measured ambient level exceeds the allowable noise exposure standard within any of the first four noise limit categories above, the allowable noise exposure standard shall be adjusted in five dB increments in each category as appropriate to encompass or reflect said ambient noise level. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L50 is the noise level exceeded 50% of the time. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

In addition, Municipal Code Section 8.06.080 identifies the maximum permissible interior noise levels. For noise-sensitive residential uses, Municipal Code Section 8.06.080[B] identifies the interior noise level standard of 45 dBA. For commercial uses, Municipal Code Section 8.06.080[B] identifies the interior noise level standard of 50 dBA.

In addition, Municipal Code Section 8.06.070[B] provides noise standards based on the volume of noise and the period of time of the noise, as listed below:

1. The exterior noise standard of the applicable land use category for a cumulative period of 30 minutes in any hour (L_{50}); or
2. The exterior noise standard of the applicable land use category, plus 5 dBA, for a cumulative period of more than 15 minutes in any hour (L_{25}); or
3. The exterior noise standard of the applicable land use category, plus 10 dBA, for a cumulative period of more than 5 minutes in any hour (L_8); or
4. The exterior noise standard of the applicable land use category, plus 15 dBA, for a cumulative period of more than 1 minute in any hour (L_2).
5. The exterior noise standard for the applicable land use category, plus 20 dBA, or the maximum measured ambient noise level, for any period of time (L_{max}).

In addition, Section 8.06.070[C] states *that if the measured ambient level exceeds the allowable noise exposure standard within any of the first four noise limit categories above, the allowable noise exposure standard shall be adjusted in five dB increments in each category as appropriate to encompass or reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.* In effect, when the ambient noise levels exceed the base exterior noise level limits, the noise level standard shall be adjusted as appropriate to encompass or reflect the ambient noise level.

Municipal Code Section 8.06.090(F) states that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 6:00 p.m. Monday to Saturdays; with no activity allowed on Sundays or holidays.

Municipal Code, Section 8.06.020, defines the vibration perception threshold as 0.01 inches per second (in/sec) RMS.

5.10.3 ENVIRONMENTAL SETTING

Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. Sensitive receptors are located throughout the TVSP area.

Existing Noise Levels

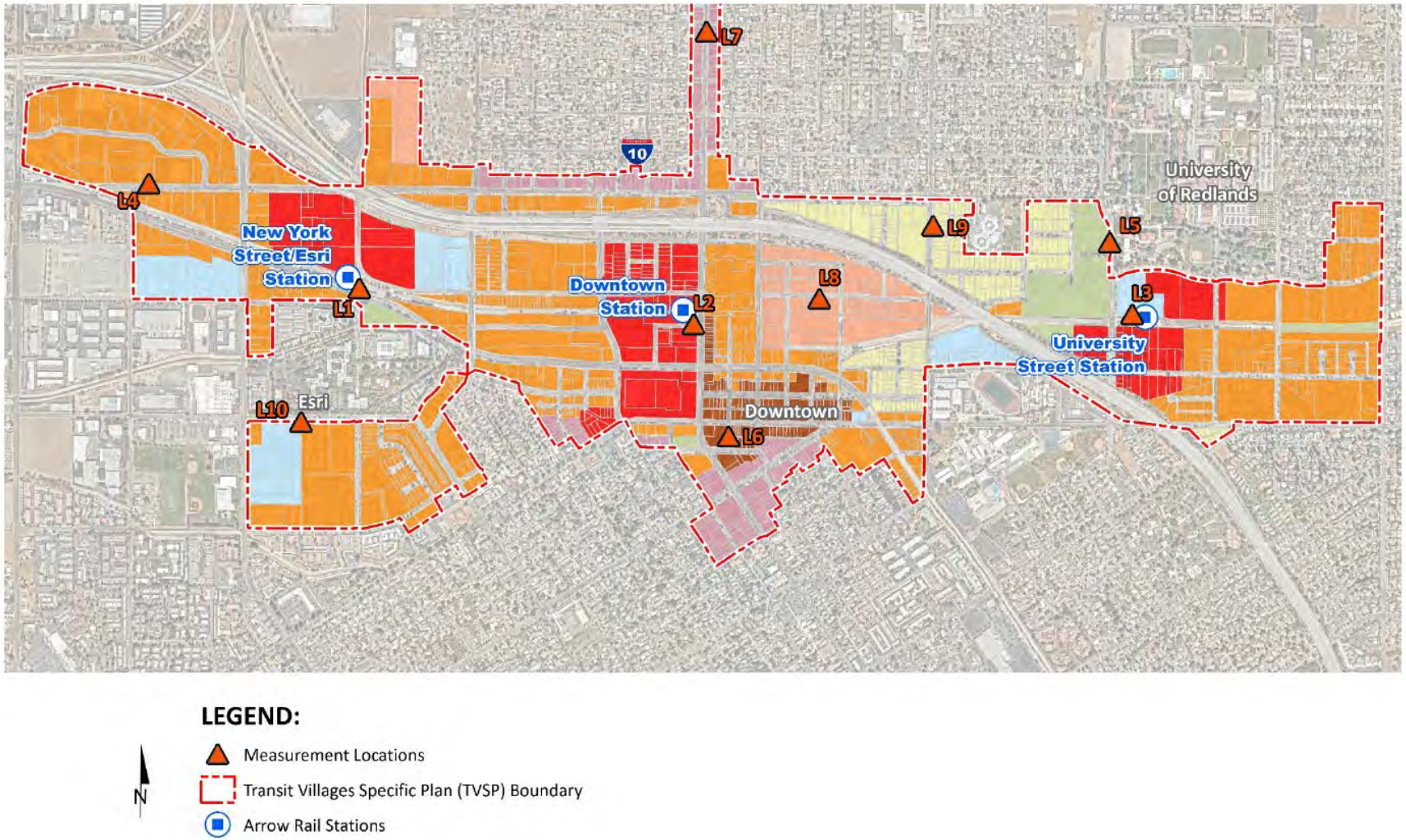
To assess the existing noise levels, 24-hour noise level measurements were taken at 10 locations near sensitive receivers in the vicinity of the TVSP area as shown in Figure 5.10-1. The field survey noted that noise within the TVSP area is generally characterized by vehicle traffic on area roadways and operation of the rail line and transit stations. A description of these locations and the existing noise levels are provided in Table 5.10-4. As shown, ambient noise levels range from 62.9 to 73.4 CNEL throughout the TVSP area.

Table 5.10-4: Existing Ambient Noise Measurement Results

Location	TVSP Land Use		Description	Energy Average Noise Level (dBA L_{eq})		CNEL
				Daytime	Nighttime	
L1	Village General	(VG)	Located southwest of the New York Street/ESRI Station north of Redlands Boulevard.	69.6	63.6	72.0
L2	Village Center	(VC)	Located near Historic Redlands Train Station at 383-389 Orange Street.	69.9	63.1	71.7
L3	Special District 1	(SD1)	Located west of the University Street Station north Park Avenue near Frederick Loewe Theatre.	57.1	57.6	64.4
L4	Village General	(VG)	Located north of Colton Avenue in the Tri City Shopping Center south of the CVS Pharmacy.	66.4	62.0	69.7
L5	Civic Space	(CS)	Located northwest of the University Street Station near Sylvan Park at 601 North University Street.	64.6	64.0	70.7
L6	Downtown	(DT)	Located north of East Vine Street and south of East Citrus Avenue.	57.6	56.0	62.9
L7	Village Corridor	(COR)	Located near the single-family residence at 1154 Orange Street.	70.2	65.5	73.4
L8	Neighborhood General 2	(NG2)	Located near the single-family residence at 410 East Stuart Street.	63.1	59.3	66.9
L9	Neighborhood General 1	(NG1)	Located near the single-family residence at 801 Stillman Avenue.	65.1	59.2	67.5
L10	Special District 1	(SD1)	Located south of the ESRI campus near the Redlands Adventist Academy at 130 Tennessee Street.	64.4	55.3	65.0

Source: Noise Study, 2022. Appendix G.

Figure 5.10-1: Noise Measurement Locations



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The noise measurements identified that ambient noise levels range from 62.9 to 73.4 CNEL throughout the TVSP area. Table 5.10-5 summarizes the existing ambient noise level conditions in relation to the General Plan Noise/Land Use Compatibility Matrix listed in Table 5.10-1.

Table 5.10-5: Existing Noise and Land Use Compatibility

Location	TVSP Land Use		CNEL	General Plan Land Use Category	General Plan Noise/Land Use Compatibility
L1	Village General	(VG)	72.0	Commercial	Zone A - Clearly Compatible
L2	Village Center	(VC)	71.7	Commercial	Zone A - Clearly Compatible
L3	Special District 1	(SD1)	64.4	Commercial	Zone A - Clearly Compatible
L4	Village General	(VG)	69.7	Commercial	Zone A - Clearly Compatible
L5	Civic Space	(CS)	70.7	Open Space	Zone B - Normally Compatible
L6	Downtown	(DT)	62.9	Commercial	Zone A - Clearly Compatible
L7	Village Corridor	(COR)	73.4	Residential	Zone C - Normally Incompatible
				Commercial	Zone A - Clearly Compatible
L8	Neighborhood General 2	(NG2)	66.9	Residential	Zone C - Normally Incompatible
				Commercial	Zone A - Clearly Compatible
L9	Neighborhood General 1	(NG1)	67.5	Residential	Zone C - Normally Incompatible
				Commercial	Zone A - Clearly Compatible
L10	Special District 1	(SD1)	65.0	Public/Institutional	Zone A - Clearly Compatible

Source: Noise Study, 2022. Appendix G.

Table 5.10-5 shows that within the existing ambient noise environment, the TVSP commercial land uses are considered clearly compatible with the Noise/Land Use Compatibility Matrix. Clearly compatible land use is considered satisfactory with normal conventional construction without any special noise insulation requirements.

The existing noise level measurements also show that the future residential land uses located within the Village Corridor, Neighborhood General 1 and Neighborhood General 2 would be considered normally incompatible and new construction or development requires a detailed analysis of noise reduction features to reduce ambient noise upon the new residential development. Commercial uses located within the Village Corridor, Neighborhood General 1, and Neighborhood General 2 would be considered Clearly Compatible.

San Bernardino International Airport

The San Bernardino International Airport is located approximately 2.4 miles northwest of the TVSP area, which is within the Airport Influence Area. The latest aircraft noise contour boundaries for the airport were published as part of the Eastgate Air Cargo Facility Final Environmental Assessment and are included as Figure 5.10-2, which shows the 2024 CNEL contours with approximately 87,500 annual aircraft operations.

As shown on Figure 5.10-2 the TVSP area is located outside of the airport's 60 dBA CNEL noise level contours in 2024 and is considered normally acceptable by the General Plan Community Noise and Land Use Compatibility guidelines (Table 5.10-1).

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

NOI-2 Generate excessive groundborne vibration or groundborne noise levels;

NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The Initial Study established that the proposed Project would result in less than significant impacts related to Threshold NOI-3. No further assessment of these impacts is required in this Draft EIR.

Construction Noise and Vibration

- If Project related construction activities:
    - Occur between the hours of 6:00 p.m. and 7:00 a.m. of the next day, on Sundays or federal holidays (Municipal Code Section 8.06.090(F)); or
    - Create noise levels which exceed the 80 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (FTA, 2006);
- If Project-related construction activities generate vibration levels which exceed the Municipal Code, Section 8.06.020, vibration threshold of 0.1 in/sec RMS at receiver locations.

Operational Noise

- If Project related operational increase in ambient noise levels:
    - An increase in exposure of four or more dB if the resulting noise level would exceed that described as clearly compatible for the affected land use, as established in GP Table 9.1 [Table 7-10] and GP Table 9.2 [Table 7-11];
    - Any increase of six dB or more, due to the potential for adverse community response (Measure U Policy 9.0v).

5.10.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the TVSP were analyzed through comparison of construction noise levels to the thresholds listed previously to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the TVSP would be from vehicular trips and new stationary sources (such as heating, ventilation, and air conditioning units) associated with the new site-specific development that would occur by the TVSP. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the TVSP area. The potential ground-borne vibration levels resulting from construction activities occurring from the TVSP were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

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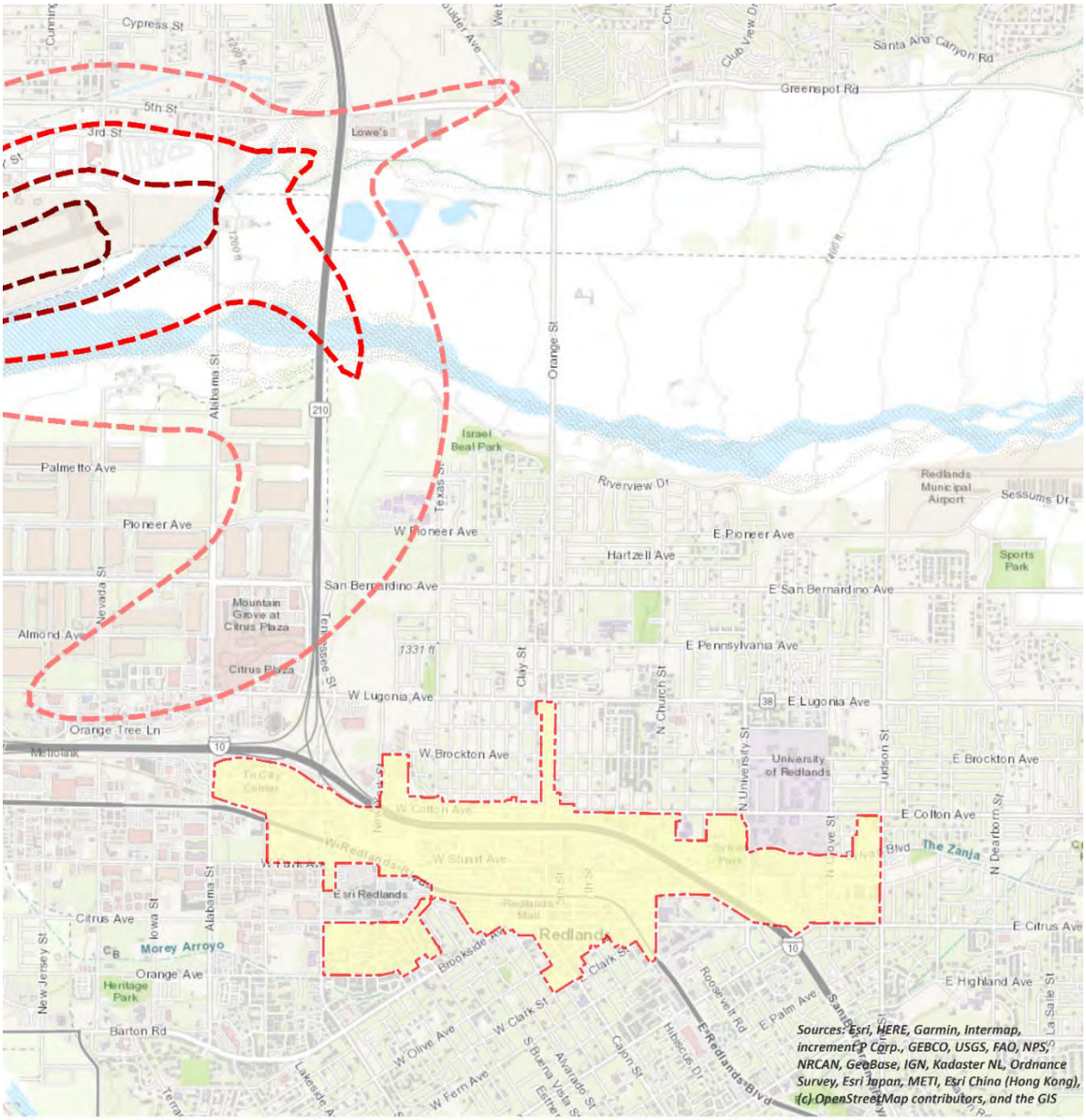
Figure 5.10-2: San Bernardino International Airport Noise Contours



LEGEND: ***San Bernardino International (SBD) Airport Future Noise Level Contour Boundaries***

Project Site Boundary | 60 dBA CNEL | 65 dBA CNEL | 70 dBA CNEL | 75 dBA CNEL

N

Source: Figure 4-6 of the Eastgate Air Cargo Facility Final Environmental Assessment published by the SBIAA on July 2, 2019.

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5.10.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: THE PROJECT WOULD NOT GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Construction

Less than Significant with Mitigation Incorporated. The timing of development and various construction activities pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer and include different project specific construction activities. Table 5.10-6 lists construction equipment that would be used during construction of TVSP development projects.

Table 5.10-6: Construction Equipment Assumptions

Construction Activity	Equipment
Demolition	Concrete/Industrial Saws
	Excavators
	Rubber Tired Dozers
Site Preparation	Crawler Tractors
	Rubber Tired Dozers
Grading	Crawler Tractors
	Excavators
	Graders
	Rubber Tired Dozers
	Scrapers
Building Construction	Cranes
	Forklifts
	Generator Sets
	Tractors/Loaders/Backhoes
	Welders
Paving	Pavers
	Paving Equipment
	Rollers
Architectural Coating	Air Compressors

Source: EIR Section 5.2, Air Quality, Table 5.2-6 and (Appendix G)

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach noise levels ranging from approximately 68 dBA to more than 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e., construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

Section 8.06.090(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and not on Sundays and Federal holidays. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, in order to determine if construction activities

would create a significant substantial temporary noise increase, the FTA construction noise criteria threshold detailed above has been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence.

Because the TVSP includes development of residential uses and existing residential units are located throughout the TVSP area, construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors, and temporary intermittent construction noise impacts could occur. Therefore, Mitigation Measures NOI-1 through NOI-4 have been included to provide construction measures to reduce potential impacts to a less than significant level.

Operation

Ambient Traffic Noise Impacts to Proposed Sensitive Receptors

Less than Significant with Mitigation Incorporated. The proposed TVSP would consist of infill and redevelopment of new mixed uses, including residential, within the Project area. The primary source of noise impacts to the new development within the TVSP would be from the Arrow commuter rail line, and traffic-related noise from the I-10 Freeway, and key arterial roadways such as New York Street, Eureka Street, Orange Street, Church Street, Grove Street, Judson Street, Colton Avenue, Park Avenue, Redlands Boulevard, State Street, and Citrus Avenue.

New noise sensitive land uses adjacent to the Arrow commuter rail line, the I-10 Freeway and these key arterial roadways would experience future unmitigated exterior noise levels greater than 65 dBA CNEL, which represents normally incompatible for residential uses based on the General Plan Noise/Land Use Compatibility Matrix (Table 5.10-1). Therefore, based on the proximity of future noise sensitive land uses, traffic-related noise impacts at future residential uses within the TVSP would be potentially significant and require noise mitigation to reduce potential impacts to less than significant level. Mitigation Measure NOI-5 requires that prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the General Plan 60 dBA CNEL exterior noise level standard, such as through an acoustical analysis.

Interior Noise Impacts to Proposed Sensitive Receptors

Less than Significant with Mitigation Incorporated. The proposed TVSP would consist of infill and redevelopment of lands within the Project area that would provide new residential units that could be within mixed-use buildings adjacent to an arterial roadway or the Arrow commuter rail line.

Typical building construction provides a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." The use of central air conditioning provides noise reduction benefits by permitting windows to kept closed. Typical noise reducing construction methods include: 1) weather-stripped solid core exterior doors; 2) upgraded dual glazed windows; 3) mechanical ventilation/air conditioning; and 4) exterior wall/roof assembles free of cut outs or openings. Each of these methods are included in State Title 24 construction standards that are verified as implemented by the City during the construction permitting process.

Because the exterior noise levels from future noise sensitive land uses adjacent to the arrow commuter rail line, the I-10 Freeway and key arterial roadways exceed 60 dBA CNEL, detailed interior noise analysis based on site-specific architectural floor plans and elevations would be required for future developments that include residential uses to satisfy the City of Redlands General Plan Noise Element, Table 7-11 (Table 5.10-2), 45 dBA CNEL interior noise level standard for residential dwelling units. Therefore, Mitigation Measure NOI-6 is included to require new development projects to demonstrate compliance with the 45 dBA CNEL interior noise level standard, such as through provision of an acoustical analysis, to ensure that impacts would be less than significant.

Non-Residential Noise Generation

Implementation of the proposed TVSP would include a combination of noise sources related to the proposed residential, commercial, recreation, and other uses included in the TVSP. Buildout of the TVSP would result in noise sources that would include air conditioning units, loading dock activities, parking lots, trash enclosures, and outdoor activities in park and recreation areas. These Project-related noise sources are consistent with existing noise sources observed in the TVSP area. However, new operation of non-residential uses developed pursuant to the TVSP could result in nuisance noise source activity that could increase the ambient noise levels at sensitive receptors. Therefore, Mitigation Measure NOI-7 is included to ensure future project compliance with Municipal Code Section 8.06.090(F), through conduct of a noise impact analysis, which would ensure that operational noise impacts would be less than significant.

IMPACT NOI-2: THE PROJECT WOULD NOT GENERATE EXCESSIVE GROUND-BORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Construction

Less than Significant with Mitigation Incorporated. Construction activities for the infill and redevelopment projects that would occur pursuant to the TVSP are anticipated to include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. Vibration impacts from these construction activities would typically be created from the operation of heavy off-road equipment. Because the TVSP includes development of residential uses and existing residential units are located throughout the TVSP area, construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors.

As described previously Section 8.06.090(F) of the City's Municipal Code limits construction to occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, which also limits the time that construction vibration could occur. Also, Section 8.06.020 identifies the vibration threshold as 0.01 in/sec RMS.

Ground vibration levels associated with various types of construction equipment are summarized in Table 5.10-7. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: PPVequip = PPVref x (25/D).

Table 5.10-7: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Noise, 2022. Appendix G

The primary source of vibration during infill and redevelopment construction would be from the operation of a bulldozer. As shown in Table 5.10-7, a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. To describe the RMS vibration level and demonstrate compliance with the Municipal Code perceptible vibration threshold of 0.01 in/sec RMS, PPV velocities are converted to RMS vibration levels based on the Caltrans *Transportation and Construction Vibration Guidance Manual* conversion factor of 0.71.

Table 5.10-8 lists that anticipated construction related vibration levels at distances ranging from 25 to 150 feet from construction activity. As shown, construction vibration levels would range from 0.004 to 0.063 in/sec RMS that would exceed the perceptible vibration threshold of 0.01 in/sec RMS at distances of less than 100 feet. Therefore, Mitigation Measures NOI-8 and NOI-9 are included to reduce potential

vibration impacts to below the vibration threshold of 0.01 in/sec RMS, which would reduce impacts to a less than significant level.

Table 5.10-8: Construction Equipment Vibration Levels

Distance to Const. Activity (Feet)	Receiver Levels (in/sec) PPV					Velocity Levels (in/sec) RMS	Threshold (in/sec) RMS	Threshold Exceeded?
	Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
25'	0.0030	0.0350	0.0760	0.0890	0.0890	0.063	0.01	Yes
50'	0.0011	0.0124	0.0269	0.0315	0.0315	0.022	0.01	Yes
100'	0.0004	0.0044	0.0095	0.0111	0.0111	0.008	0.01	No
125'	0.0003	0.0031	0.0068	0.0080	0.0080	0.006	0.01	No
150'	0.0002	0.0024	0.0052	0.0061	0.0061	0.004	0.01	No

Source: Noise, 2022. Appendix G

Operation

Less than Significant. The proposed Project would consist of infill and redevelopment within the TVSP with new residential, commercial, and mixed-use projects. The on-going operation of these types of land uses do not include the operation of any vibration sources other than typical onsite vehicle and truck operations. Therefore, impacts related to operational vibration would be less than significant.

5.10.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the TVSP area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the activities of the TVSP to result in cumulative noise impacts.

Buildout of the TVSP in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Municipal Code Section 8.06.090(F) requires construction activities to not occur within the hours of 6:00 p.m. and 7:00 a.m. on weekdays or anytime on Sundays and federal holidays. Also, construction noise and vibration are localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to TVSP construction activity. As the timing of development and various construction activities pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer. Thus, its currently unknown if construction projects would occur adjacent to one another. However, implementation of the construction and vibration mitigation measures provided herein would reduce the potential of noise and vibration levels from different construction projects combining to become cumulatively considerable to a less than significant level. Therefore, with implementation of mitigation, cumulative noise and vibration impacts associated with construction activities would be less than significant.

Development anticipated by the TVSP in combination with other nearby projects would result in an increase in ambient noise. However, all development projects would be subject to the operational noise standards established by the General Plan and Municipal Code, which would ensure that noise from new uses in the TVSP area would stay below City standards and therefore not combine with other development projects to be cumulatively significant. Thus, operational noise from new land uses in the proposed Specific Plan area would result in less than significant cumulative noise impacts.

Also, as described above, the TVSP area is located outside of the 60 dBA CNEL noise contour boundaries of the San Bernardino International Airport, and developments within the proposed TVSP area would not result in exposure of people residing or working in the area to excessive noise levels from operation of an airport and would not result in an impact that could cumulatively combine. Hence, cumulative impacts related to airport noise would not occur.

5.10.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Code of Regulations, Title 24 included in the City's Municipal Code in Chapter 18.
- City's Municipal Code Section 8.06.090(F), all construction activities shall be limited to the daytime hours of between 7:00 a.m. to 6:00 p.m. Monday to Saturdays; with no activity allowed on Sundays or holidays
- City's Municipal Code Section 8.06.020, defines the vibration perception threshold as 0.01 inches per second (in/sec) RMS.

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.10.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

Impact NOI-1: Buildout of the proposed TVSP could generate of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance.

Impact NOI-2: Buildout of the proposed TVSP could generate excessive groundborne vibration or groundborne noise levels.

5.10.10 MITIGATION MEASURES

Mitigation Measure NOI-1: Construction Equipment: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.

Mitigation Measure NOI-2: Construction Staging: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.

Mitigation Measure NOI-3: Construction Noise Levels: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall demonstrate that all construction activity within the TVSP will satisfy the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g., residential).

Mitigation Measure NOI-4: Construction Noise Barriers: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the TVSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall:

- Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
- Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and
- Be removed and the site appropriately restored upon the conclusion of the construction activity.

Mitigation Measure NOI-5: Residential Exterior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 60 dBA CNEL exterior noise level standard as defined by Table 7-11 of the City of Redlands General Plan Healthy Community Element through preparation of an acoustical analysis. The outdoor environment is limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area as intended by the General Plan Healthy Community Element.

Mitigation Measure NOI-6: Residential Interior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 45 dBA CNEL interior noise level standard as defined by Table 7-11 of the General Plan Healthy Community Element and by Title 24, Part 2, of the California Building Code through preparation of an acoustical analysis.

Mitigation Measure NOI-7: Non-Residential Developments: Prior to the issuance of a building permit for a non-residential development within the TVSP that has the potential to impact noise sensitive residential land uses, the project plans and specifications shall demonstrate compliance with Municipal Code Section 8.06.090(F).

Mitigation Measure NOI-8: Construction Vibration: Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Redlands Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses,

the project Applicant/Developer shall demonstrate compliance with Municipal Code, Section 8.06.020 vibration perception threshold as 0.01 inches per second (in/sec) RMS.

Mitigation Measure NOI-9: Construction Vibration Near Fragile Historic: Any site-specific development project within 25 feet of an extremely fragile historic building shall engage a qualified structural engineer to conduct a pre-construction assessment of the structural integrity of the nearby historic structure(s) and submit evidence to the City of Redlands Building and Safety Division detailing that the operation of vibration-generating equipment associated with the new development would not result in structural damage to the adjacent historic building(s). If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required.

5.10.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact NOI-1: After implementation of Mitigation Measures NOI-1 through NOI-7, buildout of the TVSP would not result in a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. Thus, impacts would be less than significant.

Impact NOI-2: After implementation of Mitigation Measures NOI-8 and NOI-9, buildout of the TVSP would not result in excessive groundborne vibration or groundborne noise levels. Thus, impacts would be less than significant.

Therefore, no significant unavoidable adverse impacts related to noise or vibration would occur.

REFERENCES

Caltrans Guidance for Compliance. Accessed: https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-12-noise

Federal Transit Administration Transit Noise and Vibration Impact Assessment, May 2006 (FTA, 2006). Accessed: https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf

City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report 2017. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands 2035 General Plan, 2017. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

Urban Crossroads. "Transit Villages District and Specific Plan Noise Impact and Vibration Analysis" 2022. Appendix G.

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5.11 Population and Housing

5.11.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Redlands and assesses the Project's impacts related to direct and indirect growth and potential displacement of people and housing. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy,* SCAG, September 2020
- *Local Profiles Report 2019, Profile of the City of Redlands,* SCAG, May 2019
- *Population Estimates for Cities, Counties, and the State,* California Department of Finance (DOF), May 2021
- *City of Redlands 2035 General Plan, 2017*
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report (GP EIR), 2017*

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the CEQA Guidelines, "[a]n economic or social change by itself shall not be considered a significant impact on the environment." Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

5.11.2 REGULATORY SETTING

5.11.2.1 State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the California Department of Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA to the council. Such is the case for the City of Redlands, which is a member of SCAG. The council, in this case Southern California Association of Governments (SCAG), then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

Southern California Association of Governments

SCAG is a council of governments representing Orange, Imperial, Los Angeles, Riverside, San Bernardino, and Ventura counties. It is the federally recognized metropolitan planning organization (MPO) for this region,

which encompasses over 38,000 square miles. SCAG actions in Orange County are partially the result of input from the Orange County Council of Governments (OCCOG), which offers recommendations regarding SCAG's initiatives.

Regional Housing Needs Allocation

The Regional Housing Needs Assessment (RHNA) is mandated by state housing law as part of the periodic process of updating housing elements of local general plans. State law requires that housing elements identify RHNA targets set by HCD to encourage each jurisdiction in the state to provide its fair share of very low, low, moderate, and upper income housing. The RHNA is intended to provide a long-term outline for housing within the context of local and regional trends and housing production goals.

SCAG determines total housing need for each community in southern California based on three general factors: 1) the number of housing units needed to accommodate future population and employment growth; 2) the number of additional units needed to allow for housing vacancies; and 3) the number of very low, low, moderate, and above-moderate income households needed. All cities are required to ensure that sufficient sites are planned and zoned for housing, such that area would be available to accommodate the projected housing needs, and to implement proactive programs that facilitate and encourage the production of housing commensurate with its housing needs.

For the 2021–2029 planning period, SCAG determined that the City of Redlands RHNA allocation for very low-income housing units is 967; as shown in Table 5.11-1, 45 percent are allocated to extremely low through low income housing.

Table 5.11-1: City of Redlands SCAG Regional Housing Needs Allocation, 2021-2029

Category	Percent of County Median	2021 Household Income	2021-2029 Housing Need
Extremely Low-Income	Less than 30%	Less than $26,500	483 (14%)
Very Low-Income	30-50%	$26,500 - $39,500	484 (14%)
Low-Income	50-80%	$39,500 - $63,200	615 (17%)
Moderate Income	80-120%	$63,200 - $93,000	652 (19%)
Above Moderate Income	Over 120%	More than $93,000	1,282 (36%)
Total	**--**		**3,516**

Source: City of Redlands 2021-2029 Housing Element

5.11.2.2 Regional/Local Regulations

City of Redlands General Plan Housing Element

The Housing Element include the following policies related to population and housing and the Project:

Policy 1.1 Provide adequate capacity to meet the Sites Inventory for Regional Housing Needs Assessment (RHNA).

Policy 1.2 Increase capacity and access to opportunities and services through the adoption of the Transit Villages Specific Plan.

Policy 1.3 Provide housing capacity near public services.

Policy 1.4 Realize capacity potential through minimum densities.

Policy 1.5 Maintain an up-to-date residential sites inventory and provide to interested developers with information on available development incentives.

Policy 1.6 Support the assembly of small vacant or underutilized parcels to enhance the feasibility of infill development.

Policy 1.7 Ensure that residential development sites have appropriate and adequate services and facilities, including water, wastewater, and neighborhood infrastructure.

Policy 1.8 Incentivize the development of Accessory Dwelling Units as a means of providing a diversity in housing types in all areas within the City.

Policy 1.9 Incentivize efficient buildings and conservation.

City of Redlands General Plan Transit Villages Element

The Transit Villages Element provides for new jobs, housing, and entertainment opportunities in compact, walkable environments; support multiple modes of transit, car travel, walking, and bicycling; and provide new development and infill opportunities include the following policies related to population and housing and the Project:

Policy 4-P.42 Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.

Policy 4-P.49 Allow residential and mixed-use projects in the Mixed Use Core at densities up to the High Density Residential standard.

5.11.3 ENVIRONMENTAL SETTING

The TVSP area includes approximately 947 acres of urban land that is divided into three planning areas (transit villages). The City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Street Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. There are a number of vacant parcels located within the TVSP area, mostly concentrated along and near the railroad right-of-way.

Population

The California Department of Finance (DOF) estimates that the City of Redlands population is 71,154, representing approximately 3.3 percent of the County's total population. SCAG estimates that the City will have a population increase of 13.6 percent between 2021 and 2045, and the County will have population growth rate of over 29 percent over the same period. Table 5.11-2 provides population figures for the City of Redlands and the County in 2021, and SCAG projections for year 2045.

Table 5.11-2: Population Estimates and Projections, 2021–2045

	2021[1]	2045[2] Projection	2021-2045 Change
City of Redlands	71,154	80,800	13.6%
San Bernardino County	2,175,909	2,815,000	29.4%

[1] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.
[2] SCAG 2045 Growth Forecasts.

Housing and Households

The DOF estimates that there were 27,214 housing units in Redlands in 2021, which is 3.7 percent of the County total. The City's housing stock is 64 percent single-family residential and is estimated to be 93.4 percent occupied. The DOF estimated persons per household is 2.71.

Table 5.11-3: City of Redlands Existing Housing Stock, 2021

Residence Type	Number	Percentage
Single-Family Detached	17,451	64.1%
Single-Family Attached	1,202	4.4%
Two to Four Units	3,144	11.6%
Five Plus	4,331	15.9%
Mobile Homes	1,086	4.0%
Total	**27,214**	**100%**
Occupied	25,405	93.4%
Vacancy	1,809	6.6%

California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.

According to SCAG's 2020-2045 RTP/SCS, the City of Redlands is projected to add approximately 5,395 households by 2045 (Table 5.11-4). This averages approximately 225 new households annually through 2045.

Table 5.11-4: SCAG Household Projections, 2021–2045

	2021[1] Households	2045[2] Households	2021-2045 Increase
City of Redlands	25,405	30,800	21.2%
San Bernardino County	649,259	875,000	34.8%

[1] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021.
[2] SCAG 2045 Growth Forecasts.

Employment

According to SCAG's 2020-2045 RTP/SCS, the number of jobs within the City is projected to increase from 42,600 jobs in 2016 to 56,300 jobs in 2045 (Table 5.11-5). This represents an increase of over 32 percent, and an average of 472 jobs annually through the year 2045.

Table 5.11-5: SCAG Projected Employment Trends, 2016-2045

	2016	2045	2016 – 2045 Increase
City of Redlands	42,600	56,300	13,700 (32.2%)
San Bernardino County	791,000	1,064,000	273,000 (34.5%)

Source: SCAG 2045 Growth Forecasts.

In addition, the 2020 Census estimates that 63 percent of the City's residents that are over 16 years of age are in the labor force and have an average 26.9-minute commute. This is similar to San Bernardino County as a whole, where 60.3 percent of residents over 16 years old are in the labor force and the average commute time was 31.6 minutes.

Jobs – Housing Balance

The jobs-housing ratio is a general measure of the "balance" between the number of jobs and number of housing units within a geographic area, without regard to economic constraints or individual preferences. The ratio expresses quantitatively the relationship between the number of people working and number of dwelling units housing the people living in a given area. Additionally, a well-balanced ratio of jobs and housing reduces commuting trips because more employment opportunities are closer to residential areas. Such a reduction in vehicle trips lowers air pollutant emissions (including lower greenhouse gas emissions) and causes less congestion on area roadways and intersections. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

> Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced…. Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would… assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are "housing rich," meaning that more housing is provided than employment opportunities in the area (SCAG 2004).

As described above and shown in Table 5.11-6, the City currently has approximately 25,405 households and approximately 34,900 jobs (2022 State of California Employment Development Department Labor Force data), which results in a jobs-to-housing ratio of 1.37 jobs per household. SCAG projects a jobs-to-housing ratio of 1.83 in 2045, which indicates that employees would be commuting into the City for employment, and that additional housing would improve the jobs to housing balance within the City. The City is projected to have a higher percentage of jobs to households in comparison to the County, which is projected to have a jobs to housing ratio of 1.22 in 2045. Table 5.11-6 provides the existing and projected jobs-to-housing ratios for the City and the County.

Table 5.11-6: Existing and Projected Jobs - Housing Balance in the City and County

	Year	Employment	Households	Jobs-Housing Ratio
City of Redlands	2022[1]	34,900	25,405	1.37
	2045	56,300	30,800	1.83
San Bernardino County	2022[1]	940,800	649,245	1.45
	2045	1,064,000	875,000	1.22

Sources:[1]Employment Development Department, 2022.
SCAG 2020

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The Initial Study established that the proposed Project would not result in impacts related to Threshold POP-2; and no further assessment of this impact is required in this EIR.

5.11.5 METHODOLOGY

State CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data collection of population and housing trends, which was obtained from DOF, the General Plan, and SCAG. The determination of impacts is based on an analysis of the number of residents and employees anticipated at buildout of the proposed Project. The scale of population at buildout is then compared with growth forecasts for the project area. Growth is considered in the context of local and regional plans that include population projections for the City and the County. The SCAG population projections are used to prepare the Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS) which sets forth land use strategies that help the region achieve state greenhouse gas emission reduction goals and assist the South Coast Air Quality Management District prepare its Air Quality Management Plan (AQMP)If projected growth within the Project area from implementation of the Project would exceed SCAG growth projections, resulting in the project being in conflict with the RTP/SCS and the AQMP, growth would be considered "substantial," and a significant impact may result.

5.11.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would provide a form-based code that would allow development of up to 2,400 residential units; 613,000 square feet of retail commercial, hotel, and office space; and 280,000 square feet of open space and parks within the TVSP area. However, the timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects.

IMPACT POP-1: THE PROJECT WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE THROUGH THE EXTENSION OF ROADS OR OTHER INFRASTRUCTURE).

Less Than Significant Impact. The TVSP provides for infill development, redevelopment, and development of a number of vacant parcels located within the Project area. The maximum development that would occur from buildout of the TVSP is 2,400 residential units and 613,000 square feet of retail commercial, hotel,

and office space. This amount of new development could currently be constructed in the Project area under the current GP2035 land use designations and zoning designations. Buildout pursuant to the TVSP would be within the buildout provided for within the GP2035. However, the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits. Therefore, the Project would not induce population growth, it would just provide for the form and function of future development.

Table 5.11-7 shows that based on the General Plan buildout estimates (General Plan Revised Draft EIR Tables ES-1 and ES-2) of 2.65 persons per household and one employee for every 500 square feet of non-residential space, buildout of the proposed TVSP would accommodate 6,360 residents and 1,226 employees.

Table 5.11-7: TVSP Proposed Buildout Population & Employee Increase

	Units at Buildout	Quantifier	Total
Residential	2,400 units	2.65 persons per household	6,360 residents
Retail Commercial	265,000 SF	1 employee for every 500 SF	530 employees
Office	238,000 SF	1 employee for every 500 SF	476 employees
Hotel	110,000 SF	1 employee for every 500 SF	220 employees
Total			**6,360 residents** **1,226 employees**

Residential Development. Table 5.11-7 lists that buildout of the proposed TVSP would result in a population increase of 6,360 residents, which is a citywide increase of 8.9 percent over the 2021 estimated population of 71,154. As listed previously in Table 5.11-2, SCAG forecasts that the City's population will increase by 13.6 percent (9,646 residents) between 2021 and 2045. The additional 6,360 residents that would be accommodated by buildout of the proposed TVSP would not exceed the amount of growth anticipated to occur within the City. Also, as shown in Table 5.11-4, SCAG household growth projections estimate that by 2045 the number of households within the City will grow by 21.2 percent (5,395 households), and that growth within the County will be higher at 34.8 percent. Assuming that the maximum number of residential units in the proposed TVSP are developed and occupied (no vacancy), the 2,400 additional households in the TVSP area would consist of a 9.4 percent increase of households citywide, which is within the SCAG anticipated growth of both the City and the County. Therefore, the Project would not induce unplanned population growth.

The residential development pursuant to the TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Development that would occur under the proposed TVSP would help the City accommodate and balance the land use of anticipated growth as opposed to substantially increasing growth. The residential development that would occur under the proposed Project would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. As further described below, implementation of the proposed TVSP would assist to balance the need for additional housing related to employment growth and to improve the future jobs-to-housing balance. Overall, impacts related to residential growth would be less than significant.

Non-Residential Development. Implementation of the TVSP would result in long-term employment opportunities that would be generated from approximately 265,000 square feet of new retail commercial, approximately 238,000 square feet of new office uses, and approximately 110,000 square feet of new hotel uses. Because the future tenants are unknown, the number of jobs generated from operation cannot be precisely determined. However, based on the General Plan estimate of one employee for every 500 square

feet of non-residential uses, the Project is estimated to result in approximately 1,226 job opportunities. As described in Table 5.11-5, SCAG projects an increase of 13,700 jobs in the City by 2045. The jobs provided through the TVSP would accommodate 8.9 percent of the anticipated growth. Therefore, the Project would not induce unplanned business or employment growth.

Also, Table 5.11-6 shows that the number of new jobs is anticipated to outpace the number of new households by 2045. The residential units generated from the proposed Project would provide for a balanced ratio of jobs and housing and provide for housing near transit and in a walkable environment. Thus, the housing that would be accommodated by the proposed TVSP would result in a beneficial impact related to the balance of jobs and housing; and impacts related to the jobs-housing balance from implementation of the proposed TVSP would be less than significant.

Construction. Construction of projects that would occur as a result of the proposed TVSP would include a need for construction labor. Due to the employment patterns of construction workers in Southern California, and the large market for construction labor in San Bernardino County, construction workers are not likely to relocate their households as a consequence of the job opportunities presented by construction projects in the TVSP area. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often-lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.
- Many construction workers are specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

It is reasonable to assume that construction workers for developments that would occur pursuant to the proposed TVSP would be drawn from the existing labor force in the surrounding area, and, because a typical construction worker would be employed at several different construction sites during any given year, would not relocate their households' places of residence as a consequence of working at a particular construction site in the City of Redlands. Therefore, construction related employment that would be generated from implementation of the proposed TVSP would not induce substantial unplanned and impacts would be less than significant.

Infrastructure. The Project provides a framework for development of a walkable, mixed-use environment around the three new Arrow stations. A key component of this framework is a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists that includes various roadway improvements, pedestrian improvements, and bicycle route improvements. These circulation improvements do not provide accessibility in new areas that would result in additional growth; these improvements would enhance the existing circulation system to provide for multi-model transportation. The Project includes water system infrastructure improvements to potable and non-potable water mains due to age and size to provide reliable fire suppression and adding non-potable water mains to serve the New York Street/Esri and Downtown station areas. Similarly, sewer system improvements would include replacement of existing lines. The utility improvements included in the Project, do not provide for development in new areas that would result in additional growth. The utility improvements are needed due to aged infrastructure and to provide for the anticipated growth within the urban and developed area of the City on undeveloped and underdeveloped parcels that are within walking distance of transit and employment

opportunities. Therefore, the proposed infrastructure included in the TVSP would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

5.11.7 CUMULATIVE IMPACTS

Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, SCAG's 2020-2045 RTP/SCS sets forth land use strategies that help the region achieve state greenhouse gas emission reduction goals and assist the South Coast Air Quality Management District prepare its Air Quality Management Plan (AQMP) The Project would not exceed the SCAG population, housing, and employment growth projections for the City. Based on the growth projections analyzed in SCAG's 2020-2045 RTP/SCS, full buildout of the Project, including buildout of up to 2,400 additional dwelling units and 613,000 square feet of retail commercial, hotel, and office space would represent approximately 8.9 percent of projected employment growth and 9.2 percent of projected housing growth in the City through 2045.The project is within the growth projections used to prepare RTP/SCS) and AQMP), Thus, impacts related to cumulative growth would be less than significant and not cumulatively considerable.

5.11.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS OR POLICIES

Existing Regulations

None.

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.11.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact POP-1 would be less than significant.

5.11.10 MITIGATION MEASURES

No mitigation measures are required.

5.11.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to population and housing would occur.

REFERENCES

California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark (DOF 2021). Accessed: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

City of Redlands 2021-2029 Housing Element. Accessed: https://www.cityofredlands.org/post/2021-2029-housing-element

SCAG. 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG 2020). Accessed: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

SCAG. 2019 Local Profile for City of Redlands. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/redlands_localprofile.pdf?1606014831

SCAG. Connect SoCal Demographics and Growth Forecast. 2020 September 3. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

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https://data.census.gov/cedsci/map?q=All%20counties%20in%20California&tid=ACSDP5Y2019.DP03&vintage=2019&layer=VT_2019_050_00_PY_D1&cid=DP03_0034E&mode=customize

State of California Employment Development Department Labor Force and Unemployment Rate for Cities and Census Designated Places. Accessed: https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html

5.12 Public Services

5.12.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the Project to public services, including fire protection and emergency services, police protection, school services, park services, and other public services, such as library and health services. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, an increase in calls for services, would not, by itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035,* December 5, 2017;
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (General Plan EIR), Dyett & Bhatia, July 2017; and
- *City of Redlands Municipal Code.*

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

There are no Federal regulations pertaining to public services that would be applicable to the Project.

5.12.2.2 State Regulations

California Building Code

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2016 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2016 (adopted January 1, 2017).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-

safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Redlands to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information, 2019).

Quimby Act

The Quimby Act (California Government Code, Section 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California's growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

5.12.2.3 Local Regulations

Fire Protection and Emergency Services

City of Redlands General Plan

The Livable Community Element, Connected City Element, and Healthy Community Element of the General Plan set forth the following actions and principles for fire protection and emergency services:

Principle 4-P.30. Require that new development adheres to safety standards to protect against property damage, injury, or loss of life from fire or geological hazards.

Principle 5-P.7. Minimize emergency vehicle response time and improve emergency access.

Action 5-A.3. Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:

- Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;
- Short block lengths, reduced street widths, and/or traffic calming measures; and
- Providing pedestrians and bicyclists with options where motorized transportation is prohibited.

Action 5-A.15. Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.

Policy 7-P.12. Create and maintain a system of trails serving both recreational and emergency access needs.

Action 7-A.96. Ensure that all-weather access is provided for all new development, with adequate clearance for emergency vehicles, designed in accordance with the California Fire Code, and ensure that all roads, streets, and major public buildings are identified in a manner that is clearly visible to fire protection and other emergency vehicles.

City of Redlands Fire Fees

The Project is required to comply with the provisions of the City of Redlands Fire Department Fees (Resolution No. 8045), which requires a fee payment for any developments requiring permitting that the City applies to the funding of fire protection facilities.

Police Services

City of Redlands General Plan

The Livable Community Element of the General Plan sets forth the following actions and principles for police services:

Principle 4-P.60. Locate police and fire resources where they can best serve the community.

Principle 4-P.61. Support community partnership and community-based policing strategies to enhance the relationship between the Redlands Police Department and neighborhoods throughout the city.

Action 4-A.153. Ensure that the Police and Fire departments have modern facilities and equipment needed to perform their duties.

Action 4-A.154. Support and expand neighborhood watch organizations and citizen volunteer patrols to assist the police in deterring crime.

Action 4-A.155. Continue to enact mutual aid agreements with neighboring police and fire jurisdictions as well as state agencies.

Action 4-A.156. Encourage the use of police substations throughout the city to increase the police presence in the neighborhoods.

Action 4-A.157. Include the Police and Fire departments in the review of new developments to provide feedback on building and site design safety.

Park Services

City of Redlands General Plan

The Healthy Community Element of the General Plan sets forth the following actions and principles promoting park and recreation facilities and programs:

Principle 7-P.1. Promote active lifestyles and community health by furthering access to trails, parks, public open space, and other recreational opportunities.

5.12.3 ENVIRONMENTAL SETTING

Redlands Fire Department

The Redlands Fire Department (City Fire) would serve the TVSP area. City Fire provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response.

According to the Redlands General Plan EIR, the Redlands Fire Department recognizes two response time standards. The two standards include the National Fire Protection Association (NFPA), which recommends that the first arriving unit arrive within four minutes 90 percent of the time, and a more lenient goal of seven minutes 90 percent of the time, as recommended by the 2008 High-Level Fire Department Review for the Redlands Fire. According to the City of Redlands, the current 90 percent response time is nine minutes, which is over twice the NFPA standard and two minutes slower than the more lenient guideline.

The Fire Department consists of approximately 52 total sworn personnel, (including 44 firefighter/paramedics and 16 firefighter/EMTs) and covers an area of 37 square miles. In 2021, RFD received 11,836 calls for service and had 72,933 residents (California Department of Finance), which results in 0.16 calls per resident. The calls for service increased by an average by 6.65 percent in the three years between October 2016 and September 2019. Additionally, approximately 45 percent of the calls for service occur simultaneously. A majority of the increased calls were for emergency medical services (Citygate), which is consistent with the City's Fire Department Assessment and Deployment Study (2020) that details that 63 percent of service calls in 2018/2019 were for emergency medical services. The RFD currently has a goal response time of 7 minutes, 90 percent of the time (Citygate, 2020). The TVSP area would be served by four fire stations as shown in Table 5.12-1 below. The City currently has plans to acquires sites for and to construct two new fire stations (Stations 265 and 266) in different parts of the City and relocate Station 264 based on the annual increase in calls for service and location of service need.

Table 5.12-1: Fire Stations

Fire Station	Location
Station 261	525 East Citrus Avenue
Station 264	1270 West Park Avenue
Station 262	1690 Garden Street
Station 263	10 West Pennsylvania Avenue

Source: City of Redlands Fire Department 2022

Redlands Police Department

Public safety services in the City, including the TVSP area, are provided by the Redlands Police Department (RPD). RPD's main police station is located at 1270 West Park Avenue within the boundaries of the New York Street/Esri Transit Village. There are four other divisions located citywide. The Police Department personnel is made up of approximately 100 volunteers, 80 sworn officers and 58 full and part-time civilians, resulting in a service level of 1.12 officers per 1,000 residents. In 2020, the Department had an average response time of 9.08 minutes for Priority one police service calls and a service ratio of 1.1 officers per 1,000 residents. Although there are no industry standards for response time to emergency calls, according to the Redlands Police Department, a response time of 4.5 minutes is desirable in a city of this size. Table 5.12-2 below shows the location and staffing descriptions of the stations within the City.

Table 5.12-2: Police Stations

Location	Staffing Description
1270 W. Park Avenue	Patrol, Custody, Dispatch Records
30 Cajon Street	Administration, Investigations, MET, Traffic/Special Events, Crime Analysis, Community Policing, Property/Evidence
1150 Brookside Avenue	Records Processing
111 W. Lugonia Avenue	Community Policing Officer
504 Kansas Street	Animal Control Office

Source: RPD, 2022

Park Services

Existing parks within the City include four pocket parks (1.8 acres), eight neighborhood parks (76.8 acres), six community parks (143.2 acres), and three other parks (202.4 acres) for a total of approximately 424.2 acres (GP2035 EIR, Table 3.13-1). At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents consistent with state law (Quimby Act). able 5.12-3, *Existing Parks within the Project Area*, shows the existing parks within the TVSP area as well as additional park information.

Table 5.12-3: Existing Parks within the TVSP Area

Park Type	Park Name	Location (in Redlands)	Park Size	Park Details
Pocket Park	Ed Hales Park	101 E. State St.	0.7 acre	Picnic facilities in the downtown central business district
Neighborhood Park	Smiley Park (Portion)	126 E. Eureka St.	9.2 acres (Only a portion located within TVSP area)	Located at the Redlands Civic Center, this park is home to A. K. Smiley Public Library, the Lincoln Memorial Shrine, and the Redlands Bowl
	Jennie Davis Park	923 W. Redlands Blvd.	5.2 acres	Playground facilities and location of the annual Veteran's Day Parade and Celebration
Community Park	Sylvan Park	University St. between Colton Ave. and Park Ave.	23.3 acres	Open grassy areas, rose garden, picnic areas, a playground, a stage/bandstand area, a skate park, a baseball/softball field, horseshoe pits, bag toss, lawn bowling, and trails.
Other Park	Terrace Park	Between N. Sixth St. and Church St. on Colton Ave.	2.4 acres	Linear park featuring landscaped tree-lined walkway with benches and drinking fountain

Source: City of Redlands, Facilities & Community Services Department, https://www.cityofredlands.org/parks, accessed March 2022.

Other Public Services

Other governmental services include the City's library system. The A. K. Smiley Public Library, established in 1894, is a 34,000-square-foot facility located at 125 West Vine Street. In addition to its diverse collection of resource materials, the library system offers services and programs for all ages, including an adult literacy program. It also houses a museum, and the Lincoln Memorial Shrine. At the time the GP2035 was drafted, the library was in need of additional storage space for the museums, and plans were underway for an

adjunct building at 700 Brookside Avenue (formerly the Redlands Daily Facts building) for the Redlands Historical Museum (GP2035 EIR, p. 3.13-13).

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

PS-1 – Fire protection
PS-2 – Police protection
PS 3 – Schools
PS 4 – Parks
PS 5 – Other public facilities

The Initial Study established that the proposed Project would not result in impacts related to Threshold PS-3; and no further assessment of this impact is required in this Draft EIR.

5.12.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public service can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives that results in the need for new or the expansion of existing government services and facilities, including fire and police stations, schools, parks, libraries, community recreation centers, public health facilities, and animal shelters, that would result in significant adverse physical effects on the environment.

5.12.6 ENVIRONMENTAL IMPACTS

IMPACT PS-1: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION OR EXPANSION OF FIRE FACILITIES.

Less than Significant Impact. Full buildout of the TVSP area pursuant to the TVSP would increase the demand for fire protection and emergency medical services. The threshold is whether the Project would result in inadequate staffing levels or require additional equipment, response times, and/or increase the demand for services that would then require the construction or expansion of fire station facilities that would have an adverse physical effect on the environment.

Development within the TVSP area would be installed with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted as Chapter 15.20 of the Redlands Municipal Code, CBC, and other existing regulations regarding fire safety. Site access would be reviewed by City planning and the Redlands Fire Department to ensure that the proposed improvements would have adequate access for large fire trucks and vehicles. Future development within the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and county codes and requirements are implemented.

The General Plan EIR stated that the fire services have stated the needs for expansion in order to accommodate continued increase in population. However, development impact fees included as PPP PS-1

would serve to ensure the maintenance of existing facilities and the timely provision of new facilities as needed. The fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of additional facilities, if needed in the future. Furthermore, future developments pursuant to the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and City codes and requirements are implemented.

Whether the City chooses to construct new fire stations in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies that are designed to protect environmental resources as well as environmental review under CEQA, separate from this Project. Therefore, with the payment of development fees included as PPP PS-1, Project impacts to fire services would be less than significant.

IMPACT PS-2 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION OR EXPANSION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES.

Less than Significant Impact. The service ratio for the City of Redlands is 1.1 officers per 1,000 residents. Based on the new resident population of 6,360, the City would need to hire approximately 7 new officers to maintain the service ratio in the City. The increased residential population and increased commercial uses from buildout of the TVPS could increase the frequency of emergency and non-emergency calls to the Redlands Police Department, as compared to existing conditions. Buildout of the TVSP is not expected to increase demand for police protection to the extent that new facilities would be required. However, payment of development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities. In addition, property tax revenue generated by development of the Project would provide funding for police services and would help to offset the Project's increase in the demand for services. Therefore, impacts to police protection facilities would be less than significant.

IMPACT PS-4 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION OR EXPANSION OF NEW OR PHYSICALLY ALTERED PARK FACILITIES.

Less than Significant Impact. As discussed in Section 5.13, *Population and Housing,* full buildout of the TVSP would result in the generation of up to 6,360 residents. Without the development of new parks, this population increase would place additional physical demands on existing parks and recreational facilities, which could result in deterioration of existing facilities. The City of Redlands has a ratio of 5.9 acres of parkland per 1,000 residents which exceeds the state law requirement of 5.0 acres per 1,000 residents. As such, buildout of the TVSP would result in a demand for 31.8 acres of parkland. According to the City's General Plan Parks and Recreational Open Space Element (Section 7.2), there are several different kinds of parks in Redlands, including community parks, neighborhood parks, and pocket parks. As discussed in Table 5.12-3, there are 4 existing parks totaling 40.8 acres within the TVSP area. The TVSP area at full buildout would provide an additional 280,000 SF (6.4 acres) of open space and park area which would bring the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area).

Furthermore, the City's mechanism for addressing parkland needs are its development impact fees as set forth in RMC Chapter 3.32 included as PPP PS-2. The funds would be used to maintain and operate the existing park facilities and construct additional facilities, as deemed warranted by the City. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities

related to development projects. Any potential new facilities would be subject to the City's policies designed to protect environmental resources and environmental review under CEQA, which would be separate from this Project. Based on the TVSP's provisions for additional parkland and the existing parkland within the TVSP area and the incremental population increase resulting from buildout of the TVSP, the Project would not result in overuse of existing parks and facilities that would result in substantial deterioration of existing facilities. Additional City policies requiring maintenance and funding of existing and future recreational facilities would ensure that parks within the TVSP are in good physical condition. The development of future recreational facilities would be subject to existing building and construction regulations that would ensure that construction activities have a minimal effect on the surrounding environment. These, along with Redlands General Plan policies established to protect environmental resources, air quality, and water quality, would ensure that future park construction within the TVSP would have a less than significant impact.

IMPACT PS-5 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION OR EXPANSION OF NEW OR PHYSICALLY ALTERED PUBLIC FACILITIES.

Less than Significant Impact. Other public facilities and services provided by the City include library services and City administrative services. As with all developments, the Project would contribute to the incremental demand for expanded government services and facilities, including libraries, community recreation centers, public health facilities, and/or animal shelters. The policies set forth by the Redlands General Plan ensure that within the city these public services are improved and expanded to meet demand as development occurs within the TVSP area. Future development of new public facilities would require project-level environmental review and site-specific mitigation measures as appropriate, ensuring that adverse environmental effects are avoided or mitigated. Additionally, the Project would generate new tax revenues that would contribute to and supplement existing revenue sources for the maintenance and enhancement of these facilities. Therefore, Project implementation would not adversely affect public facilities or require the construction of new or modified public facilities that are not already addressed in this document. Impacts would be less than significant.

5.12.7 CUMULATIVE IMPACTS

The Project would not significantly increase the need for public services in Redlands, cities surrounding Redlands, or the region. As discussed above, the Project applicant would pay the required City Development Impact Fees and Park Fees included as PPP PS-1 and PPP PS-2. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

5.12.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Regulations

None.

Standard Conditions

None.

Plans, Programs, or Policies

PPP PS-1: Development Impact Fees. As a standard requirement for implementing projects within the TVSP area, and prior to issuance of any building permits for the implementing project, the project applicants/developers shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

PPP PS-2: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

5.12.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts PS-1, PS-2, PS-4, and PS-5 would be less than significant.

5.12.10 MITIGATION MEASURES

No mitigation measures are required.

5.12.11 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Compliance with regulatory programs would reduce potential impacts related to public services to less than significant. Therefore, no significant unavoidable adverse impacts would occur.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands General Plan EIR. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/redlands_deir_compiled_lo_071917_0.pdf?1554321669

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1977

Citygate Associates, LLC. Fire Department Assessment and Deployment Study. 25 June 2020. https://destinyhosted.com/redladocs/2020/CC/20200901_218/2879_Vol_1_-_Final_Redlands_FD_Assessment_and_Deployment_Study_Technical_Report_%2806-25-20%29.pdf

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5.13 Recreation

5.13.1 INTRODUCTION

This section describes the recreational conditions in the TVSP area and potential impacts from Project implementation. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035, December 2017*
- *City of Redlands Municipal Code*

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

There are no federal regulations related to recreation that are applicable to the Project.

5.13.2.2 State Regulations

There are no federal regulations related to recreation that are applicable to the Project.

5.13.2.3 Local Regulations

City of Redlands General Plan

The City of Redlands Active Lifestyle Element contains the following policies related to recreation that is applicable to the Project:

Policy 7-P.1 Promote active lifestyles and community health by furthering access to trails, parks, public open space, and other recreational opportunities.

Policy 7-P.11 Maximize the availability of recreational facilities and activities throughout the city

Policy 7-P.12 Create and maintain a system of trails serving both recreational and emergency access needs.

Action 7-A.3 Provide 5 acres of park area for each 1,000 Planning Area residents, and additional parkland for specialized, and low-use park acreage

Action 7-A.21 Require that the recreational needs of children and adults, including seniors and dependent adults, be addressed in development plans.

Action 7-A.29 Review new development proposals for compliance with the Trails Plan and provide for right-of-way dedication and improvement/development of trails.

City of Redlands Municipal Code

Chapter 3.32 Open Space and Park Fees: It is the purpose and intent of this chapter to implement the Redlands general plan to ensure that open space lands and active and passive parks are made available to the public concurrent with the need for such lands and parks caused by new development within the city. The fees established pursuant to this chapter shall be imposed as a condition of approval of new residential, commercial, office, and industrial development to pay for the costs incurred by the city for acquiring, developing, improving and expanding open space areas, scenic drives, parks, playgrounds and recreational facilities to meet the increased needs for those facilities resulting from the effects of new development.

5.13.3 Environmental Setting

Regional Parks

The San Bernardino County Regional Parks Department manages and maintains nine Regional Parks throughout San Bernardino County totaling approximately 9,200 acres. Each park offers diverse outdoor recreation opportunities in settings that range from metro, mountain, and desert scenery. Regional County recreational facilities near the TVSP area include the Santa Ana River Trail and Parkway which is approximately 6.9 miles from the Project site and the Yucaipa regional park which is approximately 10 miles from the Project site.

Local Parks

Existing parks within the City include four pocket parks (1.8 acres), eight neighborhood parks (76.8 acres), six community parks (143.2 acres), and three other parks (202.4 acres) for a total of approximately 424.2 acres (GP2035 EIR, Table 3.13-1). At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents consistent with state law (Quimby Act). There are several parks within the TVSP area that provide open space and recreational opportunities to surrounding residents, workers, and visitors. Table 5.13-1, *Existing Parks within the Project Area*, shows the existing parks within the TVSP area as well as additional park information.

Table 5.13-1: Existing Parks within the TVSP Area

Park Type	Park Name	Location (in Redlands)	Park Size	Park Details
Pocket Park	Ed Hales Park	101 E. State St.	0.7 acre	Picnic facilities in the downtown central business district
Neighborhood Park	Smiley Park (Portion)	126 E. Eureka St.	9.2 acres (Only a portion located within TVSP area)	Located at the Redlands Civic Center, this park is home to A. K. Smiley Public Library, the Lincoln Memorial Shrine, and the Redlands Bowl
	Jennie Davis Park	923 W. Redlands Blvd.	5.2 acres	Playground facilities and location of the annual Veteran's Day Parade and Celebration
Community Park	Sylvan Park	University St. between Colton Ave. and Park Ave.	23.3 acres	Open grassy areas, rose garden, picnic areas, a playground, a stage/bandstand area, a skate park, a baseball/softball field, horseshoe pits, bag toss, lawn bowling, and trails.
Other Park	Terrace Park	Between N. Sixth St. and Church St. on Colton Ave.	2.4 acres	Linear park featuring landscaped tree-lined walkway with benches and drinking fountain

Source: City of Redlands, Facilities & Community Services Department

Recreational Facilities

Recreational facilities in Redlands include the Redlands Community Center, the Community Senior Center, the Joslyn Senior Center, neighborhood community gardens, and the Carriage House. Large open spaces, including the San Timoteo Canyon, Live Oak Canyon, and the Crafton Hills also provide recreational space. The City of Redlands currently has joint use agreements with the Redlands Unified School District and the Grove School allowing public access to school recreational facilities. The agreement with the school district allows the City and the District to use facilities, parks, sports fields and classrooms as needed for community activities, such as the community gardens, adult and youth sports, and after school programs.

Trails

The City of Redlands provides public trails for walking, jogging, bicycling, and equestrian use. Some trails are located within City parks and open space, while others act as linkages between the parks or to other regional trails. The Orange Blossom Trail runs the entire length of the TVSP area and the Sylvan Park Trail, the Church Street to Panorama Trail, and the Terrace Trail are located within the University Village.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if the project would:

REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

REC-2 Include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.13.5 METHODOLOGY

This analysis is based on a review of public information about San Bernardino County and City of Redlands parks and recreational facilities. The analysis considers the increase in use of parks and recreation facilities that would result from the increased development intensity from the proposed project, along with the ability of existing park and recreation facilities to accommodate the increased use. The analysis considers whether an increase in use would result in the substantial physical deterioration of existing recreational facilities, such as accelerated wear on sports facilities and fields, or in the need for new or expanded facilities.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT REC-1 THE PROJECT WOULD NOT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED.

Less than Significant Impact. As discussed previously in Table 5.13-1, there are 40.8 acres of existing parks within the TVSP area and 424.2 acres of parks within the City of Redlands. In addition, the Project area at full buildout would provide an additional 280,000 SF (6.4 acres) of open space and park area which would bring the City's total parkland acreage to 430.6 acres. (not including any additional parkland that may be added in the future by the City outside the Project area).

In addition to parks, the City operates numerous recreational community centers and facilities, and has a joint use agreement with RUSD allowing public access to school recreational facilities. Other recreational opportunities include open spaces such as San Timoteo Canyon, Live Oak Canyon, Crafton Hills, and approximately 27.58 acres of recreational trails. At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents.

Without the development of new parks and recreational facilities, future increases would place additional physical demands on existing parks and facilities. The GP2035 provides for new parkland, recreational facilities, and trails to serve the City's population as it grows. The City's mechanism for addressing parkland and recreational facility needs are its development impact fees as set forth in RMC Chapter 3.32.

Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. The development impact fee program is set forth in Government Code Sections 66000-66025. In the City, development impact fees are collected at the time a building permit is issued for the purpose of further alleviating the impacts caused by new development on the City's infrastructure. Fees are used to finance the acquisition, construction, and improvement of public facilities needed because of new development. A separate funding structure has been established to account for the impact of new development on each of the following types of public facilities: open space, parks and recreational facilities, public facilities (including public safety, library and general government facilities), transportation, water, solid waste, and sewer.

Individual development projects under the Project would be subject to the payment of these development impact fees to the City, which includes fees specific to TOD, as currently set forth in City Resolution No. 7951. As noted, the addition of approximately 6,360 residents would place additional physical demands on existing parks and facilities.

The addition of 6,360 new residents as a result of the Project would increase the use of recreational facilities and would require approximately 31.8 acres of new parkland based on the parkland/recreational space standard of 5.0 acres per 1000 residents. Here, the proposed Project would provide 6.4 acres of parkland at full buildout which would result in a total of 430.6 acres of parkland and 77,873 residents. The Project would therefore result in a ratio of parkland acres per 1000 residents of 5.5 acres per 1,000 residents, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents. Thus, the Project would not significantly increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated. Impacts would be less than significant.

IMPACT REC-2 THE PROJECT WOULD NOT INCLUDE RECREATIONAL FACILITIES OR REQUIRES THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Less than Significant Impact. The recreational trail and open space network, which is conceptually planned as part of the TVSP, would provide a contiguous green space connecting the TVSP villages. The proposed Zanja Greenway is located along a historic existing irrigation feature that traverses the TVSP area from Sylvan Boulevard in the University Transit Village southwest past the New York Street/Esri Transit Village. The TVSP would install riparian landscaping along the Zanja Greenway, which also runs parallel to the Orange Blossom Trail. The TVSP also includes an open space plaza at State Street/Third Street, a midtown greenbelt in the Downtown Transit Village, a central park in the University Transit Village, and a neighborhood park in the New York Street/Esri Transit Village. The precise timing of open space or other public improvements are not known with certainty, as improvements would likely depend on the timing of future developments, buildout of private development projects, future availability and amounts of public grant funding or other public funds, and other factors. The development of future parkland and recreational facilities would be subject to existing building and construction regulations that would ensure that future construction activities have a minimal effect on the surrounding environment. Furthermore, individual recreational projects within the TVSP would be subject to the mitigation measures included throughout this EIR and the Redlands General Plan policies established to protect cultural resources, paleontological resources, air quality, and water quality. Adherence to existing regulations and mitigation measures included in this EIR would ensure that the Project would not result in construction or expansion of recreational facilities which might have an adverse impact on the environment, and impacts would be less than significant.

5.13.7 CUMULATIVE IMPACTS

The geographic area in which cumulative impacts to recreation could occur is the nearby locations within portions of City of Redlands and San Bernardino County that the residents from the project would recreate a majority of the time. Recreational needs of the future residents within the proposed project and other cumulative development within the City of Redlands would add to local and regional demand for parks and recreational facilities. However, each project within the City is required to comply with the City's open space and park fees as contained in the Chapter 3.32.040 of the City's Municipal Code included as PPP PS-1. As individual developments within the TVSP would pay open space and park fees, the proposed Project would not contribute to a cumulatively considerable impact related to recreation. Furthermore, individual recreational facility and park projects would be required to undergo CEQA review, which would ensure that no significant impacts would occur from development of future parkland or recreational facilities. Cumulative impacts related to recreation would be less than significant.

5.13.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Regulations

None.

Standard Conditions

None.

Plans, Programs, or Policies

PPP PS-1: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

5.13.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts REC-1 and REC-2 would be significant.

5.13.10 MITIGATION MEASURES

No mitigation measures are required.

5.13.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts associated with recreation are less than significant.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Municipal Code. Accessed:
https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1977

5.14 Transportation

5.14.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Specific Plan. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The analysis in this section is based on the following resources:

- *City of Redlands General Plan 2035*, December 2017
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report,* Dyett & Bhatia, July 2017
- *City of Redlands Municipal Code*
- *City of Redlands CEQA Assessment VMT Analysis Guidelines,*
- *Vehicle Miles Traveled (VMT) Screening Analysis*, EPD Solutions, 17 January 2022. Included as Appendix I.

Transportation Terminology

- **Traffic Analysis Zone (TAZ).** Traffic Analysis Zone (TAZ) refers to the geographic unit used for traffic analysis within transportation planning models, such as the San Bernardino County Transportation Authority's VMT Screening Tool model. A TAZ is a special area delineated by state and/or local transportation officials for tabulating traffic-related data especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.
- **Transit Priority Area (TPA).** As defined by SB 743, a Transit Priority Area (TPA) is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in the applicable regional transportation plan.
- **Low VMT Area.** Low VMT areas are defined as TAZs with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County.

5.14.2 REGULATORY SETTING

5.14.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.14.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

5.14.2.3 Local Regulations

City of Redlands General Plan 2035

The General Plan Healthy Community Element contains the following policies related to transportation that are applicable to the Project:

Principle 5-P.1 Maintain a cohesive circulation system through a "layered network" approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas.

Principle 5-P.2 Use the layered network approach to identify, schedule, and implement roadway improvements as development occurs in the future, and as a standard against which to evaluate future development and roadway improvement plans.

Principle 5-P.4 Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.

Principle 5-P.5 Manage the city's transportation system to minimize traffic congestion, improve flow, and improve air quality.

Principle 5-P.7 Minimize emergency vehicle response time and improve emergency access.

Principle 5-P.8 Ensure the safety of the transportation network by preventing excessive speeding of vehicular traffic and promoting safe sharing of the network by all transportation modes.

Principle 5-P.10 Require developers to construct or pay their fair share toward improvements for all travel modes consistent with the layered network.

Principle 5-P.11 Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.

Principle 5-P.13 Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.

Principle 5-P.14 Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.

Principle 5-P.16 Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/ from adjacent neighborhoods.

Action 5-A.1 Maintain and update design standards for each functional roadway classification per Figure 5-4. These standards are for a typical midblock application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.

Action 5-A.3 Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:

- Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;
- Short block lengths, reduced street widths, and/or traffic calming measures; and
- Providing pedestrians and bicyclists with options where motorized transportation is prohibited.

Action 5-A.6 Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.

Action 5-A.7 Add new streets to create a finer grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.

Action 5-A.15 Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.

Action 5-A.20 Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.

Principle 5-P.21 Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.

Action 5-A.25 Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail routes on Colton

Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.

Action 5-A.26 Implement bicycle and trail improvements that provide strong north-south connections, especially with major east-west trails, including routes on Mountain View Avenue, California Street, Nevada Street, Alabama Street, Texas Street, New York Street, Orange Street, Church Street, Dearborn Street, and Wabash Avenue.

Action 5-A.27 Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

Action 5-A.61 Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations.

Action 5-A.68 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.

Action 5-A.70 Locate Downtown public parking to encourage a park once approach. Provide pedestrian directional signage to direct persons from peripheral parking to downtown destinations.

Action 5-A.75 Consider techniques to reduce the amount of area in the Transit Villages occupied by parking, especially for developments located within easy walking distance of the Passenger Rail stations.

5.14.3 ENVIRONMENTAL SETTING

Table 5.14-1, *Existing Major Roadway Characteristics within TVSP Area*, shows the roadway characteristics that are observed within the TVSP area.

Table 5.14-1: Existing Major Roadway Characteristics within TVSP Area

Roadway	Classification	Number of Lanes	Bike Lane?
Redlands Boulevard (E/W)	Boulevard (between Alabama Street and E Citrus Avenue), Major Arterial elsewhere	4-Lane Divided w/Concrete median, except between Center Street and 1st Street	No
Orange Street (N/S)	Boulevard (between Redlands Boulevard and Union Avenue), Minor Arterial elsewhere	4-Lane Divided w/Painted median	No
Cajon Street (N/S)	Minor Arterial	2-Lane Divided w/Painted median	Class II
Colton Avenue (E/W)	Boulevard (between Redlands Boulevard and 6th Street)	2-Lane Divided w/Painted median	Class III between Orange Street and Church Street
Brookside Avenue (E/W)	Major Arterial	2-Lane Divided w/Concrete median	Class II
Citrus Avenue (E/W)	Major Arterial west of Orange Street, Minor Arterial East of Orange Street	4-Lane Divided w/Concrete median between Eureka Street and Orange Street, 2-Lane Divided w/Painted median elsewhere	Class III west of Redlands Boulevard, Class II east of Redlands Boulevard

Roadway	Classification	Number of Lanes	Bike Lane?
University Street (N/S)	Boulevard between I-10 and Colton Avenue, Minor Arterial south of I-10 and between Colton Avenue and Lugonia Avenue, Collector north of Lugonia Avenue	4-Lane Divided w/Painted median	None
Tennessee Street (N/S)	Minor Arterial	4-Lane Divided w/Painted median	Class III south of State Street
Olive Avenue (E/W)	Collector	2-Lane Divided w/Painted median	Class II

Existing Transit Service

The TVSP area is served by bus service via Omnitrans, which serves the San Bernardino Valley. Omnitrans Route 8 connects San Bernardino and Yucaipa via Loma Linda, Redlands, and Mentone, including the TVSP area, with buses running every 60 minutes Monday through Sunday, and has stops along Redlands Boulevard and Lugonia Avenue. Omnitrans Route 15 serves the cities of Fontana and Redlands (including the TVSP area) via San Bernardino and Rialto, with buses running every 60 minutes Monday through Sunday, and has stops along Orange Street, Redlands Boulevard, and Eureka Street. Omnitrans Route 19 provides service between Fontana, the San Bernardino Transit Center, and Yucaipa. Route 19 has stops at the Redlands Mall and has buses running every 60 minutes, Monday through Sunday.

Furthermore, the San Bernardino County Transportation Authority's newly built Arrow line connects the City of Redlands to the City of San Bernardino and provides further direct rail trips once a day to the City of Los Angeles. The Arrow line has three stops located at the center of each proposed Transit Village:

- New York/Esri Station: located north of the intersection of Redlands Boulevard and New York Street across from the Esri campus
- Downtown Station: located at the historic Redlands Santa Fe Depo, between Eureka Street and Orange Street
- University Station: located at the University of Redlands at the south end of campus near North University Street

Starting in 2022, during morning and afternoon peak commute hours, trains operate every 30 minutes. During non-commute or off-peak hours, trains operate every 60 minutes. Weekday and weekend service is planned to start at 5 a.m. and run until 10 p.m. In addition to standard passenger rail service, the Metrolink Express train will be extended to serve the Redlands – Downtown Station with limited stop service to and from Los Angeles during peak commute hours.

Existing Bicycle and Pedestrian Facilities

As shown on Table 5.14-1, above, in the TVSP area, Brookside Avenue, Citrus Avenue, Cajon Street, Olive Street, and Colton Avenue, contain bicycle lanes. Furthermore, a Class I bicycle lane currently exists west of Center Street and east of Grove Street within the TVSP area.

Generally, throughout the TVSP area, sidewalks are provided on both sides of the street. University Street currently lacks sidewalks on some segments near the I-10 and Redlands Boulevard currently lacks sidewalks on some segments. Additionally, a multi-use trail, the Orange Blossom Trail, transverses the TVSP area east

of Center Street and west of Grove Street. Other multi-use trails exist on Church Street and a portion of Colton Avenue between 6th Street and Church Street.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- TR-4 Result in inadequate emergency access.

The Initial Study established that the proposed Project would result in less than significant impacts related to Thresholds TR-3 and TR-4. No further assessment of these impacts is required in this Draft EIR.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

> VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Redlands' VMT Guidelines provides VMT screening thresholds to identify projects that would be considered to have a less than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less than significant and no further analysis of VMT would be required:

1. The project is in a Transit Priority Area (TPA).
2. The project is in a low VMT area.
3. The project is one of the following land uses:
    - Local serving K-12 school
    - Local park
    - Daycare center
    - Local-serving gas station
    - Local-serving bank
    - Local-serving hotel (e.g., non-destination hotel)
    - Student housing project on or adjacent to a college campus
    - Local-serving assembly use (place of worship, community organization)
    - Community institution (public library, fire station, local government)
    - Local-serving community college that is consistent with the assumptions noted in the RTP/SCS
    - Affordable or supportive housing
    - Assisted living facility
    - Senior housing (as defined by the Federal Department of Housing and Urban Development)
4. The project generates less than 3,000 MT CO2e per year. This includes:
    - Single family residential – 167 dwelling units (DU) or fewer
    - Multifamily residential (low-rise) – 232 DU or fewer
    - Multifamily residential (mid-rise) – 299 DU or fewer

- Office – 59,100 square feet (SF) or less
- Local-serving retail – 112.400 SF or less (no stores larger than 50,000 SF)
- Warehousing – 463,600 SF or less
- Light industrial – 74,600 SF or less

5.14.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, in order to comply with CEQA Guidelines Section 15064.3, impacts associated with automobile delay are not analyzed in this Draft EIR.

Vehicle Miles Traveled Analysis Methodology

The applicability of each City of Redlands VMT Guidelines screening criterion was analyzed in relation to the proposed TVSP's land uses, location, and proximity to transit. If the Project meets one of the screening criteria set forth in the City of Redlands VMT Guidelines, it can be presumed that the Project would result in a less than significant impact.

5.14.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact.

Roadway, Transit, Bicycle, and Pedestrian Facilities

Roadway Network: As described in 5.14-1, the TVSP area includes a variety of roadway types. As shown on Figure 3-9, *Future Street Network Improvements,* the TVSP identifies multiple potential circulation network improvements such as transforming New York Street, Orange Street, and University Street into gateway streets; introducing new streets to promote walkability and to reestablish Redlands' traditional street and block pattern; changing State Street between Orange Street and 7th Street into a two-way street; introducing a traffic signal at the intersection of Orange Street and Shoppers Lane; and upgrading crosswalks along University Street, among others. Implementation of these recommended roadway improvements would improve the circulation network within the TVSP area. Therefore, the proposed Project would not conflict with a plan, ordinance, or policy addressing roadway circulation, and impacts would be less than significant.

Transit Facilities: As described previously, the TVSP area is served by Omnitrans Routes 8 and 15 and the newly constructed Arrow line. These existing transit services would continue to serve their ridership in the area and would serve residents, employees, and visitors within the TVSP area. The TVSP includes recommendations for transit facility upgrades such as rerouting of certain bus routes through the Downtown Village to provide more effective bus stops and providing bus routes through the University Village. While the TVSP provides certain recommendations for improving existing transit throughout the TVSP area, the proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Brookside Avenue, Olive Avenue, and Cajon Street have Class II bike lanes. Citrus Avenue, Tennessee Street, and Colton Avenue have Class III bike lanes. Both the Redlands General Plan 2035 and TVSP identify New York Street and Church Street for Class III bike lanes and Tennessee Street, Redlands Boulevard, Colton Avenue, New York Street, Texas Street, Eureka Street, Citrus Avenue, Orange Street, Sixth Street, University Street, State Street, and Grove Street for Class II bike lanes, as shown on Figure 3-11, *Future Bicycle Network Improvements*. Furthermore, both the Redlands General Plan 2035 and TVSP identify extending the Orange Blossom Trail, a multi-use/Class I bike trail, westward from Grove Street to 9th Street through the TVSP area. Connection to the existing Class I portion of the Orange Blossom Trail in the New York Street Village, west of Texas Street, would be provided by a proposed Class II bike lane along Redlands Boulevard. Implementation of the Specific Plan would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist on streets throughout the majority of the TVSP area. However, the TVSP identifies multiple issues with existing pedestrian facilities throughout the TVSP area such as mega blocks, inadequate underpasses and intersections, and missing and deficient sidewalks. To enhance pedestrian facilities within the TVSP area, the TVSP provides recommendations for pedestrian-scaled blocks through the development of new streets that form blocks less than 500 feet by 500 feet; intersection improvements such as bulb-outs and pedestrian priority signal intervals; improvements for mid-block intersection crossings using pedestrian activated caution lights; and new signals at the intersection of Shoppers Lane and Orange Street; improved I-10 underpasses; a pedestrian crossing for the railroad tracks at the Downtown Village; and new sidewalks along University Street and Redlands Street. These proposed pedestrian facility improvements are shown in Figure 3-10, *Future Pedestrian Network Improvements*.

Implementation of the Specific Plan would include roadway improvements within the TVSP area that would provide for new sidewalks where none exist currently or provide for sidewalk improvements, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Specific Plan would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

IMPACT TR-2: THE PROJECT WOULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.

As described previously, State CEQA Guidelines Section 15064.3(b) focus on determining the significance of VMT-related transportation impacts. The proposed Project was analyzed in comparison to the City of Redlands VMT Guidelines. As discussed in the City of Redlands VMT Guidelines, if a project meets the screening criteria set forth in the guidelines, then it would be considered to have a less than significant impact on VMT. The applicability of each screening criteria, included in Section 5.14.4, in comparison to each TAZ within the proposed Project is discussed below.

TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101

Less than Significant Impact.

Screening Criteria 1 – TPA: According to the City's guidelines, projects within one-half mile of an existing or planned major transit stop or an existing stop along a high-quality transit corridor are within a transit priority area (TPA). Traffic Analysis Zones (TAZs) within the TVSP area and within a TPA may be presumed to have a less than significant VMT impact so long as developments have a floor area ratio of 0.75 or more, provide less parking than required by the City of Redlands, are consistent with the applicable Sustainable Communities Strategy, and do not replace affordable units with a smaller number of moderate- or high-income residential units. As shown in Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a large portion of the TVSP area, and its respective TAZs, is located within a TPA. As shown in Table 5.14-2, 29 of the TAZs within the TVSP area are fully within a TPA, five are partially within a TPA, and three are not within a TPA. Implementing projects that are within the TVSP area and in TPAs, as shown on Figure 5.14-1, would be presumed to have a less than significant on VMT so long as they have a FAR of greater than 0.75 and provide less parking than required by the City of Redlands Municipal Code. However, at this time, specific development within this TAZ is unknown. Therefore, implementing projects consistent with the TVSP and consistent with the Screening 1 Criteria within TPAs would be presumed to have a less than significant impact on VMT. As TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, and 53839101 are located fully within a TPA, implementing projects pursuant to the TVSP within these TAZs would result in less than significant impacts related to VMT. Additionally, portions of TAZs 53834401, 53834502, 53837201, 53835202, and 53837101 are located within a TPA. Implementing projects within a TPA within those TAZs would result in a less than significant impact related to VMT.

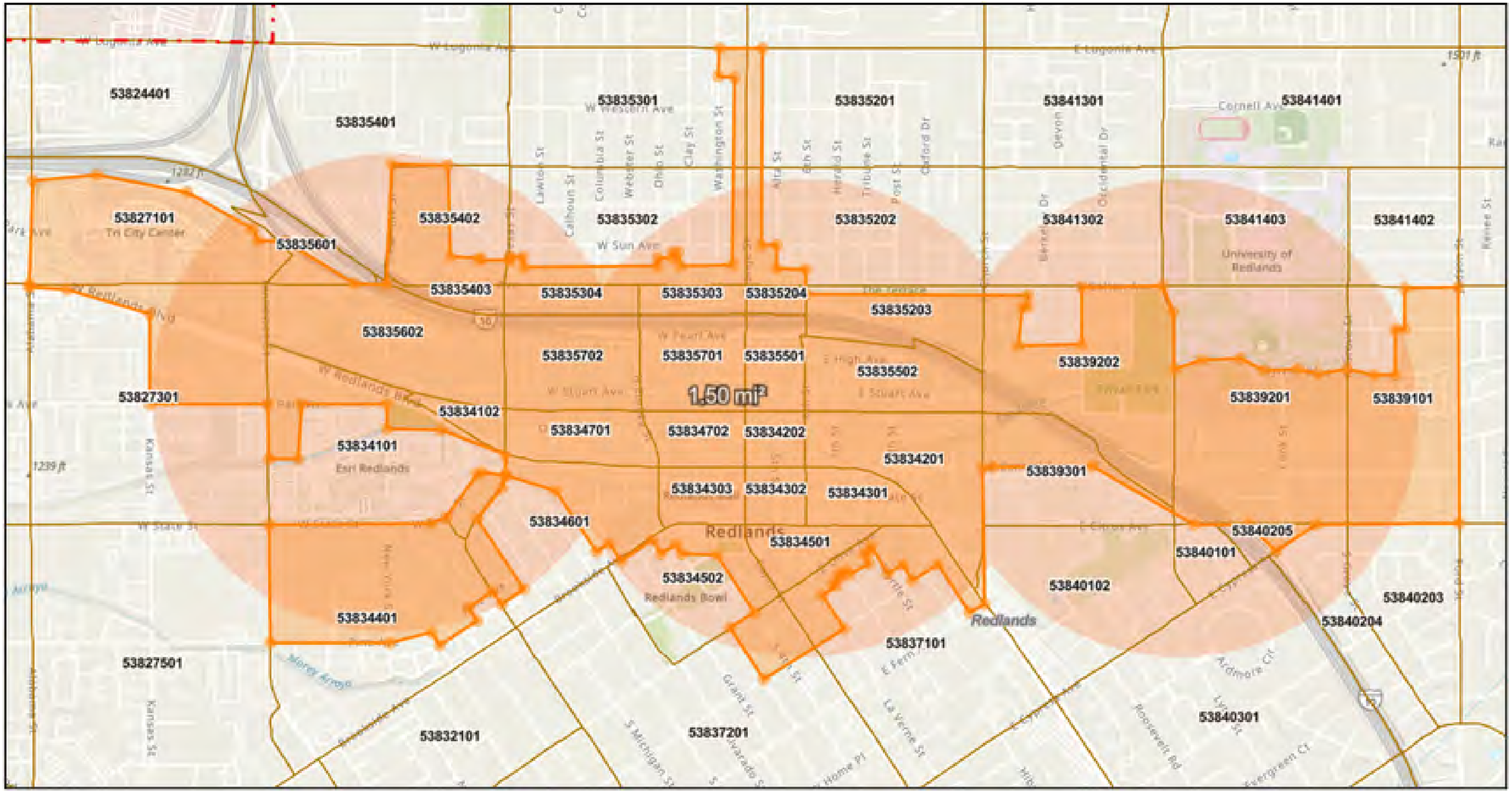
Screening Criteria 2 – Low VMT Area: Low VMT areas are defined as TAZs with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County. TAZs within the TVSP area and in a low VMT area according to the San Bernardino Transportation Analysis Model (SBTAM) may be presumed to have a less than significant VMT impact. As shown in Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZs 53834401, 53835301, 53835302, 53837201, 53835201, 53835202, 53837101, 53835203, and 53839101 are located within Low VMT areas. Therefore, implementing projects pursuant to the TVSP within these TAZs would have a less than significant impact on VMT.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 3; however, specific implementing developments are unknown at this time.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further

VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4. Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 4; however, specific implementing developments are unknown at this time.

Overall, TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101 would all screen out of further VMT analysis based on the City's Screening Criteria 1 or 2 and implementing projects within these TAZs pursuant to the TVSP would result in a less than significant VMT impact.



Transit Priority Area

Redlands Transit Villages Specific Plan Draft EIR

Figure 5.14-1

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Table 5.14-2: Specific Plan Traffic Analysis Zones

TAZ #	TPA?	TAZ VMT	Jurisdiction VMT	Threshold	Low VMT Area?	Screened
53827101	No	94.8	32.1	28.3	No	No
53835601	Yes	119.8	32.1	28.3	No	Yes
53827301	Yes	61.7	32.1	28.3	No	Yes
53835602	Yes	61.5	32.1	28.3	No	Yes
53834101	Yes	34.2	32.1	28.3	No	Yes
53834401	Yes/No	20.3	32.1	28.3	Yes	Yes
53834601	Yes/No	37.4	32.1	28.3	No	Yes
53834102	Yes	173.8	32.1	28.3	No	Yes
53835301	No	21.6	32.1	28.3	Yes	Yes
53835302	Yes	22.3	32.1	28.3	Yes	Yes
53835303	Yes	72.9	32.1	28.3	No	Yes
53835304	Yes	79.3	32.1	28.3	No	Yes
53835702	Yes	51.5	32.1	28.3	No	Yes
53834701	Yes	89.4	32.1	28.3	No	Yes
53835701	Yes	67.2	32.1	28.3	No	Yes
53834702	Yes	98.0	32.1	28.3	No	Yes
53834303	Yes	103.1	32.1	28.3	No	Yes
53834502	Yes/No	39.0	32.1	28.3	No	Yes
53837201	Yes/No	24.5	32.1	28.3	Yes	Yes
53835201	No	17.6	32.1	28.3	Yes	Yes
53835202	Yes/No	18.3	32.1	28.3	Yes	Yes
53835204	Yes	177.5	32.1	28.3	No	Yes
53835501	Yes	71.1	32.1	28.3	No	Yes
53834202	Yes	53.2	32.1	28.3	No	Yes
53834302	Yes	63.3	32.1	28.3	No	Yes
53834501	Yes	46.5	32.1	28.3	No	Yes
53837101	Yes/No	24.7	32.1	28.3	Yes	Yes
53835203	Yes	22.0	32.1	28.3	Yes	Yes
53835502	Yes	44.7	32.1	28.3	No	Yes
53834201	Yes	49.4	32.1	28.3	No	Yes
53834301	Yes	50.4	32.1	28.3	No	Yes
53839202	Yes	33.2	32.1	28.3	No	Yes
53839301	Yes	33.6	32.1	28.3	No	Yes
53839201	Yes	39.4	32.1	28.3	No	Yes
53840205	Yes	232.2	32.1	28.3	No	Yes
53839101	Yes	20.8	32.1	28.3	Yes	Yes

Note: In TAZ's noted as "Yes/No" unless highlighted, the TAZ is not completely within a TPA, however the portion of the project within the TAZ is completely within the TPA.

Source: EPD Solutions, 2022 (Appendix I)

TAZ 53834601

Less than Significant Impact. TAZ 53834601 is located in the southwest portion of the TVSP within the Downtown Village. Most of the implementing projects within this TAZ would fall within a TPA. However, there are five parcels that are not within the TPA (the addresses of the non-screened parcels are 15, 21, 23, 25 and 29 Kendall Street). These parcels are currently fully developed with single-family residences, and, when combined would total 1.06 acres in size.

Screening Criteria 1 – TPA: As shown in Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53834601 is located within a TPA. Implementing projects within TAZ 53834601 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53834601 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53834601 is not located within a low VMT area. Therefore, 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Based on the residential nature of the TAZ located outside of the TPA, implementing projects within these portions of the TAZ 53834601are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

In order for projects within TAZ 53834601 to be presumed to have a less than significant VMT impact, developments located within TAZ 53834601 must adhere to the land use quantities presented in Screening Criteria 4 – Land Use Quantities. As discussed above, the parcels that do not screen out within TAZ 53834601 are currently fully developed with single-family residences and are not expected to be redeveloped with a denser use. Furthermore, based on the small size of the portion of TAZ 53834601 that does not screen out via Screening Criteria 1, it can definitively be assumed that based on the design and development guidelines within these parcels, implementing development pursuant to the TVSP would not result in more than 167 single-family dwelling units, 232 low-rise multi-family dwelling units, 299 mid-rise multi-family dwelling units, 59,100 SF of office space, 112,400 SF (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF of warehousing uses, and 74,600 SF of light industrial uses. As such, it can be reasonably presumed that any future development pursuant to the TVSP within the portion of TAZ 53834601 located outside of a TPA would meet the criteria set forth in Screening Criteria 4. Therefore, implementing projects pursuant to the TVSP within TAZ 53834601 would result in less than significant VMT impacts via Screening Criteria 1 or Screening Criteria 4.

TAZ 53827101

Significant and Unavoidable Impact. As shown in Figure 5.14-1, TAZ 53827101 is located toward the western portion of the TVSP area by the Tri City Center. As shown in Figure 3-17, *Vacant and Non-Conforming Parcels,* two parcels within TAZ 53827101 are vacant and the rest are considered non-conforming. As such, it can be reasonably presumed that these parcels will be developed or redeveloped pursuant to the TVSP prior to buildout. However, at this time, specific development within this TAZ is unknown.

Screening Criteria 1 – TPA: As shown in Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53827101 is located within a TPA. Implementing projects within TAZ 53827101 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53827101 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53827101 is not located within a Low VMT area. Therefore, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Implementing projects within TAZ 53827101 are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If a implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units of fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

As discussed above, parcels outside of a TPA within TAZ 53827101 do not meet Screening Criteria 1, 2, or 3. In order for projects within TAZ 53827101 to be presumed to have a less than significant VMT impact, developments located within TAZ 53827101 must adhere to the land use types presented in Screening Criteria 3 – Land Use Types or land use quantities presented in Screening Criteria 4 – Land Use Quantities. The parcels that are not located within a TPA in TAZ 53827101 are currently developed with commercial uses associated with the Tri City Center and total approximately 40 acres. Therefore, there is potential that a large development, above the land use quantities presented in Screening Criteria 4 could be developed within the area located outside of the TPA and could potentially result in a VMT impact.

However, Mitigation Measure TR-1 is included to require implementing projects within a TPA and within TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the criteria set forth in Screening Criteria 4, it is also possible that an implementing project would include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO2e of GHG emissions per year. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT would be significant and unavoidable.

5.14.7 CUMULATIVE IMPACTS

Roadway, Transit, Bicycle, and Pedestrian Networks

The TVSP provides a comprehensive framework that would improve the street, transit, bicycle, and pedestrian networks throughout the TVSP area through buildout in 2040. This would include implementing roadway and circulation improvements, new bicycle and pedestrian facilities, and improving access to public transit. Overall, recommendations included in the TVSP would serve to improve the existing circulation networks with the TVSP area, and the City of Redlands as a whole, and cumulative impacts would be less than significant.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Redlands. As discussed in the City of Redlands CEQA Assessment VMT Analysis Guidelines, projects that are consistent with the Redlands General Plan 2035 would not have a cumulative impact on VMT as General Plan buildout has been found to be consistent with the City's threshold of VMT per capita that is 15 percent below baseline conditions. As substantiated within Section 5.9, *Land Use and Planning,* of this Draft EIR, the proposed Project would be consistent with the General Plan and the TVSP would serve as an implementing tool for City of Redlands General Plan 2035. Therefore, implementing projects would be consistent with the Redlands General Plan and would not result in cumulatively considerable VMT impacts. As such, the proposed Project would not result in cumulative impacts related to VMT.

5.14.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.14.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact TR-1 would be **less than significant**.

Regarding Impact TR-2, implementing projects within TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101 would result in a less than significant VMT impact. Additionally, implementing projects within TAZ 53834601 would result in a **less than significant** VMT impact.

Without mitigation, implementing projects within TAZ 53827101 would be **potentially significant**.

5.14.10 MITIGATION MEASURES

Mitigation Measure TR-1: VMT Screening. Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in in the City of Redlands CEQA Assessment VMT Analysis Guidelines.

If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as:

- Modifying the project's build environment characteristics to reduce VMT generated by the project
- Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project
- Participating in an available VMT fee program and/or VMT mitigation exchange or banking program, if any exist, to reduce VMT from the project or other land uses to achieve acceptable levels
- Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas)
- Constructing bicycle network improvements along the project's frontage consistent with the TVSP

5.14.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact TR-2: Implementing projects within TAZ 53827101 have the potential to result in significant VMT impacts after implementation of Mitigation Measure TR-1. Implementing projects within the TAZ that do not meet Screening Criterion 1, 2, 3, or 4 could result in VMT levels where potential VMT reductions associated with TDM measures would not be large enough to guarantee that significant impacts could be fully mitigated.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/05_connected_city_low.pdf?1591207392

City of Redlands CEQA Assessment VMT Analysis Guidelines. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/redlands_vmt_analysis_guidelines.pdf

EPD Solutions, Inc. Vehicle Miles Traveled (VMT) Screening Analysis. January 17, 2022. Appendix I.

Transit Villages Specific Plan. Accessed: https://redlandstransitvillages.org/wp-content/uploads/2020/05/Ch.-5-Transportation-and-Circulation.pdf

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5.15 Tribal Cultural Resources

5.15.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCR) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035,* December 5, 2017;
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report* (General Plan EIR), Dyett & Bhatia, July 2017;
- *City of Redlands Municipal Code;*
- *Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments*, Material Culture Consulting, February 2022 (Appendix C)

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the TVSP region.

5.15.2 REGULATORY SETTING

5.15.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.15.2.2 State Regulations

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the California Native American Heritage Commission (NAHC) to aid in the protection of tribal cultural resources. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect, or mitigate impacts on, tribal cultural resources. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or

amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the proposed Project includes a General Plan Amendment, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" (TCRs) as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources. PRC Section 21074(b), (c). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015 are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.15.2.3 Local Regulations

City of Redlands General Plan 2035

The General Plan 2035 Distinctive City Element contains the following policies and actions related to historical and archaeological resources that are applicable to the proposed Project:

Action 2-A.74 Proactively coordinate with the area's native tribes in the review and protection of any tribal cultural resources discovered at development sites.

5.15.3 ENVIRONMENTAL SETTING

Native American Tribes

The TVSP area is within a region where the traditional use territories of the Serrano, Cahuilla, and Gabrielino meet. These three cultural groups spoke languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock.

Serrano

The Serrano people once occupied the Mountain, North Desert, and East Desert Regions of present-day San Bernardino County. Mainly due to the inland territory that the Serrano occupied beyond Cajon Pass, contact between Serrano and Europeans was minimal. As early as 1790, some Serrano people were drawn into mission life. After a failed attack of the Mission San Gabriel in 1811, some Serrano people relocated to Morongo with the Cahuilla tribe. Others followed the Serrano leader Santos Manuel toward the San Bernardino County valley floors and eventually settled to become the San Manuel Band of Mission Indians Reservation.

Cahuilla

The eastern portion of the Valley Region, the southeastern part of the Mountain Region, and the southern portion of the East Desert Region of San Bernardino County were once home to the Cahuilla people. It is thought that the Cahuilla migrated to southern California approximately 2,000 to 3,000 years ago with related sociolinguistic groups, most likely from the southern Sierra Nevada Mountain ranges. The Cahuilla settled in a territory that extended from the present-day city of Riverside to the central portion of the Salton Sea in the Colorado Desert, and from the San Jacinto Valley to the San Bernardino Mountains.

Gabrielino

The Gabrielino historically occupied the southwestern portion of San Bernardino County, including the Valley Region. The name Gabrielino denotes the people who were under the control of the Spanish from Mission San Gabriel, which included people from the Gabrielino proper as well as other social groups. Many contemporary Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and use the native term Tongva. Historic-era Tongva settlements in the San Bernardino Valley were primarily located at the base of the foothills and along perennial watercourses.

Tribal Cultural Resources

A search of the NAHC Sacred Lands File yielded positive results within the TVSP area. As discussed in Section 5.3, *Cultural Resources*, two prehistoric archaeological resource sites are located within the TVSP area, which are listed in Table 5.3-1, *Recorded Prehistoric Cultural Resources*. Furthermore, the Mill Creek Zanja transverses the proposed TVSP area. The historic feature was designated a California Historical Landmark No. 43 in 1932 and placed on the National Register of Historic Places in 1977. The Mill Creek Zanja was built in 1819 to convey water from Mentone to the Assistencia de Mission San Gabriel. Today, it carries drainage water and storm runoff. It is the oldest continuously operating irrigation canal in California, and the oldest civil engineering project in Southern California. It runs through University Street and New York Street.

Through a study for the Passenger Rail Project by ICF International in 2014, a segment of the Mill Creek Zanja was found ineligible for the NR. The portion of the Mill Creek Zanja that is located west of Division Street to the southwest and terminates west of the concrete channel at Ninth Street. This portion is no longer eligible for listing in the NR due to its loss of historic integrity (ICF International 2014). The segment mentioned above does not resemble the Mill Creek Zanja segment to the east which was described in the 1976 Nomination Form and appears it was excluded from the 1976 nomination because of its lack of resemblance (ICF International 2014). In August 2014, SHPO concurred with the determination of National Register eligibility and Section 106 finding of effect regarding the evaluated segment of the Mill Creek Zanja (MCC 2022). Based on AB 52 and SB 18 consultation, the Soboba Band of Luiseño Indians described that there is a potential of encountering historic and prehistoric resources near the Zanja.

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

TCR-1: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or

TCR-2: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.15.5 METHODOLOGY

The analysis within this Draft EIR section is based on the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments that was prepared by Material Culture Consulting, January 2022, and information compiled through Native American Consultation. The City requested a sacred lands record search from the Native American Heritage Commission (NAHC). The NAHC responded on July 3, 2018 that there are known sacred lands within a half mile of the TVSP boundaries.

In compliance with SB 18 and AB 52, on January 9, 2020, the City sent letters to Native American groups or individuals that may have knowledge regarding tribal cultural places in the TVSP area.

- Agua Caliente Band of Cahuilla Indians
- Big Pine Paiute Tribe of Owens Valley
- Cabazon Band of Mission Indians
- Chemehuevi Indian Tribe
- Colorado River Indian Tribes of the Colorado River Indian Reservation
- Fort Mojave Indian Tribe
- Kern Valley Indian Community
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Ramona Band of Cahuilla Tribe
- San Manuel Band of Mission Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians
- Twenty-Nine Palms Band of Mission Indians

Responses were received from two tribes, the San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians. A SB 18 consultation was requested by the San Manuel Band of Mission Indians on February 13, 2020 and started via email on May 6, 2020 and August 30, 2021. The San Manuel Band of Mission Indians considers the TVSP area sensitive for tribal cultural resources due to the presence of the Mill Creek Zanja. A SB 18 consultation was requested by the Soboba Band of Luiseño Indians on April 8, 2020 and started via email on May 6, 2020 and August 30, 2021. The Soboba Band of Luiseño Indians consulted with City on September 9, 2021 and considers the area sensitive for cultural resources as several sites are located nearby. Furthermore, due to the presence of portions of the Mill Creek Zanja within the TVSP area, the Soboba Band of Luiseño Indians described that there is a potential of encountering historic and prehistoric resources near the Zanja. As such, the consulting tribes requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction.

5.15.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE THAT IS LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K).

Less than Significant with Mitigation Incorporated. The Mill Creek Zanja, which is considered a tribal cultural resource by multiple area tribes, is listed on the California Register of Historical Resources and the National Register of Historic Places (MCC 2022).

SB 18 and AB 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on TCRs. As described above, TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). As outlined above, the NAHC's Sacred Lands File search was positive for sacred lands within 0.5-mile of the TVSP area, and the City sent letters to Native American Tribes notifying them of the proposed project in accordance with SB 18 and AB 52. In response, San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians, California Native American tribes, requested consultation and the City of Redlands met with representatives of the San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians. The Mill Creek Zanja was identified as a tribal cultural resource during the consultation. Due to the presence of portions of the Mill Creek Zanja within the TVSP area, the Soboba Band of Luiseño Indians described that there is a potential of encountering historic and prehistoric resources near the Zanja.

Implementation of the proposed TVSP would not directly result in physical construction that could impact tribal cultural resources. However, development and redevelopment projects pursuant to the TVSP could involve grading and excavation to greater depths than previously undertaken that could disturb unknown buried TCRs. Thus, Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4 are required for implementing projects and would reduce the potential for tribal cultural resources to be impacted during earthmoving activities and provides for preservation of any identified resources.

With implementation of Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF THE PUBLIC RESOURCES CODE SECTION 5024.1, THAT CONSIDERS THE SIGNIFCANCE OF THE RESOURCES TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated. As described in Section 5.3, *Cultural Resources*, the Specific Plan is located in an urbanized area; however, future site-specific development projects pursuant to the Specific Plan could involve grading and excavation to greater depths than previously undertaken that could disturb buried archaeological resources, including tribal cultural resources. Thus, Mitigation Measures CUL-2 through CUL-9 are included to reduce the potential for archaeological resources, which include tribal cultural resources, to be impacted during earthmoving activities and provides for preservation of any identified resources. Furthermore, as a result of SB 18 and AB 52 tribal consultation, Mitigation Measures TCR-1 through TCR-4 are included to require tribal monitoring for sites that are sensitive for tribal cultural resources and provisions for inadvertent discoveries of tribal cultural resources. With implementation of Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

5.15.7 CUMULATIVE IMPACTS

The cumulative study area for tribal cultural resources includes the Southern California region, which contains the same general tribal historic setting of the Gabrieleño, Cahuilla, and Serrano, as detailed previously in Section 5.15.3, *Environmental Setting*. Other projects in the vicinity of the TVSP area would involve ground disturbances that could reveal buried TCRs.

As described above, there is a possibility that ground-disturbing activities in native soils may uncover or disturb unknown tribal cultural resources. However, the Project has included Mitigation Measure CUL-1 and TCR-1 through TCR-4 that would reduce the potential impact to unknown resources, and cumulative development would be required to undergo environmental review, which would establish requirements for avoidance or mitigation of impacts potential resources. Thus, the cumulative effects of development on tribal cultural resources from implementation of the proposed Specific Plan in combination with other projects would be less than significant.

5.15.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.15.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts TCR-1 and TCR-2 would be **potentially significant**.

5.15.10 MITIGATION MEASURES

Mitigation Measure CUL-2 through CUL-9, listed previously.

Mitigation Measure TCR-1: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, for any ground disturbing activities within 300 feet of the Mill Creek Zanja, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) and tribal monitoring shall be required. In this case, the ARMP should include the following, at a minimum:

- At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring

experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor and a Native American monitor from the consulting tribe(s) have been retained. Archaeological monitors will report to the project Archaeologist for the project and may work in collaboration with Native American monitors from consulting tribes. The project Archaeologist shall meet the U.S. Secretary of the Interior Standards.

- Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.
- The project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:

  a. Project grading and development scheduling;

  b. The development of a schedule in coordination with the permittee/owner, consulting Native American tribes, and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,

  c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to an archaeological resources evaluation.

- A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.

Mitigation Measure TCR-2: Inadvertent Discovery of Tribal Cultural Resources. In the event that Native American tribal cultural resources are inadvertently discovered during the course of grading for any project being developed under the Transit Villages Specific Plan, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process. Construction staff should also be provided with cultural sensitivity training, including identification of possible in situ tribal cultural resources.

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Redlands with evidence of same:

a. Accommodate the process for onsite reburial of the discovered items with the interested Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.

b. A curation agreement with an appropriate qualified repository within San Bernardino County or Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The

collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County or Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the Project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum (or similar appropriate qualified repository able and willing to accept the tribal cultural resources) by default.

d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City of Redlands documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grading meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Redlands, CHRIS, and consulting tribe(s).

Mitigation Measure TCR-3: Treatment and Disposition of Tribal Cultural Resources. In the event that tribal cultural resources, including historic and pre-contact materials, are discovered during the course of ground disturbance for any project being developed under the Transit Villages Specific Plan, the following procedures shall be implemented:

1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by an archaeologist meeting the Secretary of the Interior's standards. Work on the other portions of the project, outside of the buffered area, may continue during this assessment period.

2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

4. Treatment and Final Disposition: The Applicant shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains discovered during construction of the proposed project. The Applicant shall relinquish the cultural resources through one or more of the following methods and provide the City of Redlands with evidence of same:

a. Accommodate the onsite reburial of the discovered cultural resources in consultation with the consulting Native American tribe(s) or band(s). The reburial area shall be protected from any future impacts. All reburials are subject to a reburial agreement that shall be developed between the landowner and the consulting tribes outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis-a-vis project plans, conservation/preservation easements, etc.). Reburial shall not occur until all cataloguing and recordation have been completed.

b. In the event that reburial is infeasible, and/or if more than one Native American tribe or band is involved with the proposed project and cannot come to a consensus as to the disposition of cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated. The landowner shall relinquish all ownership and rights to this material and confer with the consulting tribes to identify an American Association of Museums (AAM)-accredited

facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility.

c. Within 60 days following the completion of ground-disturbing activities, a Monitoring Compliance Report shall be submitted to the City of Redlands. The Monitoring Report shall document monitoring activities conducted by the Project Archaeologist and Native Tribal Monitor(s) including: any impact to cultural resources discovered on the project site; how each mitigation measure was fulfilled; the type of cultural resources recovered and the disposition of such resources; evidence of completion of pre-grading cultural sensitivity training required for the construction staff; and daily/weekly monitoring notes from the archaeologist in a confidential appendix. The Monitoring Compliance Report shall be submitted to the City of Redlands, the South Central Coastal Information Center, and the consulting tribe(s).

Mitigation Measure TCR-4: Discovery of Human Remains. In the event that human remains are encountered on any project site of any project being developed under the Transit Villages Specific Plan, the construction contractors, Project Archaeologist, and designated Native American Tribal Monitor (if any) shall immediately stop all work within 100 feet of the discovery. The Applicant shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). State Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center and/or NAHC.

According to the California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Sections 5097.98(e) and 5097.94(k)).

5.15.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures and existing regulatory programs described previously would reduce potential impacts associated with tribal cultural resources for Impacts TCR-1 and TCR-2 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to tribal cultural resources would occur.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands Historic Architectural Design Guidelines. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/attachment_b-exhibit_to_resolution_historic_design_guidelines.pdf?1612492494

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

Material Cultural Consulting. Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments (MCC 2022). January 2022. Appendix C.

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5.16 Utilities and Service Systems

5.16.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the TVSP, identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste. Electric power, natural gas, telecommunications, and renewable energy resources are described in Section 5.4, *Energy Resources*. Water supply and infrastructure capacity information in this section is from:

- *City of Redlands General Plan 2035,* City of Redlands, December 2017
- *City of Redlands Drainage Master Plan,* RBF Consulting, May 15, 2014
- *Redlands Transit Village Water Supply Assessment, Fuscoe Engineering, Inc., January 26, 2022* (Appendix F)
- *Upper Santa Ana River Watershed Integrated Regional Water Management Plan, Upper Santa Ana Water Resources Association, January 2015*

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for water, wastewater, and solid waste utilities would result from implementation of the TVSP that would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

5.16.2 WATER

5.16.2.1 WATER REGULATORY SETTING

5.16.2.1.1 State Water Regulatory Setting

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMP's as well as methods for urban water suppliers to adopt and implement the plans.

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment (WSA) for projects that meet the following criteria:

a) A proposed residential development of more than 500 dwelling units;

b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;

c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;

d) A hotel or motel, or both, with more than 500 rooms;

e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and

f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

CalGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2019 and is effective January 1, 2020. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures

5.16.2.1.2 Local Water Regulatory Setting

City of Redlands General Plan

The following goals and policies from the City of Redlands General Plan 2035, adopted December 2017, are relevant to the proposed Project:

Policy 6-P.20 Pursue creative, innovative, and environmentally sound methods to capture and use stormwater and urban runoff for beneficial purposes.

Policy 6-P.21 Work with regional organizations to manage groundwater resources of the Bunker Hill Basin.

Policy 6-A.38 Encourage development that reflects an integrated approach to building design, civil engineering, and landscape architecture that maximizes rainwater harvesting and stormwater retention for landscape irrigation.

Policy 6-A.39 Require that new development provides landscaping and re-vegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.

City of Redlands Water Efficient Landscape Requirements

Chapter 15.54 of the Redlands Municipal Code establishes the City's Water Efficient Landscape Requirements to promote the benefits provided by landscapes while recognizing the need to use water as efficiently as possible. The chapter requires applicable landscaping projects to submit a landscape documentation package that contains project information, hydrozone information table, water budget calculations, soil management report, and landscape, irrigation, and grading design plans. The chapter establishes requirements for irrigation scheduling, maintenance, and audits to ensure efficient use of water. The requirements also include provisions for non-potable water irrigation systems and encourage stormwater best management practices to increase on-site retention and infiltration.

5.16.2.2 WATER ENVIRONMENTAL SETTING

The TVSP area is located within the water service area of the City of Redlands Municipal Utilities and Engineering Department (MUED), which provides retail water service to the majority of the City of Redlands, a portion of the City of Loma Linda, and unincorporated areas of the Donut Hole (an area in unincorporated San Bernardino County surrounded by Redlands), Mentone, and most of Crafton.

WVWD participates in the Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. This Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated supplies and demands for the years 2020 to 2045 within the Valley Region of San Bernardino County, including various incorporated cities such as the City of Redlands.

Water Supply and Demand- MUED

The MUED utilizes four primary sources for drinking water supply: groundwater, surface water, imported water, and recycled water. The MUED's water supply is a combination of groundwater from the Bunker Hill Subbasin; groundwater from the Yucaipa Subbasin; surface water from the Santa Ana River; surface water from Mill Creek; imported water from the State Water Project (SWP) Water; and recycled water. As shown on Table 5.16-1, in 2020 the MUED obtained the majority of its water supply from the Bunker Hill Subbasin.

Table 5.16-1: MUED Water Supply 2020

Water Supply	Source	Water Quality	Volume (acre-feet)	Percentage
Groundwater	Bunker Hill	Drinking Water	12,088	43%
Groundwater	Bunker Hill	Non-Potable	1,531	5.4%
Groundwater	Yucaipa	Non-Potable	297	1.1%
Surface Water	Santa Ana River	Drinking Water	5,796	20.6%
Surface Water	Mill Creek	Drinking Water	6,045	21.5%
Purchased or Imported Water	SWP-Direct Deliveries	Drinking Water	535	1.9%
Recycled	Recycled Water-Direct	Recycled Water	1,806	6.5%
Total			**28,098**	**100%**

Source: 2020 UWMP.

As shown in Table 5.16-2, the 2020 UWMP estimates that water supplies in the future are anticipated to be obtained through a similar mix of surface water, groundwater, and purchased or imported water. The 2020 UWMP anticipates that the MUED's water supply will increase from 31,039 AF in 2025 to 35,544 AF in 2045 (increase of 4,505 AFY) to meet MUED's anticipated growth in water demands.

Table 5.16-2: MUED Projected Water Supply (AF)

Water Supply	Source	2025	2030	2035	2040	2045	2045 Percentage
Groundwater	Bunker Hill	12,973	13,922	14,861	15,677	16,484	46.4%
Groundwater	Bunker Hill	3,766	4,015	4,275	4,513	4,760	13.4%
Groundwater	Yucaipa	1,000	1,000	1,000	1,000	1,000	2.8%
Surface Water	Santa Ana River	5,000	5,000	5,000	5,000	5,000	14.1%
Surface Water	Mill Creek	5,500	5,500	5,500	5,500	5,500	15.5%
Purchased or Imported Water	SWP-Direct Deliveries	700	700	700	700	700	1.9%
Recycled	Recycled Water-Direct	2,100	2,100	2,100	2,100	2,100	5.9%
	Total	**31,039**	**32,238**	**33,436**	**34,490**	**35,544**	**100%**

Source: 2020 UWMP.

The 2045 projections anticipate that 62.6 percent of supply would be from the groundwater sources, 29.6 percent from surface water, 1.9 percent from imported/purchased sources, and 5.9 percent from recycled water. The UWMP also describes that there has been a historical trend associated with drier years and an increase in water use among agencies. Conservation efforts have proven to be effective in decreasing water use in dry years. Additionally, according to the UWMP, MUED has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (UWMP 2020).

Groundwater: Redlands MUED extracts groundwater from the Bunker Hill Subbasin (also known as San Bernardino Basin or SBB) and Yucaipa Subbasin. Extractions from both basins include potable and non-potable water. In 2020, Redlands MUED extracted 13,619 AF of groundwater from the Bunker Hill Subbasin and 297 AF from the Yucaipa Subbasin. The City of Redlands uses 15 wells that pump directly into the system or into reservoirs (UWMP 2020).

Purchased or Imported Water: Imported water from the SWP is available for the MUED to purchase from Valley District when needed. The MUED has purchased supplemental SWP water only in years when surface water flows have not been able to meet demands and on occasion when surface water supplies are turbid and require blending or for other operational purposes. The MUED contributes to regional efforts to recharge the Bunker Hill groundwater basin with SWP water and local surface water in wet years when available so that storage is available for use in dry years when other supplies may be limited (UWMP 2020).

Surface Water: The MUED receives water from the Mill Creek watershed and the Santa Ana River watershed. Water from the Mill Creek watershed is treated at Henry Tate Surface Water Treatment Plant. Water from the Santa Ana River watershed is treated at the Horace P. Hinckley Surface Water Treatment Plant. The MUED has ownership in a variety of private and mutual water companies to supply water to the City's Tate and Hinckley Surface Water Treatment Plants (UWMP 2020).

Recycled Water: The City's Wastewater Treatment Plant has the capability of treating 7.2 million gallons per day (mgd) of wastewater to a Title 22 Recycled Water level. The City's recycled water customers include Southern California Edison, a landfill, and recycled/non-potable water customers in the 1350 pressure zone. Southern California Edison uses recycled water for its Mountain View Power Plant and recycled water customers use recycled water for irrigation.

Water Infrastructure

The City's water treatment plants include the Henry Tate Water Treatment Plant and the Horace Hinckley Surface Water Treatment Plant. The Henry Tate Water Treatment Plant is a conventional water treatment plant built in 1967. The design capacity of the Tate plant is 20 million gallons per day (mgd). The City added enhancements to the Tate WTP to provide more water supply reliability by allowing State Water Project water to be mixed with Mill Creek water for treatment. The Horace Hinckley Surface Water Treatment Plant started operation in 1987 and has a permitted capacity of 14.5 mgd. The 10-year average flow (up to and including 2016) is 6,363 AF at the Henry Tate Plant, and 6,697 AF at the Horace Hinckley Plant. The TVSP area contains a network of water lines from 1 to 36-inches in diameter, which operate within capacity for existing development within the TVSP area. The City of Redlands maintains approximately 400 miles of pipeline with over 21,500 metered connections that serve potable water (MUED 2022).

Water Demand in TVSP Area

Within the TVSP area, there are currently 2,318 multi-family dwelling units, approximately 6.5 million square feet of commercial (or non-residential) uses, and 5.7 million square feet of landscaped areas. Currently, residential uses comprise approximately 40 percent of the water demand in the TVSP area, commercial/non-residential uses comprise approximately 27 percent of the water demand, and landscaping irrigation

comprises approximately 33 percent of the water demand. The TVSP area currently has an annual water usage of approximately 1,357 AF (WSA 2022).

5.16.2.3 WATER THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-1 Require or result in the relocation or construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or

UT-2 Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

5.16.2.4 WATER SERVICE METHODOLOGY

The evaluation of water supply quantifies the amount of water that would be required to support operation of the proposed Project and compares the demand to the Redlands MUED's available water supply to identify if sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the TVSP area was identified and evaluated to ensure design capacity would be adequate to supply the TVSP area upon buildout of the TVSP, or to identify if expansions would be required to serve the proposed development.

5.16.2.5 WATER ENVIRONMENTAL IMPACTS

IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant with Mitigation Incorporated. The Specific Plan would redevelop the 947-acre TVSP area with residential, commercial, office, and hotel uses, which is currently served by the MUED's water infrastructure. As discussed above, the Specific Plan contains multiple water pipelines ranging in size from 1-inch to 36-inches in diameter. These water pipelines currently provide water supplies to the Specific Plan and surrounding adjacent areas.

However, the Specific Plan's projected water demand increase of 639 AFY, as calculated in Impact UT-2, would require upgrades to some of the existing water mains in the TVSP area due to insufficient transmission capacity for the water demands or required fire flow at buildout of the TVSP. To accommodate the increase in capacity, buildout of the TVSP would include construction of the following potable water main upgrades, as shown on Figure 3-13, *Existing and Proposed Domestic Water Distribution*:

- Upgrading the existing water main in Colton Avenue to a 12-inch main between Texas Street and Orange Street
- Upgrading the existing water main in Stuart Avenue to a 12-inch main west of Texas Street
- Upgrading the existing water main in Eureka Street to a 12-inch water main between Oriental Avenue and Redlands Boulevard
- Upgrading the existing water main in Redlands Boulevard to a 12-inch water main between Orange Street and Sixth Street
- Upgrading the existing water main on Ninth Street to an 8-inch water main between E. Central Avenue and State Street

- Upgrading the existing water main on Church Street to a 12-inch water main between Colton Avenue and Citrus Avenue
- Upgrading the existing water main on University Street to a 12-inch water main between Colton Avenue and E. Central Avenue
- Upgrading the existing water main on E. Central Avenue to a 12-inch water main between University Street and Judson Street

These improvements are consistent with MUED's 1981 Water Master Plan and would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP. Additionally, buildout of the TVSP would include the installation of new 12-inch non-potable waterlines in New York between Colton Avenue and State Street that would connect to future non-potable pipelines, ultimately connecting to the existing non-potable pipeline in Lugonia Avenue. The Project proposes to install a new 8-inch non-potable waterline in Orange Street and Redlands Boulevard that would connect to a proposed non-potable pipeline in State Street, ultimately connecting to the proposed non-potable pipeline in New York Street, and the Project would include a new 8-inch non-potable line in University Street and Colton Avenue that would connect to the existing non-potable line in Colton Avenue. The Project also proposes the construction of various other new non-potable waterlines as shown in Figure 3-14, *Existing and Proposed Non-Potable Water Distribution.*

The new onsite water systems would convey potable and non-potable water supplies to the proposed residential, commercial, office, and hotel uses, and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite water infrastructure and new connections to the water system that could include improvements to aged water pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the water demand of such new development.

Under the City's development review procedures for site-specific development projects, the City determines water system design requirements and the needs for any improvements to existing infrastructure that would be required by the TVSP and Water Master Plans. Needed improvements would be referenced directly in the design plans for the proposed development to assure adequate capacity. The water design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) regarding requirements for design and operation of water distribution facilities.

The construction of any needed water system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way and would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4.. These requirements would ensure that construction related impacts remain less than significant. As a result, potential impacts related to build out of the proposed TVSP would not result in construction of new or expanded wastewater facilities that could result in a significant environmental effect, and impacts would be less than significant.

IMPACT UT-2: THE PROJECT WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.

Less than Significant with Mitigation Incorporated. The Project would redevelop the 947-acre TVSP area with an additional 2,400 residential dwelling units, 265,000 SF of commercial retail uses, 238,000 SF of

office uses, 220 hotel rooms, and approximately 280,000 SF of open space. The Water Supply Assessment (WSA) prepared for the Specific Plan estimated the Proposed Project's water demands using the developed acreage attributed to each use type (including landscape irrigation and parking area requirements). The total developed area was prorated based on the building square footage for each use type. Water demands were then estimated for the Project using land use-based water demand factors from the City of Redlands' "Water and Sewer Demands Spreadsheet". The land use demand factors are applied to gross estimated acreage for each land use.

As shown in Table 5.16-3, the proposed Specific Plan would result in a total demand of 1,996 AFY by the year 2040, which would be a 639 AFY increase in comparison to the current TVSP area water demands from existing development within the TVSP area.

Table 5.16-3: Water Demands from Buildout of the TVSP

Land Use Type	DU/Acreage	Unit Water Demand Factor	Annual Water Usage (AFY)
Residential Multi-Family	2,400 DU	210 gpd/DU	564.55
Retail Commercial	6.08 acres	2,178 gpd/acre	14.83
Office	5.46 acres	2,178 gpd/acre	13.32
Hotel	220 DU	100 gpd/DU	24.64
Open Space & Parks	6.43 acres	3,050 gpd/acre	21.97
Additional Project Water Demand			**639**
Existing Site Water Demand			**1,357**
Total Water Demand			**1,996 AFY**

Source: WSA, Appendix F.

The MUED's 2020 UWMP assumed that the MUED's total water supply would increase from 28,098 AF in 2020 to 35,544 AF in 2045, which constitutes an increase of 7,446 AF. Additionally, as shown in Table 5.16-4, the projected MUED normal year water demand would increase from 26,866 AF in 2020 to 30,908 AF in 2045.

Table 5.16-4: Projected MUED Water Demand

	2020	2025	2030	2035	2040	2045
Potable and Raw Water	25,892	25,818	26,860	27,902	28,818	29,735
Recycled Water	994	1,173	1,173	1,173	1,173	1,173
Total Water Demand	26,866	26,991	28,033	29,075	29,991	30,908

Source: 2020 UWMP

The UWMP assessed the projected water demand and supply in the service area and concluded that MUED has an adequate water supply to meet all demands within its service area to 2045. As shown in Table 5.16-4, the Project's additional demands of 639 AFY is less than the assumed increase in demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2045 projected demands for the MUED. Additionally, implementing projects in the TVSP area would be required to implement Mitigation Measure AQ-8, which requires projects to incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, recycled water, and implementation of Mitigation Measure AQ-8, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for

MUED's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.16.2.6 WATER CUMULATIVE IMPACTS

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, purchased or imported water, and recycled water.

As described previously, during buildout of the Specific Plan, water lines would be installed as needed to serve implementing projects. The continued regular assessment, maintenance, and upgrades of the water system by the Redlands MUED pursuant to the City's Water Master Plans would reduce the potential of development projects to result in a cumulatively substantial increase in water such that new or expanded facilities would be required.

As discussed above, the Specific Plan would result in an increase in water demand of 639 AFY. It is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, and recycled water, plus water conservation methods included in Mitigation Measure AQ-8, would be sufficient to meet the Specific Plan's demand at buildout, in addition to forecast demand for MUED's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

5.16.2.7 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following standard regulations would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11; the California Green Building Code
- Chapter 15.54 of the Redlands Municipal Code

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.16.2.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts UT-1 and UT-2 would be potentially significant.

5.16.2.9 WATER MITIGATION MEASURES

Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4.

5.16.2.10 WATER LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation, no significant unavoidable adverse impacts related to water supplies or water infrastructure would occur.

5.16.3 WASTEWATER

5.16.3.1 WASTEWATER REGULATORY SETTING

5.16.3.1.1 Local Wastewater Regulatory Setting

City of Redlands General Plan

The following goals and policies from the City of Redlands General Plan 2035, adopted December 2017, are relevant to the proposed Project:

Principle 4-P.56 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development.

Action 4-A.145 Coordinate future development with the City's Capital Improvement Program to ensure adequate funding and planning for needed public services and facilities.

Action 4-A.146 Encourage the development of programs that enable concurrent provision of necessary public services and facilities prior to the approval of development projects that would require those services.

Action 4-A.148 Ensure that all utilities and public facilities are designed and constructed to preserve and enhance the perceived natural and historic character of the area, particularly on hillsides and in the canyon areas.

5.16.3.2 WASTEWATER ENVIRONMENTAL SETTING

Sewer service in the TVSP area is provided by the City of Redlands. The City's Wastewater Treatment Plant is located on the south side of the Santa Ana River Wash at Nevada Street. The City's Wastewater Treatment Plant has a secondary treatment capacity of 9.5 mgd and a tertiary treatment capacity of 7.2 mgd. As of 2021, average flow to the City's Wastewater Treatment Plant was approximately 5.8 mgd (MUED 2021).

In 2020, 6,620 AF of wastewater was treated at the City's Wastewater Treatment Plant. In 2020, 3,813 AF were treated to a secondary level and released to spreading basins east of the City's Wastewater Treatment Plant for percolation into the Bunker Hill groundwater basin, while 1,806 AF were treated to a tertiary level and distributed as recycled water (UWMP 2020).

The wastewater system has one lift station that serves the western-most portion of the city south of Interstate 10 (I-10). The collections system in the City of Redlands consists of approximately 250 miles of pipelines. Within the TVSP area, wastewater pipelines range from 6-inches to 48-inches in diameter.

5.16.3.3 WASTEWATER THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or

UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.16.3.4 WASTEWATER SERVICE METHODOLOGY

The evaluation of wastewater infrastructure quantifies the amount of wastewater that would be generated from buildout of the TVSP and compares the demand to the existing and planned sewer infrastructure and wastewater treatment plants. The evaluation identifies if expansions would be required to serve full buildout of the TVSP, and if those expansions have the potential to result in an environmental impact.

5.16.3.5 WASTEWATER ENVIRONMENTAL IMPACTS

IMPACT UT-3: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant with Mitigation Incorporated. As described previously, the TVSP area contains a network of sewer lines that range from 6-inches to 48-inches in diameter and operate well within capacity. As shown on Table 5.16-5, in the Impact UT-4 discussion below, buildout pursuant to the TVSP would result in an increase of wastewater flows within the TVSP area. To accommodate the increase in wastewater flows, buildout of the TVSP would include construction of the following wastewater upgrades, as shown on 3-15, *Existing Sewer System and Proposed Upgrades:*

- Replacing the 8-inch sewer in University Street from Park Avenue to the I-10 Freeway with a new 12-inch sewer (or adding an additional 8-inch sewer line)
- Replacing the 15-inch sewer in Citrus Avenue from Central Avenue to Church Street with a new 18-inch sewer (or adding an additional 8-inch sewer line)
- Adding a new 12-inch sewer line in State Street from Eureka Street to First Street, then north on First Street to Redland Boulevard, then west on Redlands Boulevard to Texas Street.

These improvements would be evaluated on an as needed, project-by-project basis as development occurs pursuant to the TVSP. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite sewer infrastructure and new connections to the sewer system that could include improvements to aged sewer pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the wastewater generation of such new development.

Under the City's development review procedures for site-specific development projects, the City determines sewer system design requirements and the needs for any improvements to existing infrastructure that would be required by the City's construction permit and referenced directly in the design plans for the proposed development to assure adequate capacity. The sewer design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) regarding requirements for design and operation of sewer collection facilities.

The construction of any needed wastewater system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way and would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. These requirements would ensure that construction related impacts remain less than significant. As a result, potential impacts related to build out of the proposed Specific Plan would not result in construction of new or expanded wastewater facilities that could result in a significant environmental effect, and impacts would be less than significant.

IMPACT UT-4: THE PROJECT WOULD NOT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS.

Less than Significant Impact. Buildout of the proposed Specific Plan would result in an increase of 2,400 residential units, 265,000 SF of commercial retail, 238,000 SF of office uses, and 220 hotel rooms. Wastewater demand associated with the buildout of the TVSP would be typical of residential and commercial wastewater usage in the City of Redlands. As shown in Table 5.16-5, *TVSP Estimated Wastewater Generation*, the proposed Project would generate a demand for approximately 551,134 gallons per day (gpd).

Table 5.16-5: TVSP Estimated Wastewater Generation

Land Use Type	DU/Acreage	Wastewater Generation Rate (gpd/unit)	Total Wastewater Generation (gpd)
Residential Multi-Family	2,400 DU	210 gpd/du	504,000
Retail Commercial	6.08 acres	2,178 gpd/acre	13,242
Office	5.46 acres	2,178 gpd/acre	11,892
Hotel	220 rooms	100 gpd/room	22,000
Total Project Wastewater Generation:			**551,134 gpd**

The operational buildout of the proposed TVSP would generate approximately 551,134 gallons per day (0.55 mgd) of wastewater that would be conveyed to the City's Wastewater Treatment Plant for disposal. The treatment plant currently treats approximately 5.8 mgd and has the capacity to treat 9.5 mgd. Thus, the addition of 551,134 gallons per day (0.55 mgd) from buildout of the TVSP would be accommodated by the existing facilities and would not result in a capacity constraint related to serving the proposed Specific Plan in addition to the existing commitments. Thus, impacts related to wastewater treatment plant capacity would be less than significant.

5.16.3.6 WASTEWATER CUMULATIVE IMPACTS

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system and the conveyance system through wastewater disposal at the City of Redlands Wastewater Treatment Plant.

As described previously, during buildout of the Specific Plan, sewer lines would be installed as needed to serve implementing projects. The continued regular assessment, maintenance, and upgrades of the sewer system by the City MUED would reduce the potential of development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

Additionally, the City of Redlands Wastewater Treatment Plant have an average flow of 5.8 mgd and a treatment capacity of 9.5 mgd (MUED 2021). Due to this volume of excess capacity that is designed by MUED to accommodate future regional growth, the increase in wastewater flow from cumulative projects would not significantly impact the Wastewater Treatment Plant facilities. As a result, impacts related to cumulative projects wastewater treatment and conveyance capacity would be less than significant.

5.16.3.7 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Code of Regulations Title 24, Part 11; the California Green Building Code

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.16.3.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-3 would be potentially significant.

Impact UT-4 would be less than significant.

5.16.3.9 WASTEWATER MITIGATION MEASURES

Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4.

5.16.3.10 WASTEWATER LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation, no significant unavoidable adverse impacts related to wastewater infrastructure would occur.

5.16.4 STORM WATER DRAINAGE

5.16.4.1 STORMWATER REGULATORY SETTING

5.16.4.1.1 Local Stormwater Regulatory Setting

City of Redlands General Plan

The following goals and policies from the City of Redlands General Plan 2035, adopted December 2017, are relevant to the proposed Project:

Policy 6-P.19 Promote the protection of waterways in Redlands from pollution and degradation as a result of urban activities.

Policy 6-P.20 Pursue creative, innovative, and environmentally sound methods to capture and use stormwater and urban runoff for beneficial purposes.

Policy 6-A.35 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system.

Policy 6-A.38 Encourage development that reflects an integrated approach to building design, civil engineering, and landscape architecture that maximizes rainwater harvesting and stormwater retention for landscape irrigation.

Policy 6-A.40 Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff.

Policy 6-A.43 Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. Dry weather runoff from new development must not exceed the pre-development baseline flow rate to receiving waterbodies.

City of Redlands Municipal Code Requirements

The City's Municipal Code, Section 13.54, Storm Drains, provides regulation of discharges into the Redlands storm drain system. This is achieved by elimination of all nonpermitted discharges to Redlands separate storm sewers; control discharges to the Redlands separate storm sewers through prohibition of spills, dumping, or disposal of materials other than stormwater; and reduction of pollutants in stormwater discharges to the maximum extent practicable. City dischargers are required to comply with the applicable NPDES permit and follow the City's standard BMP practices.

Additionally, the City's Pretreatment and Regulation of Wastes Ordinance, codified under Section 13.52 of the City Municipal Code, further protects water quality in the City through uniform requirements for all users of the City's publicly owned treatment works. The ordinance enables the City to comply with all applicable state and federal laws, including the clean water act (33 USC section 1251 et seq.) and the general pretreatment regulations (40 CFR part 403).

5.16.4.2 STORM WATER DRAINAGE ENVIRONMENTAL SETTING

The City of Redlands' stormwater drainage system serves an area of approximately 37 square miles. The Downtown stormwater drainage system is composed of reinforced concrete pipe (RCP) and corrugated metal pipe (CMP) with diameters ranging from 8 inches to 96 inches, box culverts, covered rubble rock and concrete channels, and concrete and natural drains. Stormwater runoff from the City's drainage systems flows by gravity into the Mission Channel, Morrey Arroyo Creek, and San Timoteo Canyon, and discharges to the Santa Ana River.

Drainage throughout the TVSP area is generally from east to west to one of two main existing major stormwater drainage facilities. The existing stormwater drainage system within the TVSP area lacks capacity, as evidenced by flooding within the Downtown area during storm events. The main cause of flooding within the TVSP area is the lack of capacity in the Zanja, the Redlands Boulevard Storm Drain, and the Oriental Storm Drain. With a stormwater capacity of approximately 2,400 cubic feet per second (cfs), the Redlands Boulevard Storm Drain can receive approximately 4,200 cfs from the Zanja and the Carrot Storm Drain and 4,000 cfs from the Reservoir Canyon and Oriental Storm Drains. These tributaries result in a confluence of stormwater within the Redlands Boulevard Storm Drain near the intersection of Redlands Boulevard and Ninth Street, which can lead to flooding. In 2014, the City adopted the 2014 Master Plan of Drainage.

5.16.4.3 STORM WATER DRAINAGE THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.16.4.4 STORM WATER DRAINAGE METHODOLOGY

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated from buildout of the TVSP and identifies if runoff from buildout of the TVSP would be accommodated by the existing stormwater drainage infrastructure. The evaluation

identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.4.5 DRAINAGE ENVIRONMENTAL IMPACTS

IMPACT UT-5: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant with Mitigation Incorporated. As shown on Figure 3-3, the majority of the TVSP area is fully developed. However, there are multiple vacant parcels within the TVSP area. As such, buildout pursuant to the TVSP could result in a greater amount of impermeable surfaces within the TVSP area. The TVSP Infrastructure Plan includes improvements to divert flows away from undersized segments of the existing drainage system, such as the undersized Zanja channel through the University Transit Village, and the undersized Mission Creek channel through the New York Street/Esri Transit Village, among other flood-related strategies, in line with the strategies set forth by the 2014 Redlands Master Plan of Drainage. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the TVSP area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling included as Appendix A to the TVSP in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations
- Implement the 2014 Master Plan of Drainage (MPD) Alternative 1 for the Downtown Village
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Development under the TVSP would allow for redevelopment of the TVSP area that could result in the generation of increased stormwater volumes in areas that are currently largely pervious. Increased flows could in turn create a need for new infrastructure in order to accommodate infiltration of stormwater or to convey stormwater to detention basins to prevent flooding, particularly where there are already stormwater capacity problems, such as the Downtown Village. Development under the TVSP would largely focus on infill development, allowing future projects to take advantage of the existing stormwater drainage infrastructure. In most cases, parcels that may be developed or redeveloped within the TVSP area are already disturbed or developed with impervious surfaces, and future development would be unlikely to significantly increase runoff.

Stormwater drainage improvements would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP and the 2014 Master Plan of Drainage. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite stormwater drainage infrastructure and new connections to the existing stormwater drainage system. Such improvements would be required to be sized to accommodate the stormwater generation of such new development.

Under the City's development review procedures for site-specific development projects, the City determines stormwater system design requirements and the needs for any improvements to existing infrastructure that would be required by the City's construction permit and referenced directly in the design plans for the

proposed development to assure adequate capacity. The stormwater system design specifications for each site-specific development project would be required to comply with City standards and implementing projects would be required to prepare a Water Quality Management Plan (WQMP).

The construction of any needed drainage system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way. Additional, large-scale stormwater drainage improvements pursuant to the 2014 Redlands Master Plan of Drainage and implementing project site-specific stormwater drainage improvements would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. Additionally, policies within the TVSP seek to minimize the volume of stormwater entering the drainage system, reduce the need for system expansions, and limit potential impacts from system expansion on the environment. Policies within the TVSP require that new development provide landscaping, maximize pervious surfaces, promote onsite stormwater management solutions such as low-impact development utilizing best management practices, promote stormwater capture and reuse onsite, and ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. As a result, potential impacts related to build out of the proposed Specific Plan would not result in construction of new or expanded stormwater drainage facilities that could result in a significant environmental effect, and impacts would be less than significant.

5.16.4.6 STORM WATER DRAINAGE CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the TVSP area, from capture of runoff through final discharge points. Pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur from implementing projects. Regional Water Quality Control Board (RWQCB) Permit conditions and the Redlands Municipal Code Municipal Code require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

5.16.4.7 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.16.4.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-5 would be potentially significant.

5.16.4.9 STORM WATER DRAINAGE MITIGATION MEASURES

Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4

5.16.4.10 STORM WATER DRAINAGE LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation, no significant unavoidable adverse impacts related to drainage would occur.

5.16.5 SOLID WASTE

5.16.5.1 SOLID WASTE REGULATORY SETTING

5.16.5.1.1 SOLID WASTE STATE REGULATORY SETTING

California Assembly Bill 341

On October 6, 2011, Governor Brown signed AB 341 establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

California Green Building Standards

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

5.16.5.1.2 SOLID WASTE LOCAL REGULATORY SETTING

City of Redlands Recycling Ordinance

Chapter 13.66 of the Redlands Municipal Code establishes requirements for recycling by specified development activities to facilitate the City's compliance with State recycling mandates, remove architectural barriers to recycling, and ensure the recycling of construction and demolition debris. The ordinance applies to applicants for the demolition of any structure; construction, additions, or improvements to any building other than a single-family residential building; and reroofing activities. Applicants are required, as a condition of approval, to submit for review and approval a completed Site and Building Recycling Plan to the City. The ordinance also specifies requirements for Construction and Demolition Recycling Plans.

5.16.5.2 SOLID WASTE ENVIRONMENTAL SETTING

Solid waste collection services are provided within the TVSP area by the City of Redlands. The City's Quality of Life Department provides residential waste collection, green waste collection for yard waste, and curbside recycling. Hazardous and electronic waste is managed by the Redlands Fire Department, which operates a household hazardous and electronic waste disposal site on a weekly basis.

Solid waste from the TVSP area is primarily disposed of at the California Street Landfill operated by the City of Redlands Quality of Life Department and the San Timoteo Sanitary Landfill operated by the County,

both within the city limits. The California Street Landfill is located at 2151 Nevada Street and encompasses 115 acres and is permitted to operate through 2042. The California Street Landfill design capacity is 11.4 million cubic yards, and its maximum permitted throughput is 829 tons per day. It has a remaining capacity of 5,168,182 cubic yards. In 2020, the California Street Landfill received an average throughput of 146 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the California Street Landfill has an approximate extra capacity of 683 tons per day.

The San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size and is permitted to operate through 2039. It has a permitted capacity of 23,685,785 cubic yards and a maximum permitted daily throughput of 2,000 tons. It has a remaining capacity of 12,360,396 cubic yards. In 2020, the San Timoteo Sanitary Landfill received an average throughput of 772 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the San Timoteo Sanitary Landfill has an approximately extra capacity of 1,228 tons per day.

5.16.5.3 SOLID WASTE THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-6 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Initial Study established that the proposed Project would result in less than significant impacts related to Threshold UT-7; and no further assessment of these impacts is required in this Draft EIR.

5.16.5.4 SOLID WASTE METHODOLOGY

The analysis for this section addresses potential impacts on solid waste generation and infrastructure due to projected growth arising from the proposed Project. Solid waste generation from operation of the maximum projected buildout of the TVSP area was estimated using solid waste generation factors derived for multi-family residential, commercial, and office uses from CalRecycle. Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the City.

5.16.5.5 SOLID WASTE ENVIRONMENTAL IMPACTS

IMPACT UT-6: THE PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS

Less than Significant Impact.

Construction

Construction for implementing projects within the TVSP area would require demolition of various buildings located through the TVSP area. The majority of waste generated during demolition and construction activities by implementing projects would be building materials (e.g., concrete, dirt, and waste generated by construction workers). Nonhazardous waste from construction activities would be recycled to the extent feasible. As stated in the City's Municipal Code Section 13.66.040, *Construction and Demolition Recycling Requirements*, no demolition permit or building permit shall be issued for any development activity subject to this chapter unless the construction and demolition recycling plan has been approved by the municipal utilities director. Thus, implementing projects pursuant to the TVSP would be required to meet the City's waste

diversion requirements as they pertain to project construction. Furthermore, construction waste is anticipated to be minimal compared to waste generated from peak operations at full buildout of the TVSP area as construction waste would only be generated during occasional construction activities for future implementing projects and operational waste would be generated continuously.

Operation

As described previously in Section 3 of this document, full buildout pursuant to the TVSP would include development and operation of an additional 2,400 residential dwelling units, 265,000 SF of commercial retail, 238,000 SF of office space, and 220 hotel rooms. As shown on Table 5.16-6, it is anticipated that operations at full buildout of the TVSP would generate a total of approximately 3.49 tons of solid waste per day (94 tons per year) during operation with adherence to AB 341, which requires a diversion of 75% of waste from landfills.

Table 5.16-6: Solid Waste Generation during Project Operation

Land Use	Quantity	Generation Rate[1]	Solid Waste Demand (Tons)
Residential Units	2,400 units	10 lbs/unit/day	12 tons/day
Commercial Retail[1]	265,000 SF	0.006 lb/SF/day	0.795 tons/day
Office	238,000 SF	0.006 lb/SF/day	0.714 tons/day
Hotel	220 rooms	4 lbs/room/day	0.44 tons/day
Total Solid Waste			**13.949 tons/day**
Daily Landfill Disposal with AB 341 (75% Reduction)			**3.49 tons/day**
Annual Landfill Disposal with AB 341 (75% Reduction)			**1,274 tons per year**
Weekly Landfill Disposal with AB 341 (75% Reduction)			**24.5 tons per week**

[1] CalRecycle Generation Rates

As the California Street Landfill has the capacity to process an additional 683 tons of solid waste per day and the San Timoteo Sanitary Landfill has the capacity to process an additional 1,228 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. The solid waste generated by full buildout of the TVSP would represent approximately 0.5 percent of the excess capacity of the California Street Landfill and 0.3 percent of the excess capacity of the excess capacity at the San Timoteo Sanitary Landfill each day. Furthermore, the California Street Landfill is permitted to operate through buildout of the TVSP. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

5.16.5.6 SOLID WASTE CUMULATIVE IMPACTS

The geographic scope of cumulative analysis for landfill capacity is the service area for the California Street Landfill and San Timoteo Sanitary Landfill, which serve the TVSP Area. Both landfills serve the Valley portion of San Bernardino County. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. As described previously, the California Street Landfill design capacity is 11.4 million cubic yards, and its maximum permitted throughput is 829 tons per day. It has a remaining capacity of 5,168,182 cubic yards. In 2020, the California Street Landfill received an average throughput of 146 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the California Street Landfill has an approximate extra capacity of 683 tons per day. The San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size and is permitted to operate through 2039. It has a permitted capacity of 23,685,785 cubic yards and a maximum permitted daily throughput of 2,000 tons. It has a remaining capacity of 12,360,396 cubic yards. In 2020, the San Timoteo Sanitary Landfill received an average throughput of 772 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the San Timoteo Sanitary Landfill has an approximately

extra capacity of 1,228 tons per day. The 3.49 tons per day from operation of the TVSP area at full buildout would be approximately 0.5 percent of the excess capacity of the California Street Landfill and 0.3 percent of the excess capacity of the excess capacity at the San Timoteo Sanitary Landfill each day. Furthermore, combined, the landfills have a total remaining capacity of 17,528,587 cubic yards. Therefore, the landfills would have sufficient capacity to serve the Project and the increase is solid waste from full buildout of the TVSP area would be less than cumulatively considerable and less than significant.

5.16.5.7 EXISTING REGULATIONS, STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Assembly Bill 341 (Chapter 476, Statutes of 2011)
- California Green Building Standards Code

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.16.5.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-6 and UT-7 would be less than significant.

5.16.5.9 SOLID WASTE MITIGATION MEASURES

No mitigation measures are required.

5.16.5.10 SOLID WASTE LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to solid waste would occur.

REFERENCES

2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/part_2_chapter_4_redlands_2020_uwmp.pdf?1622145365

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands General Plan 2035 Draft EIR. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/redlands_deir_compiled_lo_071917_0.pdf?1554321669

City of Redlands Municipal Code. Accessed: https://codelibrary.amlegal.com/codes/redlandsca/latest/redlands_ca/0-0-0-1

City of Redlands Utilities. Accessed: https://www.cityofredlands.org/utilities-0

Fuscoe Engineering. Redlands Transit Village Water Supply Assessment (WSA 2022). January 26, 2022. (Appendix F)

Jurisdictional Disposal and Alternative Daily Cover Tons by Facility. CalRecycle. https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

Landfill Tonnage Reports. CalRecycle. https://www2.calrecycle.ca.gov/LandfillTipFees/

San Bernardino Countywide Plan. http://countywideplan.com/

5.17 Mandatory Findings of Significance

5.17.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires an EIR to describe "any significant impacts, including those which can be mitigated but not reduced to a level of insignificance." Potential environmental effects of the proposed Project and mitigation measures are discussed in detail throughout in Chapter 5 of this Draft EIR. As summarized below and detailed in Section 5.2, *Air Quality*, and Section 5.14, *Transportation*, impacts in the following areas would remain significant and unavoidable, even with the incorporation of standard conditions; plans, programs, policies; and feasible mitigation measures.

Air Quality

As detailed in Section 5.2, *Air Quality*, due to the uncertainty of the timing and methods of construction activities related to TVSP development projects, a significant impact could occur related to construction emissions of VOC and NOx, with implementation of South Coast Air Quality Management District (SCAQMD) Rules and mitigation measures. In addition, operation of the proposed TVSP at buildout would result in exceedance of the applicable SCAQMD thresholds for VOC, NOx, and CO after implementation of mitigation. The large majority of operational-source CO and NOx emissions (by weight) would be generated by project vehicles, and the VOC emissions would be generated by consumer products that neither future project applicants nor the City have the ability to reduce emissions of. Therefore, emissions generated from implementation of the proposed TVSP would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

In addition, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. Due to the Project exceedance of CO, VOC, and NOx thresholds, impacts would be cumulatively considerable and significant and unavoidable.

Transportation

As detailed in Section 5.14, *Transportation*, all TAZs within the TVSP area satisfy screening criteria 1, 2, 3, or 4 and are less than significant, except for TAZ 53827101 on the western boundary of the TVSP area. In order for projects within TAZ 53827101 to have a less than significant VMT impact, developments must adhere to the land use types in Screening Criteria 3 or land use quantities in Screening Criteria 4 – Land Use Quantities. Specific development within this TAZ is currently unknown. As such, Mitigation Measure TR-1 is included to require implementing projects within TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the screening criteria, it is also possible that an implementing project would include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO2e of GHG emissions per year. Therefore, individual implementing projects within TAZ 53827101 would potentially need to conduct their own CEQA analysis. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT within TAZ 53827101 are considered be significant and unavoidable.

5.17.2 GROWTH INDUCEMENT

This section analyzes the growth inducement potential of the proposed Project and the associated secondary effects of growth the Project might permit. As required by CEQA Guidelines Section 15126.2(d), an EIR must:

> "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Thus, based on CEQA, a project could have a direct effect on population growth, for example, if it would involve construction of substantial new housing. A project could also have indirect growth-inducement potential if it would:

- Establish substantial new permanent employment opportunities (e.g., commercial, industrial, governmental, or other employment-generating enterprises) or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities;
- Remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or would add substantial capacity that could accommodate additional unplanned growth;
- Remove obstacles to growth through changes in existing regulations pertaining to land development;
- Result in the need to expand one or more public service facilities to maintain desired levels of service; or
- Involve some other action that could encourage and facilitate other activities that could significantly affect the environment.

As CEQA Guidelines Section 15126.2(d) states that growth-inducing effects are not to be construed as necessarily beneficial, detrimental or of little significance to the environment; the following information is provided as additional information on ways in which the proposed Project could contribute to significant changes in the environment beyond the direct consequences of developing the land use concepts examined in the preceding sections of this Draft EIR.

Establish substantial new permanent employment opportunities or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities

The proposed TVSP would result in development of up to 613,000 square feet of retail commercial, hotel, and office space by 2045. SCAG estimates that employment in the City will increase from 42,600 jobs in 2016 to 56,300 in 2045, which is an increase of 13,700 jobs or a 32.2 percent increase (SCAG 2020 growth forecast). The employment anticipated by the proposed TVSP would generate approximately 1,226 new employees (see Section 5.11, *Population and Housing*), which represents 8.9 percent of the estimated

job growth by 2045. The 1,226 jobs expected in the TVSP area are included in SCAG projections because the employment land in the TVSP area is included in the General Plan and is not changing with implementation of the TVSP. Thus, the employment that would occur within the TVSP area would be less than significant.

The new Project would accommodate the forecasted employment in an environmentally sustainable manner by providing for housing to maintain the jobs to housing balance, that would reduce vehicle miles traveled. Also, as listed below, the City of Redlands has had recent unemployment rates ranging between 3.0 and 7.5 percent (EDD, 2021).

- December 2021: 3.6 percent unemployment rate
- 2020 Annual Average: 7.5 percent unemployment rate
- 2019 Annual Average: 3.0 percent unemployment rate
- 2018 Annual Average: 3.3 percent unemployment rate
- 2017 Annual Average: 3.8 percent unemployment rate
- 2016 Annual Average: 4.5 percent unemployment rate

The jobs would provide new employment opportunities for people living in Redlands and the surrounding cities. Most of the new commercial and office jobs that would be created by the proposed TVSP would be positions that are anticipated to be filled by people who would already be living within Redlands and surrounding communities and would not induce an unanticipated influx of new labor into the region. As described in Section 5.11, *Population and Housing*, buildout of the TVSP would result in maintenance and future improvement of the projected jobs-household ratio, which is a benefit of the proposed TVSP because a more balanced jobs-to-housing ratio could improve the environment by reducing vehicle miles traveled and emissions from motor vehicles. Overall, the proposed TVSP would accommodate forecasted employment growth consistent with SCAG's regional forecasts. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Remove Obstacles to Growth, e.g., Through the Construction Or Extension of Major Infrastructure Facilities that do not Presently Exist in the Project Area or Would Add Substantial Capacity that Could Accommodate Additional Unplanned Growth.

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The TVSP area is a developed urban area that is connected to the City's existing infrastructure system. Water, sewer, drainage, and roadways provide service to all of the areas within the TVSP. As described in Section 5.16, *Utilities and Service Systems*, development projects pursuant to the TVSP would include installation of onsite infrastructure and new connections to the existing infrastructure systems, which include improvements to existing aged infrastructure such as increasing the size of water and sewer lines. However, these improvements are sized to accommodate the TVSP buildout and not provide excess capacity. As described above, the TVSP area is urban and developed and the projects implemented by the TVSP would consist of infill and redevelopment of existing uses or development of vacant parcels that are in between developed parcels in the urban area. The TVSP related infrastructure and utility improvements do not involve extension of utilities into undeveloped areas. Therefore, the infrastructure improvements implemented by the Project would not result in unplanned growth.

The TVSP would also implement circulation improvements to street, pedestrian, and bicycle facilities, which would enhance local circulation and the use of transit. The circulation improvements provided by the TVSP would not extend circulation into a new area or provide excess circulation capacity that could induce growth. The improvements proposed by the TVSP would enhance circulation to provide for multi-modal transportation and implement use of transit. As a result, the circulation improvements would result in less than significant growth inducing impacts.

Remove Obstacles to Growth Through Changes in Existing Regulations Pertaining to Land Development

A project could directly induce growth if it would remove barriers to population growth such as change to a jurisdictions general plan and zoning code, which allows new development to occur in underutilized areas. The proposed TVSP includes amending the GP2035 to establish a new Transit Village District (TVD) land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The proposed TVSP provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based through a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of buildings from larger to smaller to avoid incompatible buildings heights next to each other. The amount of square-footage and dwelling units listed at buildout of the proposed TVSP could be constructed at the present time under the current GP2035 land use designations and current zoning designations within the TVSP area. The difference is that with implementation of the Project, the new development would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits. Therefore, the proposed TVSP related changes to land use and zoning designations would not result in removing an obstacle to growth.

Also, SCAG household growth projections estimate that between 2021 and 2045 the number of households within the City will grow by 21.2 percent (5,395 households). Assuming that the maximum number of residential units in the proposed TVSP are developed and occupied (no vacancy), the 2,400 additional households in the TVSP area would consist of a 9.4 percent increase of households citywide, which is within the SCAG anticipated growth of both the City and the County. Likewise, as described previously, the employment anticipated by the TVSP would generate approximately 1,226 new employees (see Section 5.11, *Population and Housing*), which represents 8.9 percent of the estimated job growth by 2045. These jobs are included in SCAG projections because the employment land in the TVSP area is included in the General Plan and is not changing with implementation of the TVSP. Therefore, impacts related to growth from changes in existing regulations pertaining to land development would not occur.

Result in the Need to Expand One or More Public Service Facilities to Maintain Desired Levels of Service

The proposed Project is expected to incrementally increase the demand for fire protection and emergency response, police protection, and school services. However, as detailed in Section 5.12, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service. Based on service ratios and buildout projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not result in significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

Involve Some Other Action that Could Encourage and Facilitate Other Activities that Could Significantly Affect the Environment

The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The development implemented pursuant to the TVSP would comply with all applicable City plans, policies, and ordinances. In addition, mitigation measures have been identified within this Draft EIR to ensure that the Project minimizes environmental impacts. The Project would not involve any precedent-setting action that could encourage and facilitate other activities that significantly affect the environment.

Environmental Impacts of Induced Growth

All physical environmental effects from construction of development of the proposed TVSP have been analyzed in all technical sections of this Draft EIR and Initial Study prepared for this Project. For example, activities such as excavation, grading, and construction as required for the buildout of the TVSP have been evaluated herein. Also, all operational aspects of the TVSP have been analyzed in this Draft EIR and through implementation of existing regulations, including the General Plan and zoning ordinance, would not create an environmental impact of induced growth.

5.17.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely…. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." (CEQA Guidelines Section 15126.2(c)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

Energy Resources

While not implementing development under the TVSP would not involve the wasteful use of energy, new development under the TVSP would result in an increase of energy use. Residential, commercial, office, and mixed-use developments would use electricity, natural gas, and petroleum products for lighting, heating, and power. Additionally, vehicles traveling within and to and from the TVSP area would utilize both oil and gas. Use of these types of energy for development within the TVSP would result in an increase of use of nonrenewable energy resources, which represents an irreversible environmental change.

Construction Impacts

Construction of implementing development projects under the TVSP would result in the consumption of building materials, including lumber, sand, and gravel for construction. Depletion of non-renewable resources that supply building materials would represent an irreversible environmental change.

5.17.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment". However, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the proposed Project, as detailed below.

Agricultural Resources

The Project area is urbanized and largely developed. There is no designated Prime Farmland, Unique Farmland, or Farmland of Local Importance within the Project area (GP2035 EIR, Figure 3.2-1). Therefore, implementation of the Project would not convert existing designated farmland and no related impact would occur. Also, none of the parcels within the Project area are zoned for agricultural use, nor is there any land under a Williamson Act contract within the Project area (City Zoning 2020), and GP2035 EIR, Figure 3.2-1).

None of the parcels within the Project are currently zoned as forest land, timberland, or Timberland Production, and the Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest land, either directly or indirectly. As such, the Project would not involve other changes in the existing environment that could result in conversion of farmland to non-agricultural use or forest land to non-forest land.

Biological Resources

The Project area is urbanized and developed. Implementation of the Project would implement infill development within an already highly disturbed urban environment and would not result in any direct impacts to special status species, nor involve or result in any existing habitat modifications that could indirectly result in a substantial adverse effect on any special status species. Therefore, the Project would not result in impacts on species identified as candidate, sensitive, or special status.

The Project area is located in an area that contains a considerable amount of impervious surfaces (i.e., asphalt, cemented streets, parking lots, buildings, etc.) and non-native ornamental trees, shrubs, and ground cover; therefore, riparian habitat is not present nor another sensitive natural community present in the Project area. The Project would involve infill and redevelopment within an already highly disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community. Likewise, the Project area does not contain protected wetlands (USFWS 2020). The Project area is a highly disturbed urban environment. Implementation of the TVSP would not have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act.

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project area or in the surrounding area. However, mature trees are scattered throughout the area. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The U.S. Fish and Wildlife Service (USFWS) administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. Projects implemented under the Project would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts

to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required in the EIR.

Implementation of the Project is not anticipated to conflict with the provisions of these existing tree policies and guidelines. Future development, revitalization, and/or redevelopment activities that would be permitted under the Project would be required to be reviewed by the City for consistency with the exiting tree policies and guidelines. Additionally, the Project outlines standards and guidelines to ensure the proper management (e.g., planting, health, maintenance) of trees occurs. Therefore, implementation of the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant. Furthermore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan.

Mineral Resources

The Project area consists of the City's urban core, residential neighborhoods, civic uses, and parks. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, implementation of the Project would not result in the loss of availability of a known mineral resource of value to the region and state or delineated on the general plan, specific plan or other land use plan, and no impact would occur.

Wildfire

The Project area is an urbanized environment with moderate fire threat level and does not include, nor is it around, wildlands or areas of high fire hazard terrain or vegetation. Implementation of the Project would not exacerbate wildfire risks nor expose occupants to risk of pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. The Project area is also not located in or near a state responsibility area, and the Project would not impair the implementation of an adopted emergency response plan or emergency evacuation plan. The project would not require installation of infrastructure that could exacerbate fire risks and would not expose people to downstream flooding related to post fire slope instability. Therefore, implementation of the Project would not result in any impacts related to wildfire.

REFERENCES

California Department of Fish and Wildlife (CDFW 2019), https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline

City of Redlands (GP2035 EIR), General Plan 2035 Environmental Impact Report, https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands (GP2035), General Plan 2035, https://www.cityofredlands.org/post/planning-division-general-plan

City of Redlands (City Zoning 2020), Zoning Map, https://www.cityofredlands.org/sites/main/files/file-attachments/zoning.pdf

California Department of Conservation Important Farmland mapping (CDC 2022). Accessed: https://www.conservation.ca.gov/dlrp/fmmp

California Geological Survey Mineral Resource mapping (CGS 2022). Accessed: https://maps.conservation.ca.gov/mineralresources/#webmaps

Cal Fire. Website: https://www.fire.ca.gov/

Southern California Association of Governments (SCAG). Website: https://scag.ca.gov/sites/main/files/file-attachments/dpeir_connectsocal_3_14_populationhousing.pdf?1606003672

United States Fish and Wildlife Service (USFWS 2020), https://www.fws.gov/wetlands/Data/Mapper.html

6.0 Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

6.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed Project or to the Project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed Project's objectives. *CEQA Guidelines* Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, *CEQA Guidelines* Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to *CEQA Guidelines* Section 15126.6(d), discussion of each alternative presented in this Draft EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (*CEQA Guidelines* Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (*CEQA Guidelines* Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and

- The requirement of the *CEQA Guidelines* to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (*CEQA Guidelines* Section 15126.6(e)).

Neither the CEQA statute, the *CEQA Guidelines*, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice" (*CEQA Guidelines* 15126(f)).

6.2 ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this EIR determined that buildout of the proposed Specific Plan would result in the following significant and unavoidable impacts.

Air Quality

- As detailed in Section 5.2, *Air Quality*, due to the uncertainty of the timing and methods of construction activities related to Specific Plan development projects, a significant impact could occur related to construction emissions of ROGs and NOx, even with implementation of South Coast Air Quality Management District (SCAQMD) Rules and mitigation measures. In addition, operation of the proposed Specific Plan would result in exceedance of the applicable SCAQMD thresholds for ROGs, NOx, and CO even after implementation of mitigation. Therefore, emissions generated from implementation of the proposed Specific Plan would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

- ***Cumulative Air Quality Impacts:*** As described in Section 5.2, *Air Quality*, per SCAQMD's methodology, if an individual project results in air emissions of criteria pollutants (including ROG, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

  As described previously, emissions from construction of projects pursuant to the proposed Specific Plan would exceed SCAQMD's threshold for ROGs and NOx after implementation of SCAQMD Rules and mitigation measures. In addition, emissions from buildout of the proposed Specific Plan would exceed the applicable SCAQMD thresholds for ROGs, NOx, and CO even with implementation of mitigation. Therefore, operational-source emissions from implementation of the proposed Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Transportation and Circulation

- As detailed in Section 5.9, *Transportation and Circulation*, all TAZs within the Specific Plan Area are within a TPA or a low-VMT area or would meet Criteria 3 or 4 based on limited buildout area, except for TAZ 53827101. As such, implementing development pursuant to the TVSP in all TAZs except 53827101 would be less than significant. In order for implementing projects within a TPA to be presumed to have a less than significant VMT impact, developments must meet the criteria set forth in the City of Redlands VMT Guidelines Screening Criteria. In order for projects within TAZ 53827101 to be presumed to have a less than significant VMT impact, developments located within TAZ 53827101 must adhere to the land use types presented in Screening Criteria 3 – Land Use Types or land use quantities presented in Screening Criteria 4 – Land Use Quantities. As shown in Figure 3-17, *Vacant and Non-Conforming Parcels,* two parcels within TAZ 53827101 are vacant and the rest are considered non-conforming. As such, it can be reasonably presumed that these parcels will be developed or redeveloped pursuant to the TVSP prior to buildout. However, at this time, specific development within the TVSP area is unknown. As such, Mitigation Measure TR-1 is included to require implementing projects within a TPA or TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the criteria set forth in Screening Criteria 1, 2, 3, or 4, it is also possible that an implementing project would not meet the criteria set forth in Screening Criteria 1 or include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO2e of GHG emissions per year. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT within TAZ 53827101would be significant and unavoidable.

6.3 PROJECT OBJECTIVES

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.

2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.

3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.

4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces in line with the City of Redland's unique culture and history.

5. Transform streets and create neighborhood connectivity through pedestrian-oriented improvements.

6. Provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.

7. Provide for transit-oriented development around the three new Arrow Line stations in line with the City's General Plan.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to *CEQA Guidelines* Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines* Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the Project objectives, are infeasible, or do not avoid any significant environmental effects.

- **Alternate Site Alternative:** An alternate site for the proposed Project was eliminated from further consideration. The primary purpose of the proposed TVSP is to guide redevelopment of areas surrounding the three new Arrow Line stations by introducing additional residential and mixed use, and proposing circulation improvements for vehicles, pedestrians, bicyclists, and transit users. Since all of the Project objectives are related to the areas surrounding the three Arrow Line Stations in the New York Street Village, Downtown Village, and University Village, none of these objectives could be met in another location in the city. Therefore, the Alternative Site Alternative was rejected from further consideration.
- **No Project/No Build Alternative.** No development within the TVSP area was eliminated from further consideration as an alternative. Under the No Project/No Build Alternative, the current uses within the TVSP area would remain the same, and vacant or underutilized parcels would remain as such. The No Build Alternative would not allow developments to be constructed that are consistent with the existing General Plan land use designations and zoning. Since all of the Project objectives are related to redevelopment of the areas surrounding the three new Arrow Line Stations, none of these objectives could be met through no development within the TVSP area. Therefore, the No Project/No Build Alternative was rejected from further consideration.

6.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the proposed Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the proposed Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 6.1, and are described below:

Alternative 1: No Project/Buildout of the Existing Zoning. Under this alternative, the proposed Specific Plan would not be developed. In accordance with the CEQA Guidelines, the No Project/ Buildout of Existing Zoning Alternative will be the continuation of the existing plan, policy or operation into the future when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation. Section 15126.6(e)(3)(A) of the CEQA Guidelines states that, "typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan."

This alternative evaluates the environmental effects of buildout of the Specific Plan area according to the existing General Plan and zoning designations. Because the Specific Plan area is an urban area that is generally built out, most new development would occur as adaptive reuse of existing buildings, development on existing vacant sites, and infill or redevelopment of existing uses at the intensity allowed by the existing zoning. The majority of development under this alternative would similarly occur on vacant and non-conforming parcels as shown on Figure 3-17, *Vacant and Non-Conforming Parcels*. The addition of residential uses and mixed residential uses within the TVSP area would not occur, as proposed by the project. However, as described in Chapter 3.0, Project Description, the amount of square-footage and dwelling units listed in Table 3-1 could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized.

The Alternative 1: No Project/Buildout of Existing Zoning Alternative evaluation provides a comparison between the environmental impacts of the proposed Specific Plan in contrast to the result from not approving, or denying, the proposed Specific Plan. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

Alternative 2: Reduced Specific Plan Area Alternative. Under this alternative, the parcels located within Traffic Analysis Zone (TAZ) 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments in TPAs would meet the criteria under the City's Screening Criteria. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

Alternative 3: Reduced Intensity Alternative. Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

6.6 ALTERNATIVE 1: NO PROJECT/NO BUILDOUT OF THE EXISTING ZONING

Section 15126.6(e) of the *CEQA Guidelines* requires analysis of the No Project Alternative. The no project alternative analysis must discuss the existing conditions at the time the Notice of Preparation/Initial Study was published and considers conditions that would be reasonably expected to occur in the foreseeable future if the project were not approved. The No Project Alternative applies to the following scenarios:

(1) When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative is the continuation of the existing plan, policy, or operation into the future; or

(2) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.

Therefore, under Alternative 1: No Project/Buildout of Existing Zoning Alternative, the proposed TVSP would not be implemented, and the TVSP area would be developed pursuant to the existing land use and zoning regulations. Limited new development would occur on vacant parcels and redevelopment of sites would occur pursuant to the existing zoning. However, as discussed in Section 3, *Project Description,* the same amount of square-footage and dwelling units listed in Table 3-1 as proposed by TVSP could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized. Accordingly, Alternative 1: No Project/Buildout of Existing Zoning Alternative provides a comparison between the environmental impacts of the proposed Specific Plan and the result of not approving, or denying, the proposed Specific Plan.

6.6.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under the No Project/Buildout of Existing Zoning Alternative, infill development on remaining vacant parcels, redevelopment per the existing zoning on non-conforming parcels, and adaptive reuse of existing buildings would occur within the TVSP area to add residential and commercial uses. Development under this alternative would occur in the absence of unifying design guidelines, architectural guidelines, streetscape improvements, open space improvements, and other aesthetic enhancements proposed in the TVSP that are intended to create distinctive areas that are compatible with the history and culture of Redlands while enhancing connectivity for alternative transportation. Although visual impacts would be less than significant under this alternative, as development would occur consistent with the existing zoning and compatible with the surrounding developments, the overall visual quality of the TVSP area would not be improved when compared to the proposed Project, which would result in an overall improvement in aesthetics and enhancement of character within the area. Furthermore, the No Project/Buildout of Existing Zoning Alternative would not promote compact and walkable urban form in the vicinity of the train stations, introduce a greater

variety of transportation options (and reduce vehicle trips and vehicle miles traveled), or provide more public open space and amenities that provides aesthetic and community benefits.

Development under this alternative would result in the same amount of new sources of light and glare from infill development. However, both this alternative and the proposed Project would result in similar impacts with implementation of the City's existing lighting regulations and the City's design review process. Overall, the aesthetic impacts from this alternative would be similar to those associated with the proposed Project, and result in less than significant impacts.

Air Quality

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. However, an increase in density, as allowed by the proposed Village Center District within the TVSP, for parcels immediately surrounding the new Arrow Line Stations would not occur. The alternative would not result in changes to zoning or the General Plan land uses. Therefore, it would be consistent with the Air Quality Management Plan (AQMP) under the AQMP Consistency Criterion No. 1.

However, as the No Project/Buildout of Existing Zoning Alternative would result in the same development as the proposed Project, air quality pollutant emissions from both construction and operations of the alternative would exceed criteria pollutant thresholds set by the South Coast Air Quality Management District (SCAQMD). Therefore, buildout pursuant to the existing zoning would continue to result in a significant and unavoidable impact after implementation of mitigation. Thus, impacts under the No Project/Buildout of Existing Zoning Alternative would be the same as the proposed Project.

Cultural Resources

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a similar potential to adversely affect any historic or undiscovered archeological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to the same intensity. This alternative would have a similar impact on historic structures within the TVSP area. However, like the proposed Project, similar mitigation to the Project's mitigation measures and compliance with applicable City of Redlands Municipal Code provisions, including Redlands Historic Architectural Design Guidelines, would be required to reduce potential impacts to a less than significant level. Therefore, impacts to cultural resources from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Energy

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. This would result in the same demand for energy in comparison to the proposed Project, which was determined to be less than significant. Implementing projects under this alternative would be compliant with Title 24 requirements. Therefore, impacts to energy from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Geology and Soils

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a similar potential to adversely affect any undiscovered paleontological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to the same intensity. However, like the proposed Project, similar mitigation to the Project's mitigation measure would be required to reduce potential impacts to a less than significant level. Therefore, impacts to paleontological resources from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Greenhouse Gas Emissions

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. Therefore, this alternative would generate the same amount of construction and operational greenhouse gas emissions when compared to the proposed Project. Therefore, buildout pursuant to the existing zoning would continue to result in less than significant impacts. Thus, impacts under the No Project/Buildout of Existing Zoning Alternative would be the same as the proposed Project.

Hazards and Hazardous Materials

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in redevelopment of vacant and underutilized parcels within the TVSP area, including parcels that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation. If future redevelopment under this alternative is proposed on listed sites, potential contamination at these sites, if not already remediated, would be addressed through the City's development review requirements and in compliance with applicable state and federal regulations. Compliance with these policies, regulations, and programs would reduce the impact to less than significant. Therefore, impacts related to hazards and hazardous materials from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Hydrology and Water Quality

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a similar potential to adversely affect hydrology and water quality as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to the same intensity. However, like the proposed Project, implementation of existing regulatory requirements would reduce potential impacts to a less than significant level. Therefore, impacts to hydrology and water quality from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Land Use and Planning

The No Project/Buildout of Existing Zoning Alternative would continue the existing land uses and zoning designations within the area. The proposed TVSP has been prepared to provide a cohesive plan that specifically addressees: development standards, building design, parking, architectural treatment, landscaping, open space, and infrastructure and circulation improvements. This alternative would not provide

a cohesive plan for optimal functioning of a transit-oriented environment that is accessible to residents, workers, and visitors via alternative forms of transportation.

With the absence of the TVSP to guide development of the area, development would be considered on a project-by-project basis, which would not provide for a cohesive future land use plan that would maximize land use and circulation opportunities. This alternative would not implement the pedestrian and bicycle circulation patterns identified in the Specific Plan to improve access and reduce local vehicular trips. In addition, this alternative would not implement SCAG policies that encourage greater densities in areas with transit and mixed-use opportunities and less dependence on the automobile. The No Project/Buildout of Existing Zoning Alternative would not implement SCAG policies in a cohesive manner, such as would be done by the proposed TVSP

However, the land uses that would occur by the No Project/Buildout of Existing Zoning Alternative would be consistent with the City's General Plan and zoning ordinance. Hence, like the proposed TVSP, the No Project/Buildout of Existing Zoning Alternative would result in a less than significant impact and would be similar to those associated with the proposed Project.

Noise

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a similar potential to result in increases of ambient noise levels from construction and operation and increases in construction vibration as implementing projects of the alternative would occur in the same geographical area to the same intensity. However, like the proposed Project, similar mitigation to the Project's mitigation measures would be required to reduce potential impacts to a less than significant level. Therefore, impacts related to noise from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Population and Housing

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in an increase of 6,360 residents and 1,226 employees. The increase in population that would be generated by this alternative would be consistent with SCAG forecasts and would not induce substantial population growth in the Project area. The No Project/Buildout of Existing Zoning Alternative and the proposed TVSP would result in similar impacts related to population and housing. Hence, like the proposed TVSP, the No Project/Buildout of Existing Zoning Alternative would result in a less than significant impact and would be similar to those associated with the proposed Project.

Public Services

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in the same residential and employee population increases as the proposed Project. Thus, demand for public services, including fire protection, police protection, school services, and library services would be the same as the proposed Project. Hence, like the proposed TVSP, the No Project/Buildout of Existing Zoning Alternative would result in a less than significant impact and would be similar to those associated with the proposed Project.

Recreation

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in the same residential and employee population increases as the proposed Project. Thus, demand for recreational facilities would be the same as the proposed Project. However, unlike the proposed TVSP, this alternative would not include enhancement of the city's open space network to provide a contiguous green space connecting the TVSP villages. Hence, like the proposed TVSP, the No Project/Buildout of Existing Zoning Alternative would result in a less than significant impact and would be similar to those associated with the proposed Project.

Transportation

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a similar potential to result in vehicle miles traveled at levels above existing City thresholds, as implementing projects of the alternative would occur in the same geographical area to the same intensity. Therefore, buildout pursuant to the existing zoning would continue to result in a significant and unavoidable impact after implementation of mitigation. Furthermore, the No Project/Buildout of Existing Zoning Alternative would not promote compact and walkable urban form in the vicinity of the train stations, nor would it introduce a greater variety of transportation options (and reduce overall vehicle trips and vehicle miles traveled). Thus, impacts under the No Project/Buildout of Existing Zoning Alternative would be slightly worse than the proposed Project.

Tribal Cultural Resources

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in a similar potential adverse effect on any undiscovered tribal cultural resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to the same intensity. However, like the proposed Project, similar mitigation to the Project's mitigation measures and compliance with AB 52 and SB 18 would be required to reduce potential impacts to a less than significant level. Therefore, impacts to tribal cultural resources from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

Utilities and Service Systems

Under the No Project/Buildout of Existing Zoning Alternative, the same level of development would occur within the TVSP area based on market conditions and the existing zoning. As such, the No Project/Buildout of Existing Zoning Alternative would result in the same residential and employee population increases as the proposed Project. Thus, demand for regional water supplies, wastewater treatment, and solid waste disposal would be the same as the proposed Project. Therefore, impacts to utilities and service systems from the No Project/Buildout of the Existing Zoning Alternative would be similar to those associated with the proposed Project.

6.6.2 CONCLUSION

Ability to Reduce Impacts

The No Project/Buildout of Existing Zoning Alternative would not eliminate the significant and unavoidable impacts related to air quality and vehicle miles traveled that would occur from implementation of the

proposed TVSP, as buildout under this alternative would be consistent with that allowed under the TVSP. In fact, the No Project/Buildout of Existing Zoning Alternative would have more severe impacts related to vehicle miles traveled. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise.

Ability to Achieve Project Objectives

The analysis of the No Project/Buildout of Existing Zoning Alternative compares the impacts of the proposed Specific Plan to the impacts that would occur if the existing General Plan and zoning continue to be implemented. Regarding the ability to achieve Project objectives, the No Project/Buildout of Existing Zoning Alternative would not achieve most of the Project objectives, including Objectives 1, 3, 4, 5, 6, and 7, as it would not provide for new mixed-use, transit-oriented development within the vicinity of the new Arrow stations and would not provide a new form-based code. Development of the Specific Plan area under this alternative would partially achieve Objective 2, (Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area) if the Transit Village Overlay Zone within the City's General Plan is realized through another means in order to revitalize the TVSP area pursuant to the General Plan.

6.7 ALTERNATIVE 2: REDUCED SPECIFIC PLAN AREA ALTERNATIVE

Under this alternative, the parcels located within TAZ 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments pursuant to the TVSP would either occur in TPAs and would meet the criteria under Screening Criteria 1 or would occur in Low VMT areas and would meet the criteria under Screening Criteria 2. Therefore, VMT impacts under Alternative 2 would be less than significant. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP, which would represent an approximately 2 percent smaller residential, 3 percent smaller retail commercial, and 18 percent smaller office buildout when compared to the proposed Project. The area that would be developed pursuant to the TVSP under the Reduced Specific Plan Area Alternative is shown in Figure 6-1, *Alternative Two Area*.

This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

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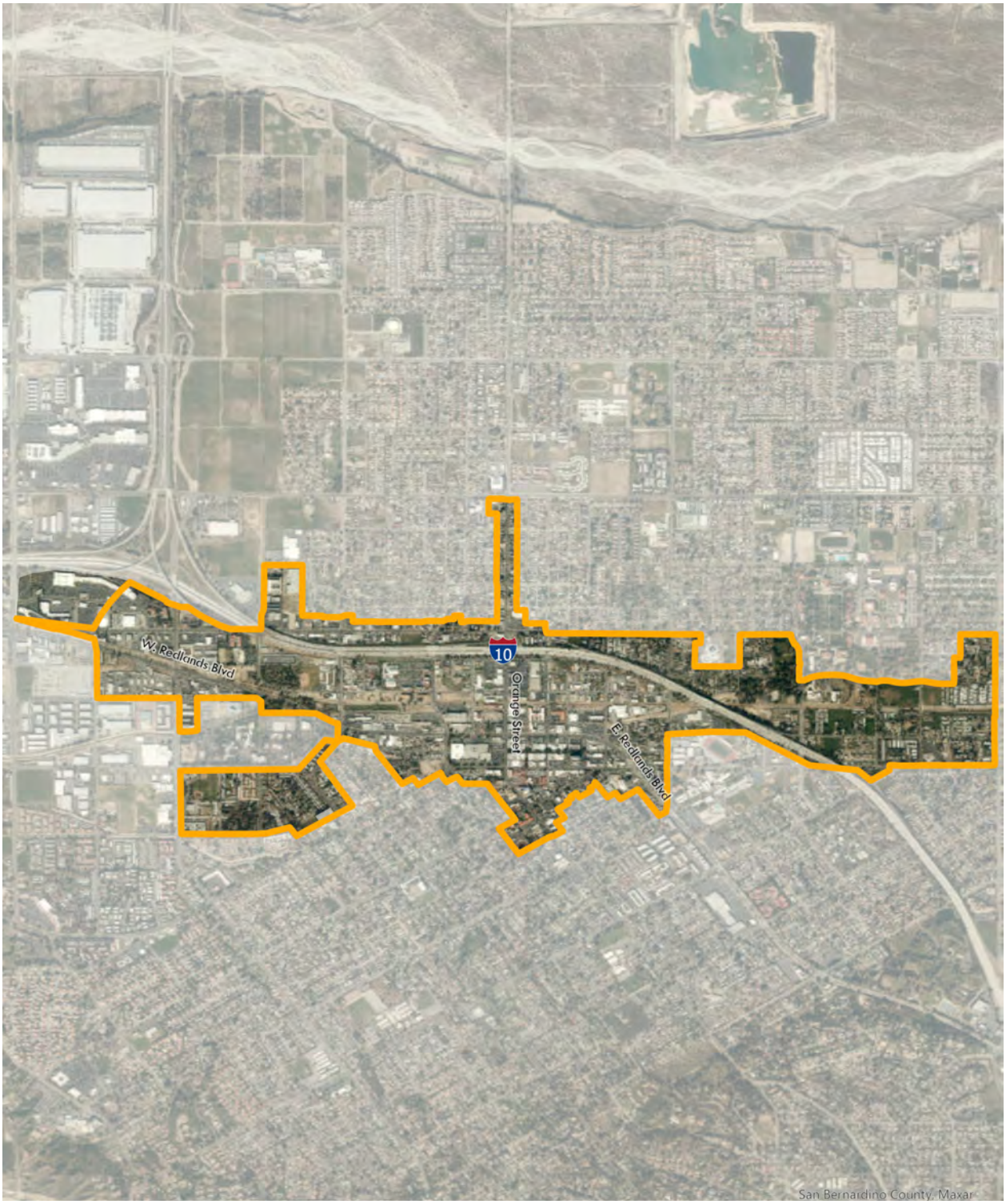
Alternative Two Area



Redlands Transit Villages Specific Plan Draft EIR **Figure 6-1**

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6.7.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under the Reduced Specific Plan Area Alternative, the same type of mixed-use development would occur within the TVSP area; however, existing parcels outside of the TPA in TAZ 53827101 and TAZ 53834601 would not be redeveloped. These parcels currently make up the Tri City Shopping Center and other various commercial uses that are currently largely vacant or underutilized. The overall visual character and quality of the TVSP area would be the same as the proposed condition under development with the exception of the excluded parcels in TAZ 53827101. While slightly fewer new sources of light and glare would occur from this alternative due to the decreased buildout in the New York Street Village, overall impacts related to light and glare would be consistent with those under the proposed Project.

Implementation of the Reduced Specific Plan Area Alternative would result in the same less than significant impacts related to aesthetics as the proposed Specific Plan. The Reduced Specific Plan Area Alternative would implement the same type of visual improvements that would be introduced throughout the TVSP area by the proposed Project (e.g., new and improved open space, providing a consistent design theme within the villages, and increased streetscaping). Thus, improvements to the existing views, character, and quality of the TVSP area would also occur under the Reduced Specific Plan Area Alternative, with the exception of parcels excluded at the northwestern tip of the TVSP area. Overall, the aesthetic impacts from this alternative would be less than significant, and would be similar to those associated with the proposed Project.

Air Quality

The Reduced Specific Plan Area Alternative would develop approximately 2 percent fewer dwelling units, 3 percent less square footage of commercial retail, and 18 percent less square footage of office space than the proposed Project. Therefore, a slightly reduced overall volume of construction activities and the related emissions would occur. However, the volume of ROG and NOx emissions from construction activities would remain significant and unavoidable. As described in Section 5.2, *Air Quality,* construction of simultaneous implementing projects under the TVSP could result in worst-case emissions of up to 590.61 lbs/day of VOC, which is above the threshold of 75 lbs/day, and 385.10 lbs/day of NOx, which is above the threshold of 100 lbs/day. Under the Reduced Specific Plan Area Alternative, it is possible that a combination of developments could occur, such that daily construction emissions would still exceed this threshold. Thus, construction air quality impacts would remain significant and unavoidable.

In addition, the slightly reduced amount of development by this alternative would result in less stationary source emissions from equipment and less traffic associated air emissions than the proposed TVSP. Therefore, overall air quality impacts would be reduced in comparison to the proposed TVSP. However, the volume of VOC, NOx, and CO emissions from operational vehicular emissions generated by the Reduced Specific Plan Area Alternative would remain significant and unavoidable due to the volume of vehicular trips that would occur from operation of the alternative. As described in Section 5.2, *Air Quality*, operations from implementing projects under the TVSP would generate up to 117.49 lbs/day of VOC emissions, which is substantially above the threshold of 55 lbs/day; 79.95 lbs/day of NOx, which is above the threshold of 55 lbs/day; and 615.20 lbs/day of CO, which is above the threshold of 550 lbs/day during peak summer operations. Under the Reduced Specific Plan Area Alternative, the daily VOC, NOx, and CO emissions related to residential, commercial, and office operations would be slightly less, but would still exceed the SCAQMD thresholds. Therefore, although less emissions would occur, significant and unavoidable impacts would still occur from the Reduced Specific Plan Area Alternative. Thus, impacts under this alternative would be the same as the proposed TVSP.

Cultural Resources

Under the Reduced Specific Plan Area Alternative, a slightly reduced level of development would occur within a reduced TVSP area based on market conditions. As such, the Reduced Specific Plan Area Alternative would result in a generally similar potential to adversely affect any historic or undiscovered archeological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to a slightly lesser intensity. This alternative would have a similar impact on historic structures within the TVSP area. However, like the proposed Project, similar mitigation to the Project's mitigation measures and compliance with applicable City of Redlands Municipal Code provisions, including Redlands Historic Architectural Design Guidelines, would be required to reduce potential impacts to a less than significant level. Therefore, impacts to cultural resources from the Reduced Specific Plan Area Alternative would be similar to those associated with the proposed Project.

Energy

Under the Reduced Specific Plan Area Alternative, a slightly reduced level of development would occur within the reduced TVSP area based on market conditions. This would result in a slight decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. Implementing projects under this alternative would be compliant with Title 24 requirements. Therefore, impacts to energy from the Reduced Specific Plan Area Alternative would be slightly less than those associated with the proposed Project, but still less than significant.

Geology and Soils

Under the Reduced Specific Plan Area Alternative, a slightly decreased level of development would occur within the reduced TVSP area based on market conditions. As such, the Reduced Specific Plan Area Alternative would generally result in a similar potential to adversely affect any undiscovered paleontological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to a slightly lesser intensity. However, like the proposed Project, similar mitigation to the Project's mitigation measure would be required to reduce potential impacts to a less than significant level. Therefore, impacts to paleontological resources from the Reduced Specific Plan Area Alternative would be similar to those associated with the proposed Project.

Greenhouse Gas Emissions

The Reduced Specific Plan Area Alternative would develop approximately 2 percent (50) fewer dwelling units, 3 percent (8,750 SF) less retail commercial, and 18 percent (43,750 SF) less office space than the proposed TVSP. Therefore, a slightly reduced volume of construction activities and related production of GHG emissions would occur. In addition, the slightly reduced amount of development by this alternative would result in less stationary source emissions from equipment onsite, and less traffic-associated GHG emissions than the proposed TVSP. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Specific Plan. However, the development and operation of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses would result in significant GHG emissions and would require implementation of the same mitigation measures that are required for the proposed TVSP. Therefore, although fewer GHG emissions would occur, impacts would still be less than significant. Thus, impacts under this alternative would be the same as the proposed Specific Plan.

Hazards and Hazardous Materials

Under the Reduced Specific Plan Area Alternative, a slightly reduced level of development would occur within the reduced TVSP area based on market conditions. As such, the Reduced Specific Plan Area Alternative would result in redevelopment of vacant and underutilized parcels within the TVSP area, including parcels that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation. If future redevelopment under this alternative is proposed on listed sites, potential contamination at these sites, if not already remediated, would be addressed through the City's development review requirements and in compliance with applicable state and federal regulations. Compliance with these policies, regulations, and programs would reduce the impact to less than significant. Therefore, impacts related to hazards and hazardous materials from the Reduced Specific Plan Area Alternative would be similar to those associated with the proposed Project.

Hydrology and Water Quality

Under the Reduced Specific Plan Area Alternative, a slightly reduced level of development would occur within the reduced TVSP area based on market conditions. As such, the Reduced Specific Plan Area Alternative would result in a similar potential to adversely affect hydrology and water quality as the proposed Project, as implementing projects of the alternative would occur in the same general geographical area to a slightly smaller intensity. However, like the proposed Project, implementation of existing regulatory requirements would reduce potential impacts to a less than significant level. Therefore, impacts to hydrology and water quality from the Reduced Specific Plan Area Alternative would be similar to those associated with the proposed Project.

Land Use and Planning

Like the proposed Project, the Reduced Specific Plan Area Alternative would involve General Plan and Zoning designation changes for the reduced TVSP area and would have the same type of consistency with the SCAG RTP/SCS policies and the City's General Plan policies. Hence, like the proposed Specific Plan, the Reduced Specific Plan Area Alternative would result in a less than significant impact related to land use and would be similar to those associated with the proposed Project.

Noise

Construction and operation noise impacts would be slightly reduced under the Reduced Specific Plan Area Alternative because this alternative would decrease the maximum development within the New York Street Transit Village by 25 percent. Construction of this alternative would generate the same type and volume of construction noise as the proposed Specific Plan, and impacts would continue to be potentially located next to sensitive receptors. Therefore, mitigation measures would be required to reduce construction noise and construction noise impacts would be similar to the proposed Project under the Reduced Specific Plan Area Alternative.

Operational noise would be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in dwelling units, commercial space, and office space in the New York Street Transit Village. Additionally, the Reduced Specific Plan Area Alternative would result in fewer residents in the New York Street Village that could be exposed to noise from surrounding development and roadways. Overall, operational noise impacts from the Reduced Specific Plan Area Alternative would be less than impacts associated with the proposed Project but would likely require the same mitigation.

Population and Housing

Under the Reduced Specific Plan Area Alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP. This would reduce the number of residents at buildout from 6,360 to 6,228 and reduce the number of employment opportunities from 1,226 to 1,122. The increase in population that would be generated by this alternative would be consistent with SCAG forecasts and would not induce substantial population growth in the Project area. The Reduced Specific Plan Area Alternative and the proposed Specific Plan would result in similar less than significant impacts related to population and housing.

Public Services

The Reduced Specific Plan Area Alternative would result in a slight decrease of development within the TVSP over a slightly reduced area. As such, the Reduced Specific Plan Area Alternative would result in 132 fewer residents and 104 fewer employees at full buildout of the TVSP. Thus, demand for public services, including fire protection, police protection, school services, and library services would be slightly reduced compared to the proposed Project. However, like the proposed TVSP, the Reduced Specific Plan Area Alternative would result in a less than significant impact and would be similar to those associated with the proposed Project.

Recreation

Under the Reduced Specific Plan Area Alternative only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. The Reduced Specific Plan Area Alternative would result in the same square footage of open space as originally proposed in the TVSP. Since fewer residential dwelling units would be built, impacts on existing recreational facilities would be decreased under the Reduced Specific Plan Area Alternative in comparison to the proposed Project .

Transportation

Under the Reduced Specific Plan Area Alternative, parcels located within TAZ 53827101 and TAZ 53834601 outside of the TPA would be removed from the TVSP area. As discussed in Section 5.14, *Transportation,* all TAZs within the Specific Plan Area satisfy screening criteria 1 or 2, except for TAZ 53827101. As such, under the Reduced Specific Plan Area Alternative, all of the TAZs within the reduced area would satisfy the City's screening criteria, as the TAZs would either be within a TPA (Criteria 1) or within a Low VMT area (Criteria 2) and would or would not be able to support dense development (Criteria 4), and VMT impacts from implementation of the Reduced Specific Plan Area Alternative would be less than significant. Because the proposed development in the TAZs would be screened from further VMT analysis and assumed to have less than significant impacts, the mitigation included for the proposed Project would not be required. As such, impacts would be decreased in comparison to the proposed project under the Reduced Specific Plan Area Alternative, and impacts would be less than significant.

Tribal Cultural Resources

Under the Reduced Specific Plan Area Alternative, a slightly reduced level of development would occur within a reduced TVSP area based on market conditions. As such, the Reduced Specific Plan Area Alternative would result in a generally similar potential to adversely affect any tribal cultural resources as the proposed

Project, as implementing projects of the alternative would occur in the same geographical area to a slightly lesser intensity. However, like the proposed Project, similar mitigation to the Project's mitigation measures would be required to reduce potential impacts to a less than significant level. Therefore, impacts to tribal cultural resources from the Reduced Specific Plan Area Alternative would be similar to those associated with the proposed Project.

Utilities and Service Systems

Under the Reduced Specific Plan Area Alternative only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Thus, the demand for regional water supplies, wastewater treatment, and solid waste generation from dwelling units and commercial/office space would be less than the proposed Specific Plan. Therefore, impacts to utilities and service system would be slightly less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

6.7.2 CONCLUSION

Ability to Reduce Impacts

The Reduced Specific Plan Area Alternative would not eliminate the significant and unavoidable impacts related to air quality that would occur from implementation of the proposed TVSP, as buildout under this alternative would be only slightly reduced in comparison to that allowed under the TVSP. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. However, this alternative would eliminate the Project's significant and unavoidable impact related to vehicle miles traveled.

Overall, although the volume of impacts would be less under the Reduced Specific Plan Area Alternative and the significant and unavoidable vehicle miles traveled impact would not occur in comparison to the proposed Specific Plan, the Reduced Specific Plan Area Alternative would not eliminate all of the significant and unavoidable impacts that would result from buildout of the proposed Specific Plan.

Ability to Achieve Project Objectives

Implementation of the Reduced Specific Plan Area Alternative would achieve Objectives 1, 3, 4, 5, and 6, but at a much lesser extent than would be achieved by the proposed Specific Plan, as the alternative would provide for transit-oriented development and a form-code but would provide this to a smaller acreage. The Reduced Specific Plan Area Alternative would not meet Objectives 2 and 7, to apply the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area and to create transit oriented development around the three stations, as the portion of the TVSP area that would be excluded from the development area is currently underutilized. Additionally, the 25 percent reduction in development in the New York Street Village, compared to the proposed Specific Plan, would not fully achieve the vision of the Specific Plan pursuant to Objective 1.

6.8 ALTERNATIVE 3: REDUCED INTENSITY ALTERNATIVE

Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village, which would result in 60 percent less overall development than what is proposed under the TVSP. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative

includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

6.8.1 ENVIRONMENTAL IMPACTS

Aesthetics

The Reduced Intensity Alternative would provide for the same type of land uses, and would provide design guidelines, such that the visual character of new development within the planning area would be the same, as what would occur from implementation of the proposed Specific Plan Project. However, because 60 percent fewer dwelling units and hotel rooms, and 60 percent less commercial and office square footage would be developed by this alternative, in comparison to the proposed Specific Plan, the visual density would be less. It is anticipated that building heights would be lower and massing of non-residential structures would be less than the proposed Specific Plan because 60 percent fewer mixed-use buildings would exist upon buildout. In addition, 60 percent fewer residences and less commercial and office square footage would generate sources of new light and glare from this alternative.

However, implementation of the Reduced Intensity Alternative would result in similar less than significant impacts related to aesthetics as the proposed Specific Plan. The Reduced Intensity Alternative would implement the same type of visual improvements that would be introduced throughout the Specific Plan area by the proposed Project (e.g., new and improved landscaping, providing a consistent design theme within the villages, and streetscaping). Thus, improvements to the existing views, character, and quality of the Specific Plan area would also occur under the Reduced Intensity Alternative. Overall, the aesthetic impacts from this alternative would be less than significant, and would be similar to those associated with the proposed Project.

Air Quality

The Reduced Intensity Alternative would develop 60 percent fewer dwelling units and hotel rooms and 60 percent less commercial and office square footage than the proposed Project. Therefore, forty percent of the volume of construction activities and the related emissions from mixed-use development analyzed under the proposed Project would occur. However, the volume of VOC and NOx emissions from construction activities would remain significant and unavoidable. As described in Section 5.2, *Air Quality*, the construction of the proposed Project could generate up to 590.61 lbs/day of VOC emissions, which is above the threshold of 75 lbs/day; and up to 385.10 lbs/day of NOx emissions, which is above the SCAQMD threshold of 100 lbs/day. Under the Reduced Intensity Alternative, it is possible that a combination of developments could occur, such that daily construction emissions would still exceed this threshold, as a reduction in development by 60 percent would only reduce construction emissions by 60 percent. This 60 percent reduction in emissions would continue to result in VOC emissions and NOx emissions above SCAQMD thresholds. Thus, construction air quality impacts would remain significant and unavoidable.

In addition, the reduced number of dwelling units and commercial square footage that would be developed by this alternative would result in forty percent of the stationary source emissions from residential equipment and less residential traffic associated with air emissions analyzed under the proposed Specific Plan. Therefore, air quality impacts would be less than the proposed Specific Plan. As described in Section 5.2, *Air Quality*, operation of the proposed project would generate up to 117.59 lbs/day of VOC emissions, which is substantially above the 55 lb/day SCAQMD threshold; 82.78 lbs/day of NOx emissions, which is above the SCAQMD threshold of 55 lbs/day; and the Project would generate approximately 615.20 lbs/day of CO, which is above the SCAQMD threshold of 550 lbs/day. Under the Reduced Intensity Alternative, the daily VOC, NOx, and CO emissions related to various operations would be sixty percent

less. As such, emissions of VOC, NOx, and CO would not meet the respective thresholds. Thus, operational air quality emissions would result in less than significant impacts and would eliminate the need for mitigation.

Cultural Resources

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. As such, the Reduced Intensity Alternative would result in a generally similar potential to adversely affect any historic or undiscovered archeological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to a lesser intensity. This alternative would have a similar impact on historic structures within the TVSP area. However, like the proposed Project, similar mitigation to the Project's mitigation measures and compliance with applicable City of Redlands Municipal Code provisions, including Redlands Historic Architectural Design Guidelines, would be required to reduce potential impacts to a less than significant level. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Energy

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. This would result in an approximately 60 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. Implementing projects under this alternative would be compliant with Title 24 requirements. Therefore, impacts to energy from the Reduced Intensity Alternative would be less than those associated with the proposed Project, and remain less than significant.

Geology and Soils

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. As such, the Reduced Intensity Alternative would generally result in a similar potential to adversely affect any undiscovered paleontological resources as the proposed Project, as implementing projects of the alternative would occur in the same geographical area to a slightly lesser intensity. However, like the proposed Project, similar mitigation to the Project's mitigation measure would be required to reduce potential impacts to a less than significant level. Therefore, impacts to paleontological resources from the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Greenhouse Gas Emissions

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from residential equipment, and less residential traffic-associated GHG emissions than the proposed Specific Plan. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Specific Plan. Therefore, although less GHG emissions would occur, the Reduced Intensity Alternative would continue to result in less than significant GHG impacts. Thus, impacts under this alternative would be similar to the proposed Specific Plan.

Hazards and Hazardous Materials

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. As such, the Reduced Intensity Alternative would result in redevelopment of vacant and underutilized parcels within the TVSP area, including parcels that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation. If future redevelopment under this alternative is proposed on listed sites, potential contamination at these sites, if not already remediated, would be addressed through the City's development review requirements and in compliance with applicable state and federal regulations. Compliance with these policies, regulations, and programs would reduce the impact to less than significant. Therefore, impacts related to hazards and hazardous materials from the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Hydrology and Water Quality

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. As such, the Reduced Intensity Alternative would result in a similar potential to adversely affect hydrology and water quality as the proposed Project, as implementing projects of the alternative would occur in the same general geographical area, albeit to a lesser intensity. However, like the proposed Project, implementation of existing regulatory requirements would reduce potential impacts to a less than significant level. Therefore, impacts to hydrology and water quality from the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Land Use and Planning

Like the proposed Project, the Reduced Intensity Alternative would involve General Plan and Zoning designation changes for the reduced TVSP area and would have the same type of consistency with the SCAG RTP/SCS policies and the City's General Plan policies. Hence, like the proposed Specific Plan, the Reduced Intensity Alternative would result in a less than significant impact related to land use and would be similar to those associated with the proposed Project.

Noise

Construction and operation noise impacts would be slightly reduced under the Reduced Intensity Alternative because this alternative would decrease the maximum development within each transit village by 60 percent. Construction of this alternative would generate the same type of construction noise as the proposed Specific Plan to a lesser volume, and impacts would continue to be potentially located next to sensitive receptors. Therefore, mitigation measures would be required to reduce construction noise and construction noise impacts would be similar to the proposed Project under the Reduced Intensity Alternative.

Operational noise would be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in dwelling units, commercial space, and office space in each transit village. Additionally, the Reduced Intensity Alternative would result in fewer residents in the Specific Plan Area that could be exposed to noise from surrounding development and roadways. Overall, operational noise impacts from the Reduced Intensity Alternative would be less than impacts associated with the proposed Project but would likely require the same mitigation.

Population and Housing

Under the Reduced Intensity Alternative, a 60 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed throughout the TVSP. Under this alternative a total of 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses of office uses could be developed under buildout of the TVSP. This would reduce the number of residents at buildout from 6,360 to 2,544 and reduce the number of employment opportunities from 1,226 to 491. The increase in population that would be generated by this alternative would be consistent with SCAG forecasts and would not induce substantial population growth in the Project area. The Reduced Intensity Alternative and the proposed Specific Plan would result in similar impacts related to population and housing, which is considered less than significant.

Public Services

The Reduced Intensity Alternative would result in a 60 percent decrease in development throughout the Specific Plan Area. As such, the Reduced Intensity Alternative would result in 3,816 fewer residents and 735 fewer employees at full buildout of the TVSP. Thus, demand for public services, including fire protection, police protection, school services, and library services would be reduced compared to the proposed Project. However, like the proposed TVSP, the Reduced Intensity Alternative would result in a less than significant impact..

Recreation

Under this alternative, potential impacts on recreation facilities would be decreased by approximately 60 percent since there would be only 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses. The Reduced Intensity Alternative would result in the same square footage of open space as originally proposed in the TVSP. Since fewer residential dwelling units would be built, impacts on existing recreational facilities would be decreased in comparison to the proposed project under the Reduced Intensity Alternative, but impacts would still remain less than significant.

Tribal Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any tribal cultural resources as the proposed Specific Plan, despite the reduction in development. However, like the proposed Specific Plan, cultural and tribal cultural resource mitigation measures would reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Transportation

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. As discussed in Section 5.14, *Transportation,* all TAZs within the Specific Plan Area satisfy the City's screening criteria, except for TAZ 53827101. In order for projects within TAZ 53827101 to be presumed to have a less than significant VMT impact, developments located within TAZ 53827101 must adhere to the land use types presented in Screening Criteria 3 – Land Use Types or land use quantities presented in Screening Criteria 4 – Land Use Quantities. Development within the portions of TAZ 5384601 that do not screen out of a VMT analysis based on Criteria 1 or 2 would likely screen out of a VMT analysis based on Criteria 3 or 4 due to the single-family nature of development within these parcels.

However, as 60 percent less development would occur in each transit village, the maximum development allowed in the New York Street Village would be 80 dwelling units, 14,000 SF of commercial retail, and 70,000 SF of office space. Based on the reduced buildout potential of the New York Street Village, there is the potential for an implementing project in TAZ 53827101 to occur that would surpass the land use quantities presented in Screening Criteria 4. As such, VMT impacts under the Reduced Intensity Alternative would still be significant and unavoidable.

Utilities and Service Systems

Under the Reduced Intensity Alternative, 60 percent less development would occur within the same TVSP area based on market conditions. Thus, the demand for regional water supplies, wastewater treatment, and solid waste generation from dwelling units and commercial/office space would be less than the proposed Specific Plan. Therefore, impacts to utilities and service system would be slightly less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

6.8.2 CONCLUSION

Ability to Reduce Impacts
Although the Reduced Intensity Alternative would result in a 60% reduction in development intensity, it would not eliminate the significant and unavoidable impacts related to construction air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. However, this alternative would eliminate the Project's significant and unavoidable impact related to operational air quality emissions.

Overall, although the volume of impacts would be reduced by the Reduced Intensity Alternative and the significant and unavoidable operational air quality impact would not occur in comparison to the proposed Specific Plan, the Reduced Intensity Alternative would not eliminate all of the significant and unavoidable impacts that would result from buildout of the proposed Specific Plan.

Ability to Achieve Project Objectives
As shown in Table 6-2, the Reduced Intensity Alternative would meet Project Objectives 1, 4, and 5 as it would implement new street improvements and allow for transit-oriented development. The Reduced Intensity Alternative would partially meet Objectives 3 and 7 as it would limit the potential for sustainable mixed-use development around the Arrow Stations by limiting the potential buildout. This alternative would not meet Objective 6 to provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs or revitalize the TVSP area to the same degree. Additionally, the alternative would not meet Objective 2, as only 40 percent of the allowed growth under the TVSP, which was foreseen by the City's General Plan, would occur.

6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts result from a proposed Project. The Environmentally Superior Alternative for the proposed Project would be the Reduced Intensity Alternative. The Reduced Intensity Alternative would avoid the significant impacts related to operational air quality emissions and would avoid mitigation measures associated with operational air quality emissions. Additionally, the Reduced Intensity Alternative would reduce potential construction air quality emissions. However, the Reduced Intensity Alternative would still be required to implement the mitigation measures that are identified in Chapter 5.0 of this EIR that are related to: construction air quality, cultural resources, geology and soils, noise, and tribal cultural resources.

Moreover, this alternative would not meet all of the Project objectives, and the objectives it does meet would not be to the same degree as the proposed Project.

CEQA does not require the Lead Agency (the City of Redlands) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 6-1 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 6-2 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 6-1: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1: No Project/Buildout of Existing Land Use and Zoning	Alternative 2: Reduced Specific Plan Area	Alternative 3: Reduced Intensity Alternative
Aesthetics	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation
Air Quality	Significant and Unavoidable	Same as proposed Project, significant and unavoidable	Same as proposed Project, significant and unavoidable	Less than the proposed Project, significant and unavoidable for construction; less than significant for operations
Cultural Resources	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation
Energy	Less than significant	Same as proposed Project, less than significant	Less than proposed Project, less than significant	Less than proposed Project, less than significant
Geology and Soils	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project, less than significant with mitigation
Greenhouse Gas Emissions	Less than significant	Same as proposed Project, less than significant	Less than proposed Project, less than significant	Less than proposed Project, less than significant
Hazards and Hazardous Materials	Less than significant	Same as proposed Project, less than significant	Same as proposed Project; less than significant	Same as proposed Project; less than significant
Hydrology and Water Quality	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Land Use and Planning	Less than significant	Same as proposed Project, less than significant	Same as proposed Project; less than significant	Same as proposed Project; less than significant
Noise	Less than significant	Same as proposed Project, less than significant with mitigation	Less than proposed Project, less than significant with mitigation	Less than proposed Project, less than significant with mitigation

	Proposed Project	Alternative 1: No Project/Buildout of Existing Land Use and Zoning	Alternative 2: Reduced Specific Plan Area	Alternative 3: Reduced Intensity Alternative
Population and Housing	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant
Public Services	Less than significant	Same as proposed Project, less than significant	Same as proposed Project, less than significant	Less than proposed Project, less than significant
Recreation	Less than significant	Same as proposed Project, less than significant	Less than proposed Project, less than significant	Less than proposed Project, less than significant
Transportation	Significant and Unavoidable	Greater than proposed Project, significant and unavoidable	Less than the proposed Project, less than significant	Same as proposed Project, significant and unavoidable
Tribal Cultural Resources	Less than significant with mitigation	Same as proposed Project, less than significant with mitigation	Same as proposed Project; less than significant with mitigation	Same as proposed Project; less than significant with mitigation
Utilities and Service Systems	Less than significant	Same as proposed Project, less than significant	Less than proposed Project, less than significant	Less than proposed Project, less than significant
Reduce Impacts of the Project?		No	Yes	Yes
Areas of Reduced Impacts Compared to the Project		0	6	7

Table 6-2: Comparison of the Proposed Project and Alternatives Ability to Meet Objectives

	Proposed Project	Alternative 1: No Project/Buildout of Existing Land Use and Zoning	Alternative 2: Reduced Specific Plan Area	Alternative 3: Reduced Intensity Alternative
1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.	Yes	No	Partially	Yes
2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.	Yes	Partially	No	No
3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.	Yes	No	Partially	Partially
4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces in line with the City of Redland's unique culture and history.	Yes	No	Partially	Yes
5. Transform streets and create neighborhood connectivity through pedestrian-oriented improvements.	Yes	No	Partially	Yes

	Proposed Project	Alternative 1: No Project/Buildout of Existing Land Use and Zoning	Alternative 2: Reduced Specific Plan Area	Alternative 3: Reduced Intensity Alternative
6. Provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.	Yes	No	Partially	No
7. Provide for transit-oriented development around the three new Arrow Line stations in line with the City's General Plan.	Yes	No	No	Partially

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7.2 Persons Contacted

City of Redlands Fire Department
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REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT

SCH NO. 2021080622

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Final Environmental Impact Report

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FINAL
ENVIRONMENTAL IMPACT REPORT
REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT
CITY OF REDLANDS, CALIFORNIA
STATE CLEARINGHOUSE NO. 2021080622

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TABLE OF CONTENTS

Section Page

1.0 INTRODUCTION 1-1

SECTION 1.1, FORMAT OF THE FINAL EIR 1-1
SECTION 1.2, CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES 1-2

2.0 RESPONSE TO COMMENTS 2-1

3.0 REVISIONS TO THE DRAFT EIR 3-1

4.0 MITIGATION AND MONITORING PROGRAM 4-1

SECTION 4.1, INTRODUCTION 4-1
SECTION 4.2, MITIGATION MONITORING AND REPORTING PROGRAM 4-1

ACRONYMS AND ABBREVIATIONS

°C	degrees celsius
µg/m³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDA	Chino Desalter Authority
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH_4	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
CUP	Conditional Use Permit

dB	decibel
dBA	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydroflourocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
IEUA	Inland Empire Utilities Agency
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO_2e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH_3	ammonia
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration

NOP	Notice of Preparation
NO_2	nitrogen oxide
NO_x	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
O_3	ozone
Pb	lead
PDF	project design feature
PFCs	perflourocarbons
$PM_{2.5}$	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM_{10}	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RP-5	IEUA Regional Water Recycling Plant No. 5
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF_6	sulfur hexaflouride
SIP	state implementation plan
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_4	sulfates
SoCalGas	Southern California Gas Company
SO_x	sulfur oxides
SP	Specific Plan
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification

1. Introduction

This Final Environmental Impact Report (FEIR; Final EIR) has been prepared in conformance with the State guidelines for the implementation of the California Environmental Quality Act (CEQA) to evaluate the environmental effects that may result from construction and operation of the proposed Redlands General Plan Transit Villages District and Specific Plan Project (proposed Project).

According to CEQA Guidelines Section 15132, the FEIR shall consist of:

(a) The Draft Environmental Impact Report (DEIR; Draft EIR) or a revision of the Draft EIR;

(b) Comments and recommendations received on the Draft EIR, either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

(d) The responses of the lead agency to significant environmental points raised in the review and consultation process;

(e) Any other information added by the lead agency.

This document contains responses to comments received on the Draft EIR during the public review period, which began July 21, 2022 and ended on September 6, 2022. This document also includes revisions to the Draft EIR, which are reflected in the Errata in Chapter 3. This document has been prepared in accordance with CEQA, the State CEQA Guidelines, the City's Local CEQA Guidelines, and represents the independent judgment of the lead agency, the City of Redlands. This document and the circulated Draft EIR comprise the Final EIR in accordance with CEQA Guidelines, Section 15132.

1.1 Format of the Final EIR

The following chapters are contained within this document:

Chapter 1, Introduction. This chapter describes CEQA requirements and the content of the Final EIR.

Chapter 2, Response to Comments. This chapter provides a list of agencies, organizations, and individuals who commented on the Draft EIR, as well as copies of their comment letters received during and following the public review period, and individual responses to their comments.

Chapter 3, Revisions to the Draft EIR. This chapter contains revisions made to the Draft EIR as a result of the comments received by agencies and organizations as described in Chapter 3, and/or errors and omissions discovered subsequent to release of the Draft EIR for public review.

The City of Redlands has determined that none of this material constitutes significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. The additional material clarifies existing information prepared in the Draft EIR and does not present any new substantive information. None of this new material indicates that the project would result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that would not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

Chapter 4, Mitigation, Monitoring, and Reporting Program. This chapter includes the Mitigation Monitoring and Reporting Program (MMRP). CEQA requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA Section 21081.6, CEQA

Guidelines Section 15097). The MMRP was prepared based on the mitigation measures included in this Final EIR and has been included as Chapter 4.0.

1.2 CEQA Requirements Regarding Comments and Responses

CEQA Guidelines Section 15204(a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be "*on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible … CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR*."

CEQA Guidelines Section 15204(c) further advises, "*Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section*."

In accordance with CEQA, Public Resources Code (PRC) Section 21092.5, copies of the written responses to public agencies are being forwarded to those agencies at least 10 days prior to certification of the Final EIR, with copies of this Final EIR document, which conforms to the legal standards established for response to comments on the Draft EIR pursuant to CEQA.

Chapter 2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency, the City of Redlands, to evaluate comments on environmental issues received from public agencies, organizations, companies, and individuals who reviewed the Draft EIR (DEIR) and prepare written responses. This section includes copies of all written comment letters received on the DEIR and the City of Redlands's responses to the comment letters. Comment letters and specific comments are numbered for reference purposes which correspond with the City's response. A summary of each numbered comment in the commenter's letter precedes the City's response.

MASTER RESPONSES

Master Response 1: Project Merits

Some comments to the Draft EIR expressed concerns related to the economic and social effects of the proposed Project. CEQA is an environmental protection statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). Any economic and social effects of the proposed project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of the Project's economic or social effects. Further, it is not the purpose of a CEQA document to advocate for or against any specific project. Instead, environmental impact reports are objective and technical documents, completed for the purpose of identifying and disclosing environmental impacts, to inform both the public and the City's decision makers. It is then up to the City's decision makers to weigh the environmental impacts identified in the environmental impact report, against the Project merits (which includes its economic and social effects), in deciding whether to approve or disapprove a proposed Project.

CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, and provides the following direction related to EIR comments and responses:

> *In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors.*

Thus, this Final EIR does not provide direct responses to comments that do not raise a significant environmental question (*Citizens for E. Shore Parks v. State Lands Commission* (2011) 202 Cal.App.4th 549). Because comments regarding Project merits do not pertain to the potential for significant physical impacts, or the objective analysis of the same, such comments are not responded to in this Final EIR.

Even though the EIR does not consider and weigh the Project's economic and social effects, economic and social effects are important and the decision makers in the City of Redlands will consider all comments regarding the Project merits in determining what action to take on the proposed Project. The Planning Commission and City Council will hold publicly-noticed hearings to consider action on the Project, which will include consideration of the Project merits (including economic and social effects).

PUBLIC COMMENTS

The following is a list of public agencies, organizations, and individuals or interested parties that submitted comments on the DEIR during the public review period. The comment letters received on the DEIR and responses to those comments are provided on the following pages.

Letter Number	Agency/Organization/Name	Comment Date Received
Agencies		
A1	San Bernardino County Department of Public Works	August 31, 2022
A2	South Coast Air Quality Management District	September 6, 2022
Organizations		
O1	Redlands Area Historical Society	September 4, 2022
O2	Redlands Conservancy	September 6, 2022
Individuals		
I1	Anne Hernandez	July 26, 2022
I2	Ron Running	July 27, 2022
I3	Patricia Jolliff	July 30, 2022
I4	T. Jolliff	July 30, 2022
I5	Marie DeLange	July 30, 2022
I6	Larry Leonard	July 31, 2022
I7	Richard O'Donnell	August 21, 2022
I8	Joanne Lessard	September 3, 2022
I9	Renae Reiswig	September 6, 2022
I10	Julia Lenhardt	September 6, 2022
I11	Steve Rogers	September 6, 2022
I12	Chris E. Sedmack	September 6, 2022
I13	Norm and Laurie Cosme	September 6, 2022
I14	Ruth Cook	September 6, 2022

The following is a list of public agencies, organizations, and individuals or interested parties that submitted comments on the DEIR after the public review period. The comment letters received on the DEIR and responses to those comments are provided on the following pages.

Letter Number	Agency/Organization/Name	Comment Date Received
Organizations		
O3	Mitchell M. Tsai, on behalf of Southwest Regional Council of Carpenters	After 5:30 pm September 6, 2022
Individuals		

I15	Hazel Fuller	After 5:30 pm September 6, 2022
I16	Lisa Pierce	After 5:30 pm September 6, 2022
I17	Bettina McLeod	September 7, 2022

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COMMENTS RECEIVED DURING PUBLIC REVIEW

LETTER A1: San Bernardino County Department of Public Works (2 pages)

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Brendon Biggs, M.S., P.E.
Director
Noel Castillo, P.E.
Assistant Director
Trevor Leja
Assistant Director

August 31, 2022

Transmitted Via Email
File: 10(ENV)-4.01

CITY OF REDLANDS
Brian Foote,
Planning Manager/City Planner City of Redlands
P.O. Box 3005
Redlands, CA 92373
Email: bfoote@cityofredlands.org

RE: CEQA – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN

Dear Mr. Foote:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on August 31, 2021** and pursuant to our review, we have the following comments: **A1.1**

Flood Control Planning & Water Resources Division (Michael Fam, Chief, 909-387-8120):

The Project is within: **A1.2**
- Comprehensive Storm Drain Plan (CSDP) No. 4, February 2013 - SB County Flood Control District/Planning Division.
- City of Redlands Master Plan of Drainage (MPD), May 2014 - RBF Consulting.

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the City of Redlands MPD, dated May 2014. It is to be used as a guideline for drainage in the area and is available in the City of Redlands offices or online at (https://www.cityofredlands.org/post/flood-control-master-plan). Any revision to the drainage should be reviewed and approved by the City of Redlands. Should construction of new, or alterations to existing storm drains be necessary as part of the Proposed Project, their impacts and any required mitigation should be discussed within the Draft EIR before the document is adopted by the Lead Agency. **A1.3**

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

2. According to the most recent FEMA Flood Insurance Rate Map (FIRM), Panels 06071C8704H, 8708H, 8712H, 8716H, dated August 28, 2008, the Project lies within Zones A, AO, and X (unshaded). The occurrence of the project within the identified flood zones and any potential impacts and proposed mitigation for impacts, should be discussed within the Draft EIR prior to adoption. **A1.4**
3. One of the benefits of the CSDP/MPD is to identify the alignment of future drainage and flood control facilities. It is hoped that the City will continue to use this document to protect the alignment of future facilities. **A1.5**
4. We recommend that the City enforces its most recent FEMA regulations for development within a Special Flood Hazard Area (SFHA). **A1.6**

Permits/Operations Support Division (Sameh Basta, Chief, 909-387-7995):

1. San Bernardino County Flood Control District (District) right-of way and facilities are located within the proposed Project area. Any encroachments including, but not limited to access for grading, utility crossings, pedestrian and bicycle trails on the District's right-of-way or facilities that is not authorized under Permit P-22017018 to SBCTA for rail line construction will require a permit from the SBCFCD prior to start of construction. The necessity for permits, and any impacts associated with them, should be addressed in the Draft EIR prior to adoption and certification. If you have any questions regarding this process, please contact the FCD Permit Section at (909) 387-1863 **A1.7**

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above. **A1.8**

Sincerely,

Nancy Sansonetti

Nancy Sansonetti
Supervising Planner
Environmental Management

Response to Letter A1: San Bernardino County Department of Public Works, received August 31, 2022

Comment A1.1: This comment provides an introduction to the comment letter and thanks the City for allowing the San Bernardino County Department of Public Works the opportunity to comment on the proposed Project.

Response A1.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment A1.2: This comment states that the Project is within Comprehensive Storm Drain Plan No. 4 from February 2013 and the City of Redlands Master Plan of Drainage (MPD) from May 2014.

Response A1.2: The commenter is referred to Section 5.8, *Hydrology and Water Quality,* and Section 5.16, *Utilities and Service Systems,* for a discussion of storm drain plans in the Project area. This comment is informational in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment A1.3: This comment states that there may be storm drains in and around the TVSP area that may be affected by the Project and that when planning for and altering existing or future storm drains, the Project is subject to the City of Redlands MPD. The comment states that future revisions to drainage should be reviewed and approved by the City of Redlands and that if construction of new, or alterations to existing storm drains, is necessary, impacts and any necessary mitigation should be discussed in the Draft EIR.

Response A1.3: As discussed on page 5.16-14 of the Draft EIR, the TVSP Infrastructure Plan includes improvements to divert flows away from undersized segments of the existing drainage system, such as the undersized Zanja channel through the University Transit Village, and the undersized Mission Creek channel through the New York Street/Esri Transit Village, among other flood-related strategies, in line with the strategies set forth by the 2014 Redlands Master Plan of Drainage. Stormwater drainage improvements would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP and the 2014 Master Plan of Drainage. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite stormwater drainage infrastructure and new connections to the existing stormwater drainage system. Such improvements would be required to be sized to accommodate the stormwater generation of such new development.

Additional, large-scale stormwater drainage improvements pursuant to the 2014 Redlands Master Plan of Drainage and implementing project site-specific stormwater drainage improvements would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. Therefore, impacts related to stormwater drainage infrastructure were determined to be less than significant with mitigation.

Comment A1.4: This comment states that the Project partially lies within flood hazard zones, which should be discussed and mitigated, if necessary, in the Draft EIR.

Response A1.4: As discussed on page 5.8-8 of the Draft EIR, the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the Specific Plan Area (06071C8716H and 06071C8712H) shows that the southern portion of the Specific Plan Area is located within "Zone X," which is an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood. The northern

portion of the Specific Plan Area is within "Zone AO", an area of 1 percent annual flood with flood depth of 1 to 3 feet (usually areas of ponding) where Base Flood Elevations have been determined.

As discussed in Section 5.8, future developments within the TVSP area would be subject to the Redlands Floodplain Regulations, which requires any new occupiable finished floor to be at least two feet above the one percent (100-year) base flood elevation. With compliance with existing requirements and implementation of the stormwater infrastructure included in the Redlands MPD, impacts were determined to be less than significant.

Comment A1.5: This comment states that the benefit of the CSDP/MPD is to identify the alignment of future drainage and flood control facilities and that the County hopes that the City will continue to use this document.

Response A1.5: As discussed within the Draft EIR, the City will continue to utilize the Redlands MPD to evaluate the need for improvements to and the location of stormwater drainage infrastructure within the City and the TVSP area. This comment does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment A1.6: This comment states that the County recommends that the City enforces its most recent FEMA regulations for development within a Special Flood Hazard Area.

Response A1.6: As discussed throughout Section 5.8 of the Draft EIR, the City has continued to and will continue to enforce the City's Floodplain Regulations, which require any new occupiable finished floor to be at least two feet above the one percent (100-year) base flood elevation. This comment does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment A1.7: This comment states that San Bernardino County Flood Control District right-of-way and facilities are located within the TVSP area and any encroachments on the District's right-of-way or facilities that is not authorized under Permit P-22017018 to SBCTA for rail line construction will require a permit from the San Bernardino County Flood Control District. The comment states that the necessity for permits should be addressed within the Draft EIR.

Response A1.7: As discussed in Section 3.0, *Project Description,* of the Draft EIR, no specific developments or improvements are proposed under the Project. The Draft EIR provides program-level information related to development and operation of the TVSP. Improvements proposed within the Transit Villages Specific Plan are conceptual plans that may or may not be implemented during the timeframe of the specific plan, depending on the timing of future developments, availability of public grant funding or other public funds, and other factors. Nevertheless, should future developments or improvements within the City require encroachment into San Bernardino County Flood Control District right-of-way or facilities, the City or developer shall request permits, if needed, at the time of the future development or improvement.

Comment A1.8: This comment requests that the San Bernardino County Department of Public Works be included on the circulation list for all public notices, public review, or public hearings.

Response A1.8: The City will add the San Bernardino County Department of Public Works to the notification list for future updates regarding the Redlands General Plan Transit Villages District and Specific Plan Project. No further response is required.

LETTER A2: South Coast Air Quality Management District (4 pages)

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
bfoote@cityofredlands.org
Brian Foote, Planning Manager/City Planner
City of Redlands, Planning Division
35 Cajon Street, Suite 20
Redlands, California 92373

September 6, 2022

Draft Environmental Impact Report (EIR) for the Proposed Redlands General Plan Transit Villages District and Specific Plan (Proposed Project) (State Clearinghouse No.: 2021080622)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Redlands is the Lead Agency under the California Environmental Quality Act (CEQA) for the Proposed Project. The following comments on the air quality mitigation measures and health risk reduction strategies should be included in the Final EIR.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project consists of amendments to the City of Redland's General Plan (GP2035) to establish a new Transit Village Development (TVD) land use designation to provide infill development of new residential and commercial uses within .5 miles of three new proposed passenger train stations in the City.[1] The proposed project encompasses a 1.5 square-mile area and is within 1000 feet of the I-10 freeway.[2,3] The TVD is anticipated to be developed by 2040.[4] During this period, the Proposed Project anticipates a new growth of approximately 2,400 residential units, 200 hotel units, and 783,000 square-feet of non-residential uses such as retail commercial, office, and open space and parks.[5] A2.1

South Coast AQMD Staff's Comments on the Draft EIR

Additional Project-Level Air Quality Mitigation Measures

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate significant adverse impacts. The Proposed Project is a blueprint for the City's future development. The Draft EIR for the Proposed Project serves as the first-tier, programmatic level analysis that can provide guidance to subsequent, project-level environmental analyses. Therefore, South Coast AQMD staff recommends that the Lead Agency include the following project-level mitigation measures in the Final EIR to further reduce emissions from on-road mobile sources by future development projects that generate and attract heavy-duty diesel-fueled trucks. These mitigation measures will support the efforts in implementing the control measures and strategies identified in the 2016 Air Quality Management Plan.[6] A2.2

[1] Draft EIR, Executive Summary, Page 1-1.
[2] *Ibid.*
[3] *Ibid.* Project Description, Page 3-11.
[4] *Ibid.* Page 3-1.
[5] *Ibid.* Page 3-22.
[6] South Coast Air Quality Management District. 2017, March. Final 2016 Air Quality Management Plan. https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp

Brian Foote, Planning Manager/City Planner September 6, 2022

Project-level air quality mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider and include in the Final EIR and any subsequent CEQA document and future development project may include the following:

- The Lead Agency should require the use of ZE or NZE heavy-duty trucks by future development projects during operation such as trucks with natural gas engines that meet CARB's adopted optional NOx emission standard of 0.02 g/bhp-hr, if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule[7] and the Heavy-Duty Low NOx Omnibus Regulation,[8] ZE and NZE trucks will become increasingly more available to use. The Lead Agency can and should require future development projects to have a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs. At a minimum, require the use of 2010 model year[9] that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of PM and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Require future development projects to include an evaluation of sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the subsequent, project-level environmental analyses, where appropriate. Future development projects can and should also include the requirement in applicable bid documents, purchase orders, and contracts. Owners and operators of future development projects shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections at the future development projects. A2.3

- Limit the daily number of trucks allowed at future development projects to the levels analyzed in the subsequent, project-level environmental analyses for these projects. If higher daily truck volumes are anticipated to visit the site, additional analysis should be done through CEQA prior to allowing this higher activity level. A2.4

- Require future development projects to provide electrical infrastructure and electrical panels, which should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment. A2.5

Project-level air quality mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider and include in the Final EIR for future development projects may include the following: A2.6

- Maximize use of solar energy by installing solar energy arrays.

[7] CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks.

[8] CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox.

[9] CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

2

- Use light colored paving and roofing materials. A2.7
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances. A2.8

Design considerations that the Lead Agency should consider and include in the Final EIR for future development projects to further reduce air quality and health risk impacts include the following: A2.9

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design future development projects such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the project site. A2.10
- Design future development projects such that any check-in point for trucks is inside the project site to ensure that there are no trucks queuing outside. A2.11
- Design a future development project to ensure that truck traffic inside the project site is as far away as feasible from sensitive receptors. A2.12
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the future development project site. A2.13

Health Risk Assessment (HRA) and Health Risk Reduction Strategies

Notwithstanding the court rulings, South Coast AQMD staff recognizes that the lead agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of South Coast AQMD staff's concern about the potential public health impacts of siting sensitive populations within close proximity of freeways or other sources of air pollution, South Coast AQMD staff recommends that, prior to approving future development projects, the lead agency consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.

HRA Analysis

Implementation of the Proposed Project would result in new development of sensitive land uses within 1,000 feet of train stations, freeways such as the 1-10, and warehouses. To facilitate implementation of the Proposed Project's mitigation measure AQ-10,[10] which requires new development that would locate sensitive uses adjacent to sources of toxic air contaminants (TAC) to submit an HRA to the City prior to future discretionary project approval, South Coast AQMD staff recommends that the Lead Agency include a discussion on mobile source HRA analysis[11] in the Final EIR to provide guidance for subsequent, project-level environmental analyses. This discussion will demonstrate that the Lead Agency has adequately considered the potential health risk impacts from implementing the Proposed Project and that a subsequent, project-level HRA analysis will be completed to disclose health risk impacts at a later stage. Furthermore, the Lead Agency should include the following health risk reduction strategies in the Final EIR as guidance for future sensitive land use development projects that will be sited near freeways, train stations, warehouses or other sources of air pollution. A2.14

Health Risk Reduction Strategies

Many strategies are available to reduce exposures, including, but not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design,

[10] DEIR. 5.2 Air Quality. Page 5.2-27.
[11] South Coast AQMD. "*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis.*" Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

orientation, location; vegetation barriers or landscaping screening, etc. Enhanced filtration units are capable of reducing exposures. However, enhanced filtration systems have limitations. For example, in a study that South Coast AQMD conducted to investigate filters,[12] a cost burden is expected to be within the range of $120 to $240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary and include costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy consumption. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. These filters have no ability to filter out any toxic gases. Furthermore, when used filters are replaced, replacement has the potential to result in emissions from the transportation of used filters at disposal sites and generate solid waste. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to diesel particulate matter emissions.

A2.14 cont.

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project.

A2.15

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Evelyn Aguilar, Air Quality Specialist, at eaguilar@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

SW:EA
SBC220726-04
Control Number

[12] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by South Coast AQMD: https://onlinelibrary.wiley.com/doi/10.1111/ina.12013.

Response to Letter A2: South Coast Air Quality Management District, Received September 6, 2022

Comment A2.1: The comment states that the South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the EIR, and that the following comments include recommended mitigation measures and health risk reduction strategies. The comment also provides a summary of the Project Description.

Response A2.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment A2.2: This comment states that CEQA requires all feasible mitigation measures be implemented. The comment states that the Project serves as a programmatic level analysis that can provide guidance to subsequent, project-level analysis and that the SCAQMD therefore recommends multiple project-level mitigation measures be included in the Final EIR to ensure that future development projects that generate heavy-duty diesel fueled truck trips reduce mobile emissions.

Response A2.2: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips. However, Mitigation Measure AQ-10 requires that Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. In addition, future projects under the TVSP would be required to implement Mitigation Measure AQ-9, which requires submittal of a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions. Therefore, the Draft EIR includes measures to limit potential impacts from emissions, including those of toxic air contaminants, from construction and operation to sensitive receivers. The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment A2.3: This comment states that the City of Redlands should require the use of zero emission or near zero emission heavy-duty trucks, or at a minimum 2010 model year on-road trucks during operation to all trucks accessing the proposed Project, by future development projects during operation as a mitigation measure since the zero emission and near zero emission trucks are becoming more available. The comment states that the City should require future development projects to include an evaluation of sufficient electricity and supportive infrastructures for these trucks and the City should conduct regular inspections at future development projects to ensure that trucks are being documented.

Response A2.3: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips. However, as discussed in Response A2.2, Mitigation Measures AQ-9 and AQ-10 are included to require further project-specific analysis for future development to reduce impacts from heavy-duty diesel fueled truck trips in the TVSP area. Currently, the use of zero-emissions light- and medium-duty trucks is limited and an infrastructure network to support their use is limited throughout southern California. Thus, commercial use and availability

throughout the State is currently limited. However, CARB passed its updated Advanced Clean Truck Rule on July 1, 2020 that requires medium-and heavy-duty truck manufacturers to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales are required to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales[1]. The rule begins in 2024, at which point an infrastructure network to support zero-emission trucks throughout southern California is anticipated to begin to become available. CARB estimates that by 2030, nearly one in three new trucks will be zero-emissions[2].

The City, as Lead Agency, determines what measures are feasible, economically, and technologically, and required for future development projects as part of the City's permitting process. Consistent with the comment and CARB regulations, on-road diesel vehicles with a Gross Vehicle Weight Rating (GVWR) that is 14,001+ lbs. must reduce exhaust emissions by meeting particulate matter (PM) filter requirements and upgrading to newer engines. Vehicles with 2010 engine model year or newer are fully compliant. However, at this time requiring all trucks accessing future developments to be zero emission or near zero emission vehicles is currently infeasible economically and technologically due to limited commercial availability and lack of necessary charging infrastructure.

Comment A2.4: This comment states that the City should limit the daily number of trucks that would access future development projects to the levels analyzed in the subsequent, project-level environmental analyses and if higher daily truck volumes are necessary, additional CEQA analysis should be conducted.

Response A2.4: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips. Therefore, there would be no nexus requiring mitigation to limit heavy-duty truck trips pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)-(B). However, as discussed in Response A2.2, Mitigation Measures AQ-9 and AQ-10 are included to require further project-specific analysis for future development to reduce impacts from heavy-duty diesel fueled truck trips in the TVSP area.

Comment A2.5: This comment states that the Final EIR should include mitigation requiring future development projects to provide electrical infrastructure and electrical panels for truckers to plug in any onboard auxiliary equipment.

Response A2.5: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips. However, Mitigation Measure AQ-7 requires that prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Mitigation Measure AQ-7 lists installation of electrical hook-ups at loading dock areas as a possible measure to increase energy efficiency.

Comment A2.6: The comment states that operational project-level mitigation measures should include maximizing the use of solar arrays by installing solar panels.

Response A2.6: Mitigation Measure AQ-7 requires that prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Mitigation Measure AQ-7 lists the design of buildings to accommodate photo-voltaic solar

[1] https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-trucks-fact-sheet
[2] https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks

electricity systems or the installation of photo-voltaic solar electricity systems as a possible measure to increase energy efficiency.

Comment A2.7: The comment states that operational project-level mitigation measures should include using light colored paving and roofing materials.

Response A2.7: Mitigation Measure AQ-7 requires that prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Mitigation Measure AQ-7 lists the design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors as a possible measure to increase energy efficiency.

Comment A2.8: The comment states that operational project-level mitigation measures should include using only Energy Star Appliances.

Response A2.8: Mitigation Measure AQ-7 requires that prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Mitigation Measure AQ-7 lists the Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products as a possible measure to increase energy efficiency.

Comment A2.9: This comment states that design considerations that the City should consider for future development projects include clearly marking truck routes so that trucks will not travel near sensitive uses.

Response A2.9: Currently, the truck routes within the City of Redlands are signed and limit truck travel near sensitive uses. Additionally, future trucks accessing the TVSP would be required to utilize existing truck routes.

Comment A2.10: This comment states that design considerations that the City should consider for future development projects include designing truck entrances and exits so that they are not facing sensitive receptors.

Response A2.10: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips where truck entrances and exits would have to be designed to be oriented away from sensitive receptors. However, for future industrial or manufacturing projects within the city, the City will continue to include siting of truck entrances as a design consideration. In addition, as discussed in Response A2.2, Mitigation Measures AQ-9 and AQ-10 are included to require further project-specific analysis for future development to reduce impacts from heavy-duty diesel fueled truck trips in the TVSP area.

Comment A2.11: This comment states that design considerations that the City should consider for future development projects include having truck check in points inside the project site to avoid queuing on offsite streets.

Response A2.11: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips where truck check in points would need to be inside the project site. However, for future industrial or manufacturing projects within the city, the City will continue to include siting of truck check in points and queuing as a design consideration. In addition, as discussed in Response A2.2, Mitigation Measures AQ-9 and AQ-10

are included to require further project-specific analysis for future development to reduce impacts from heavy-duty diesel fueled truck trips in the TVSP area.

Comment A2.12: This comment states that design considerations that the City should consider for future development projects include designing future projects so that truck traffic inside the project site is as far away as possible from sensitive receptors.

Response A2.12: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips where internal truck circulation would need to be oriented away from sensitive receptors. However, for future industrial or manufacturing projects within the city, the City will continue to include internal truck circulation as a design consideration. In addition, as discussed in Response A2.2, Mitigation Measures AQ-9 and AQ-10 are included to require further project-specific analysis for future development to reduce impacts from heavy-duty diesel fueled truck trips in the TVSP area.

Comment A2.13: This comment states that design considerations that the City should consider for future development projects include designing future projects so overnight truck parking would be allowed inside the project site.

Response A2.13: As discussed in Draft EIR Section 3.0, allowed development under the TVSP would include commercial, office, hotel, and residential uses. The Project would not include industrial or manufacturing uses that would result in a high number of heavy-duty diesel fueled truck trips where overnight truck parking would be required. However, for future industrial or manufacturing projects within the city, the City will continue to include overnight truck parking as a design consideration. In addition, as discussed in Response A2.2, Mitigation Measures AQ-9 and AQ-10 are included to require further project-specific analysis for future development to reduce impacts from heavy-duty diesel fueled truck trips in the TVSP area.

Comment A2.14: This comment states that the City should consider impacts of air pollutants on people who live in a new project and provide mitigation where necessary. The comment states that implementation of the Project could result in new development of sensitive uses within 1,000 feet of train stations, the I-10, and warehouses and SCAQMD recommends that, in order to facilitate implementation of Mitigation Measure AQ-10, the City should include discussion of a mobile HRA analysis in the Final EIR. This comment also states that strategies to reduce exposures to toxic air contaminants include building filtration systems with MERV 13 or higher filters; building orientation and location; vegetation barriers or landscaping screening, among others. The comment states that there are multiple issues with filtration systems such as burden of cost, waste, and effectiveness.

Response A2.14: As discussed on page 5.2-23 of the Draft EIR, it is currently unknown what future development projects including a sensitive receptor would be proposed next to an existing toxic air contaminant source such as warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day. Therefore, as discussed in Draft EIR Section 5.2, Mitigation Measure AQ-10, if an HRA conducted for a future development shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{10} concentrations exceed 2.5 microgram per cubic meter ($\mu g/m^3$), $PM_{2.5}$ concentrations exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Future project-specific HRAs would be conducted pursuant to SCAQMD guidance using the latest version of EMFAC, as required by the City's Local CEQA

Guidelines.[3] As such, future developments pursuant to the TVSP that are located near a source of toxic air contaminants would be required to conduct project-level HRAs to demonstrate that they do not result in a substantial health risk for project occupants.

Comment A2.15: The comment requests that the Lead Agency provide SCAQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088l). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project. Further, if the Lead Agency makes the finding that the recommended new mitigation measures are not feasible, the Lead Agency should describe the specific reasons supported by substantial evidence for rejecting them in the Final EIR (CEQA Guidelines Section 15091).

Response A2.15: The City will comply with the requirements imposed by Public Resources Code §21092.5 and CEQA Guidelines §15088(b), which require a Lead Agency to provide a written response to a public agency on comments made on environmental issues by that public agency at least ten days prior to certifying an EIR. The comment does not express any specific concern or question regarding the adequacy of the EIR. No further response is required or provided.

[3] http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis

LETTER O1: Redlands Area Historical Society (1 page)

Dear Mr. Foote -
Table 5.3-2 in the Cultural Resources section of the Draft EIR for the Transit Villages Specific Plan has multiple errors in the addressing for the 140+ cultural resources that are found within the Specific Plan boundaries. The table needs to be corrected because the proposed mitigation measures for these Cultural Resources need to be identified correctly. We would suggest that the table be modified so that the Assessor's Parcel Number also be included to insure greater accuracy. Please contact us when the table has been updated so that we may review. O1.1

Sincerely,
Ronald Running, Vice President
The Redlands Area Historical Society, Inc.

Response to Letter O1: Redlands Area Historical Society, received September 4, 2022

Comment O1.1: This comment states that there are multiple issues with the addresses and names of the historic resources included in Table 5 of the Cultural Report (Appendix C to the Draft EIR) and Table 5.3-2 on pages 5.3-8 to 5.3-11 of the Draft EIR. The comment states that the table should be corrected so that the proposed mitigation for these resources be identified correctly. The comment also states that Assessor Parcel Numbers (APNs) should be added to the table for more accuracy.

Response O1.1: As further discussed in Chapter 3, *Errata*, of the Final EIR, Table 5 of the Cultural Report and Table 5.3-2 of the Draft EIR has been revised to include the correct addresses and names of the historical resources within the TVSP area. Individual Assessor Parcel Numbers (APNs) are not provided within the cultural records search results provided by the South Central Coastal Information Center. However, as shown in Chapter 3 of the Final EIR, Table 5.3-2 has been revised to include APNs associated with each historical resource. The provision of these revisions does not alter any impact significance conclusions as disclosed in the Draft EIR and merely provide clarification and additional information regarding existing historical resources within the TVSP area. Further, independent of listed addresses, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1. No further response is required.

LETTER O2: Redlands Conservancy (1 page)

Dear Mr. Foote,

Redlands Conservancy appreciates the opportunity to provide comments regarding the EIR prepared for the Transit Village Specific Plan project. We request that the comment period be extended, for two major reasons. O2.1

First, the document has significant errors, contradictions and omissions. After finding multiple errors in the document's Section 5.3, especially the table 5.3-2, I concluded that, if this error-ridden table has this many errors, then the entire document is in question, and requires revisiting. O2.2

Second, the document became available for public review at a most inopportune time for many people to respond. The months of August and September are the times when many people who care about these issues are away and not able to spend the time reading, digesting, and commenting on the EIR. O2.3

As always, Redlands Conservancy is committed to advocating strong protection for historic preservation issues. We believe the Draft EIR indicates that such protection will be in peril under the TVSP. Please provide the community with more time to dive deeply into the real potential impacts. O2.4

Thank you very much.

Sherli Leonard, executive director, Redlands Conservancy

909 782-6208

Response to Letter O2: Redlands Conservancy, Received September 6, 2022

Comment O2.1: This comment states that the Redlands Conservancy appreciates the opportunity to comment on the Draft EIR and requests that the public review period be extended for two reasons.

Response O2.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment O2.2: This comment states that the document has significant errors, contradictions, and omissions and that there are multiple errors in Section 5.3, especially in Table 5.3-2. The comment states that if Table 5.3-2 has so many errors, the entire document requires revisiting.

Response O2.2: As further discussed in Chapter 3, *Errata*, of the Final EIR, Table 5 of the Cultural Report and Table 5.3-2 of the Draft EIR has been revised to include the correct addresses and names of the historical resources within the TVSP area. The provision of these revisions does not alter any impact significance conclusions as disclosed in the Draft EIR and merely provide clarification regarding existing historical resources within the TVSP area. Further, independent of listed addresses, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1. No further response is required.

Comment O2.3: This comment states that the document became available for public review at an inopportune time since the months of August and September are when many people who care about these issues are away and do not have time to read or comment on the Draft EIR.

Response O2.3: Pursuant to the requirements set forth in CEQA Guidelines Section 15087, the Draft EIR was provided for a 45-day public review period from July 21, 2022 through September 6, 2022. The comment provides the commenter's opinion on the Project's public review period and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment O2.4: This comment states that the Redlands Conservancy is committed to advocating for historic preservation and the Redlands Conservancy believes that the Draft EIR indicates that historic preservation is in peril. The comment requests that the City provide the community with more time to deeply dive into potential impacts.

Response O2.4: As discussed on page 5.3-13 of the Draft EIR, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1and Redlands Municipal Code Section 2.62.200. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission. In regard to the public review period, the commenter is referred to Response O2.3. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

LETTER I1: Anne Hernandez (1 page)

Hi Brian,

Overall, I am not in favor of the Transit Village project. However, my main comments and concerns are centered around the University Street Station. I live just east of Judson Street. I like the current environment which is single family residential homes on both sides of Judson Street. My neighborhood is quiet, the traffic is for the most part low and calm. I also have a pretty good view of the mountains. To me, high density residential means apartments and structures taller than one story which I am against next to my neighborhood. I believe this will lower my quality of life in the areas of noise, increase traffic, and decrease the value of my property. You certainly would not place this type of development on Sunset so why should I have this in my neighborhood? **I1.1**

The second issue is with creating a rail / transit/ walking community. The draw back to these services is connectivity. The rail line and transit lines do not provide transportation to my employees to our office in San Bernardino. It also doesn't provide access to the Ontario or San Bernardino International Airport. This is why the buses and rail cars are mostly empty. The services and points of connection or transfer should be developed before the high-density development. Otherwise, there will be congestion and a lack of parking in the interim despite what your EIR states. **I1.2**

The biggest complaint is hiring Orange County firms. There are plenty of qualified environmental and engineering consultants in the Inland Empire. When you keep hiring Orange County firms, then everyone must commute. The jobs are in Orange County, but the affordable living is out here. As a City, the City is not doing it's part to keep the vehicle miles traveled down. Most companies are still requiring employees to report to the office even if it is only a couple days a week. **I1.3**

Thanks.

Anne M. Hernandez, P.E., QSD, QSP
Hernandez, Kroone & Associates
234 East Drake Drive
San Bernardino, CA 92408
Phone: 909-884-3222
www.hkagroup.com

Response to Letter I1: Anne Hernandez, received July 26, 2022

Comment I1.1: This comment states that the commenter is opposed to the proposed Project and states that the commenter's main concerns are related to the University Village. The comment states that the high-density apartments would result in structures above one-story, which will lower the commenter's quality of life. In addition, the comment states that this increase in apartments would result in an increase in noise, traffic, and decrease property value.

Response I1.1: The comment does not provide substantial evidence of any environmental impact. As discussed in Section 3.0, *Project Description,* of the Draft EIR, the University Village would be redeveloped with pedestrian-oriented mixed-use buildings and include pedestrian connections directly to the University of Redlands campus. The mixed-use buildings are proposed to be concentrated along the Rambla corridor. Village Center, located between the Arrow station to the north and Citrus Avenue to the south of west of the Rambla, would include mixed-use blocks with neighborhood-serving ground floor uses, such as a market hall or grocery store. Village South, located between Central Avenue to the north and Citrus Avenue to the south, would include commercial and mixed-use buildings that provide regional retail uses, and residential uses along Cook Street. Also, the Sylvan Neighborhood would be located to the east of Village North and consist of residential uses. As such, approval of the TVSP could result in future developments with heights greater than one-story. However, as discussed in Section 3.0, the TVSP buildout would be consistent with the total dwelling units allowed pursuant to the Redlands General Plan.

As discussed in Section 5.10, *Noise*, on pages 5.10-19 through 5.10-21, while construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors, and temporary intermittent construction noise impacts could occur, Mitigation Measures NOI-1 through NOI-4 would be implemented which would reduce impacts to a less than significant level. After implementation of Mitigation Measures NOI-5 through NOI-7, buildout of the TVSP would not result in a substantial permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. Thus, impacts related to noise would be less than significant.

Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion.

CEQA is a disclosure statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of quality of life or property values. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to quality of life and property values is not provided. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This

comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I1.2: This comment states that the Arrow Line and other transit do not provide transportation between Redlands and San Bernardino, Ontario Airport, or San Bernardino Airport. The comment states that additional connection points and transfers should be developed before any high-density development. Otherwise, congestion and parking issues will arise.

Response I1.2: The commenter erroneously states that the Arrow Line does not connect to San Bernardino. The San Bernardino County Transportation Authority (SBCTA) shows that the Arrow Line will connect to the San Bernardino Downtown Station once train services open on the Arrow Line in fall 2022, which would provide additional connections to Los Angeles and other destinations.

In addition, as discussed above in Response I1.1, congestion is no longer considered an environmental impact pursuant to CEQA. Additionally, parking or a lack of parking is not considered an environmental impact under CEQA. However, proposed developments within the TVSP would be required to meet the parking standards as set forth in Chapter 6 of the TVSP. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I1.3: This comment states that the commenter's biggest complaint is the City hiring Orange County firms as their environmental consultants or environmental engineers. The comment states that hiring Orange County firms makes everyone commute and increases vehicle miles travelled.

Response I1.3: The hiring of Orange County firms for preparation of various documents related to the Project is not related to any environmental impact from the Project; therefore, a discussion of increased commuting or vehicle miles traveled due to the hiring of Orange County firms by the City would be irrelevant to the analysis. The comment provides the commenter's opinion on firms that the City hires and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I2: Ron Running (5 pages)

Thank you Brian for the notice of the DEIR availability for the Transit Villages Specific Plan. I noticed immediately that there are many errors on table 5.3-2 with the incorrect addresses listed for the various historic resources. Do you want us to correct them or can your consultants do that? **I2.1**

Ron Running

Source	Results
California Inventory of Historic Resources (1976-2010)	Positive (See Table 5)
California Historical Landmarks (1995 & supplements to 2010)	Positive (See Table 5)
California Points of Historical Interest (1992 to 2010)	Positive (See Table 5)
Local Historical Register Listings (City of Redlands)	Positive (See Table 5)
Bureau of Land Management General Land Office Records (BLM GO 2008)	Positive; T01S R03W, Sect. 26,27, and 28: Patent CACAAA 072999 (Spanish-Mexican Land Grant) for José del Carmen Lugo, José María Lugo, Vicente Lugo, and Diego Sepulveda, date 1865; T01S R03W Sec. 21 SW ¼: Patent CA.0500_.160 issued to Asa A. Carter for sale of 160 acres in 1875; T01S R03W Sec. 21 SE ¼: Patent CA0510_.024 issued to John Bates for sale of 160 acres of land in 1875.

MCC consulted the California Office of Historic Preservation's Built Environment Resources Directory (BERD) for San Bernardino County, the City of Redlands' General Plan EIR (2017a), the City of Redlands' Downtown Specific Plan (2017b), the City of Redlands' List of Historic Resources (2019), the National Register (NR), the California Register of Historic Places (CR), California Historic Landmarks, and California Point of Historical Interest which identified 114 historic properties. Of these resources, 25 historic properties are listed in the National Register (NR) and/or the California Register (CR), three properties appear eligible for NR or CR, and 63 properties are recognized as historically significant by local government. Eleven properties have been determined ineligible for list or designated and 13 properties have not been evaluated for NR or NR or need evaluation. In addition, there are two historic districts located within the Specific Plan Area, the Smiley Park Historic District and Santa Fe Depot Historic District. See Table 5 for a complete listing of the historic properties located within the Specific Plan Area. **I2.1 cont.**

Table 5. Comprehensive List of Historical Properties Within Specific Plan Area from Above Mentioned Sources

Name	Address	NR/CR Eligibility
Smiley Park Historic District	Michigan, Buena Vista, Parkwood, Alvarado, Grant, Eureka, Fourth, and Cajon Streets between Palm, Cypress, Home Place, Fern, Clark, Olive, Vine, and Brookside Streets	1S
n/a	251 S Fourth St	SPHD, HD8
n/a	255 S Fourth St	SPHD, HD8
n/a 4.5. Post Office	201 Brookside Ave	5S2
n/a Theron's Marketplace	122 Cajon St	5S2
n/a Fox Theater	123 Cajon St	5S2
~~Charles G. Rohrer House~~ Masonic Temple	131 Cajon St	5S2
n/a Avery/Mock Home	215 Cajon St	1D, 5S2
n/a J.W. Barrows Home	243 Cajon St	1D, 5S2
n/a	248 Cajon St	6X
n/a	256 Cajon St	1D
n/a	261 Cajon St	1D, 5S2
A Harvey Collins House, Trolley Car Barn	746 E Citrus Ave	7N, NR, HL27
~~Gold Banner Packing, Packing House Antiques~~	1 E Olive Ave 1st methodist Church	7N
Star Grocery	1 E Redlands Blvd 1 E. State St.	5S2

Name	Address	NR/CR Eligibility
Redlands Photographers	109 E State St	5S2
n/a	112 E State St	5S2
Frame N Lens	101 E Olive Ave	5S2
Underpinings	219 E Olive Ave	5S2
n/a	255 E Olive Ave	5S2
McMahan's	37 E Olive Ave	5S2
Rose of Sharon Salon	2 E Redlands Blvd	5S2
Goodie Shop	214 E Redlands Blvd	5S2
Children's Carousel	215 E Redlands Blvd 25 E. State	7N
n/a	1 E State St	5S2
Citrograph house	10 E State St	5S2
J.C. Penney	104 E Olive Ave 104 E. State	5S2
Sligers Music	108 E Olive Ave 109 E State	5S2
n/a	124 E Olive Ave	5S2
L And T Hobby	204 E Olive Ave	5S2
Pizza Chalet	208 E Olive Ave 150 E. State	5S2
Greg Wolfin Co. Grocery	213 E Olive Ave	5S2
Branch-Cooch Real Estate, Wilmouth House	214 E Olive Ave	5S2, SPHD, HR26
Patio Shop	215 E Olive Ave	5S2, SPHD, HD8
Norris House	110 E State St	5S2
Medical Arts Building, Courtyard	113 E State St 147 E. Vine St	5S2
Redlands Motorcycle Club, Redlands Copies And Card	114 E State St 150 E. Vine St	5S2
J.W. Hollett House	122 E State St	7N
Frank Meyer House	27 E State St	7N
Mission Gables Apartments	117 E State St 168 Eureka St.	1D, 7N
E.D. Donham	120 E State St	7R
W.P. Griffitts House	14 E State St	7N
Walter Lynn House	15 E State St	7N
Daniel Cotcher House	17 E State St	7N
Dr. M. M. Horton House	18 E State St	7N
n/a	2 E State St	5S2
n/a	204 E State St	5S2
n/a	22 E State St	5S2
Buster Building	24 E State St	5S2, HR33
n/a ROC N Fondue	25 E State St	5S2
n/a Buster Building	28 E State St	5S2
Cousin House	430 E State St	5S2
n/a	6 E State St	5S2
n/a	609 E State St	5S2
n/a	150 E Vine St	5S2
I.N. Hoag House	816 E High Ave	HR13
Charles Midgley House	612 Lawton St	7N
Ferndinand Montlegel House	214 Myrtle St	7N
C.J. Crafts House	14 N 5th St	7N

I2.1 cont.

Name	Address	NR/CR Eligibility
Charles A. Nicholas House	345 N 5th St	7N
n/a	220 Nordina St	7N
Redlands Santa Fe Depot Historic District	Orange St	1S
Pioneer Transfer	348 (1001) Orange St	1D, 3D, SFDD
Atchison, Topeka, and Santa Fe Railway Redlands Station	108 Orange St	1D,3B,7P
C.C. McCarty House	1101 Orange St	1D, 3D, HR82
Packard Motor Company Sales Office, Coast Federal	415 (1157) Orange St	1D, SFDD
Home Oil Company	118 Orange St	5S2
E F Edwards Photography Shop	120 Orange St	5S
Lombard Building, Hamilton Block	206 Orange St 330 N. Orange	5S2, SFDD
Levine's	208 Orange St	SFDD, 6Y
Gregg Block	216 Orange St	SFDD, 5S2
Phinney Block	220 Orange St	SFDD, HL34, 5S
E.J. Martin Home and Nursery	328 Orange St	SFDD, 6X1
Gregory Packing House, Hamilton Block	330 Orange St	SFDD, 3D, 6X
203 Oriental Ave, Beacon Printery	336 Orange St	SFDD, 6X
Redland Fruit Association Warehouse, Worley Bldg	338 Orange St	SFDD, 1D
Poundstone & Hamilton Building, Oriental Street	342 Orange St	SFDD, HL37, 7R
Palace Livery Stable	346 Orange St	SFDD, 5S2
Santa Fe Railroad Station	351 Orange St	SFDD, 5S2
Pioneer Transfer, Nordoff Home	348 Orange St	SFDD, 3S, 7P
Redlands City Transfer, Lite House, Wade House	360 Orange St	SFDD, 1D, 7N
Kohlman House, Packard Motor Co. Sales Office	415 Orange St	SFDD. 6X
n/a	418 Orange St	1D, 7N
Willard And Alice Cannady House	501 Orange St	1D
Kimberly Crest	921 Orange St	1C, 1D, 3S
Pergola, Major David Shaw House	928 Orange St	HR75, 6X
Semi-Circular Pergola	930 Orange St	1CL, 1D
La Casada, Edward C Sterling Mansion	812 Stillman Ave	3S
n/a	107 W Colton Ave	1D
J.H. Logie House	206 W Colton Ave	1D, 5S2, SPHD, HD8
n/a	208 W Colton Ave	1D, 5S2
W.F. Holt House 450 W. Olive	2 W Olive Ave	1D, 3S
C.C. Ames House	24 W Olive Ave	1D, 5S2
n/a	329 W State St	5S2
Cope Commercial Co. Warehouse	21 W Stuart Ave	1D, SFDD
Rettig Machine Shop demolished	205 W Stuart Ave	2B
Property Acquistion And Rehabilitation	816 Clay St	6Y
n/a	411 N University St	HR124
Second Baptist Church	420 E Stuart Ave	Significant Historic Properties (City of Redlands 2017b)
First Presbyterian Church	100 Cajon St	2S2
n/a	816 Clay St	5S2

I2.1 cont.

Name	Address	NR/CR Eligibility
n/a	1131 Columbia St	6Y
n/a	812 Stillman Ave	6Y
Old Chamber of Commerce	347 Orange St	HL 40
Deming Building	526-528 Orange St	Local Listing
Joseph E. Brown House	124 Eleventh St	HR63
n/a	314 W Colton Ave	HR110
Reasoner Residence	620 W Colton Ave	HR83
Boettger House	809 E High Ave	HR92
William Risch House	47 First St	HR129
n/a	30 Cajon St	HR109
YWCA Building	201 Cajon St	HD8
n/a	237 S Fourth St	HD8
n/a	254 S Fourth St	HD8

Key: SFDD- Santa Fe Depot District; SPHD- Smiley Park Historic District; NR- National Register; HL#- Historic Landmark with City Number; HR#- Historic Resource with City Number; N-Nominated Resource; HD8- Smiley Park Neighborhood Historic and Scenic District; 1D- Contributor to a district; 1CL- Automatically listed in the California Register–Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC; 1S-Individual property listed in NR by the Keeper. Listed in the CR; 2S2- Individual property determined eligible for NR by Keeper;3B-Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation; 3D-Appears Eligible for NR as a contributor to a NR eligible district through survey evaluation; *3S-Appears eligible for NR as an individual property through survey evaluation; 4- Appears eligible for NR or CR through other evaluation; 5S2-Individual property that is eligible for local listing or designation; 6-Not eligible for listing or designation; 6X- determined ineligible for the NR by the SHRC or Keeper; 6Y-Determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local listing; 6Z-found ineligible for NR, CR, or local designation through survey evaluation; 7- Not evaluated for NR or CR or Need Revaluation; 7N- Needs to be reevaluated; 7R- Identified in Reconnaissance Level Survey, Not evaluated.*

I2.1 cont.

Review of National Register Listed Sites Located within the Specific Plan Area

Smiley Park Historic District (36-016503)

The Smiley Park Historic District is a residential neighborhood adjacent to Downtown Redlands and consists of 345 contributing buildings and 45 noncontributing buildings/structures. The Smiley Park Historic District includes the most intact collection of Late Victorian, Late 19th and 20th Century Revivals, and Craftsman-influenced architecture (Mcleod 1993). The neighborhood is centered around a park, named Smiley Park, and includes the A.K. Smiley Public Library. The neighborhood is named after the benefactors Alfred and Albert Smiley (Mcleod 1993). The period of significance associated with this historic district is from 1887 to 1913. The Smiley Park Historic District was evaluated and listed in the National Register in 1994 with 1S status code.

Redlands Main Post Office (36-016648)

The historic property was designed by architect G. Stanley Wilson. Construction was completed in 1935. The building is locally significant as it serves as an extant example of Wilson's architectural work and has state significance when considered with the economic context of the early 1930s. The Redlands Main Post Office was evaluated and listed in the National Register in 1984 with 1S status code.

Redlands Santa Fe Depot District (36-017088)

The historic district dates from 1888 through 1946. The general boundaries are Eureka Street, Stuart Avenue, and Redlands Boulevard. The district consists of 29 buildings, 26 of which are contributing or significant properties pertaining to the railroad, commercial structures, industrial packing houses, and other citrus related structures. The district was evaluated and listed in the National Register in 1991 with 1S status code.

Response to Letter I2: Ron Running, Received July 27, 2022

Comment I2.1: This comment states that the commenter found multiple issues with the addresses and names of the historic resources included in Table 5 of the Cultural Report (Appendix C to the Draft EIR) and Table 5.3-2 on pages 5.3-8 to 5.3-11 of the Draft EIR.

Response I2.1: As further discussed in Chapter 3, *Errata*, of the Final EIR, Table 5 of the Cultural Report and Table 5.3-2 of the Draft EIR has been revised to include the correct addresses and names of the historical resources within the TVSP area. The provision of these revisions does not alter any impact significance conclusions as disclosed in the Draft EIR and merely provide clarification regarding existing historical resources within the TVSP area. No further response is required.

LETTER I3: Patricia Jolliff (1 page)

Please consider the future of Redlands and halt the forward push with your 3 housing project=, the mall and 2 Eureka Street complexes . **I3.1**

- There has been no thought to address the impact of all these additional persons traveling the streets which are already crowded. The $330 thousand dollar impact study is thin on impact information and long on verbage. **I3.2**
- Even if bicycles are the preferred form of transportation for persons from these 1000 new dwellings, where will they be securely housed when patrons visit businesses? **I3.3**
- Since there are not jobs in downtown Redlands for 1000 new households, there will be a need for freeway access and widened streets. What businesses will be taken out to allow for that? **I3.4**
- The argument of addressing Redlands housing shortage per state demands, with the only option offered as the mall site, is ridiculous considering the fact that there is a HUGE wide open field across from Home Depot with room there to expand traffic lanes for appropriate ingress and egress. **I3.5**
- The voters handily defeated Measure "G" which speaks volumes to your previous lack of interest in voter belief and desire. Despite this, I am spending my valuable time asking you to reconsider your proposals. **I3.6**
- I would also request transparency with the voters regarding the individuals in office who stand to benefit financially from these decisions that are not voter sanctioned. **I3.7**

Redlands Voter,
P. Jolliff
--
Speaking beautifully is little to the purpose unless one lives beautifully. *Elizabeth Prentiss*

Response to Letter I3: Patricia Jolliff, received July 30, 2022

Comment I3.1: This comment requests the City consider the future of Redlands and halt the three housing projects in downtown Redlands.

Response I3.1: The comment provides the commenter's opinion on the Project and other housing projects in the City and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I3.2: This comment states that there was no analysis of the impact of adding additional people to already congested streets. In addition, the comment states that the analysis in the EIR does not have enough information but has too many words.

Response I3.2: Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion. The comment provides the commenter's opinion on the Project and the text of the Draft EIR and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I3.3: The comment asks where bicycles would be securely stored while patrons visit businesses.

Response I3.3: As shown on page 6:9 of the TVSP, bicycle parking would be included for the Downtown Station. In addition, the TVSP has multiple provisions for enhancing bicycle infrastructure, such as provisions for bike storage and bike racks for use by residents, employees, and visitors in the TVSP area. This comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I3.4: This comment states that since there are no employment opportunities in downtown Redlands, the Project would result in the need for freeway access and widened streets. The comment questions which businesses will be removed to allow for wider streets and freeway access.

Response I3.4: Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion or widening roads. As discussed in Section 3.0, *Project Description*, street improvements proposed within the TVSP may include the following (i.e., conceptual plans that may or may not be implemented during the timeframe of the specific plan, depending on the timing of future developments and buildout):

- Modifying Colton Avenue, Tennessee Street, State Street, Redlands Boulevard, Brookside Avenue, Citrus Avenue, Texas Street, Stuart Avenue, Eureka Street, Sixth Street, University Street, and Grove Street into multi-modal streets.
- Adding multiple new streets north of the New York/Esri station, within the existing Redlands Mall site, and surrounding the University station.
- Transforming New York Street, Orange Street, and University Street into gateway streets.
- Creating a roundabout on Cypress Avenue at the southeast corner of the TVSP area.

These street improvements are dependent on future development within the TVSP (e.g., the street frontages along future project sites) as well as availability of future public funding or grant opportunities (i.e., for public improvements that may be implemented by the City and not associated with any individual development projects). Future individual development projects under the TVSP would be subject to the typical development review process, which includes planning and engineering review, and compliance with standard engineering design requirements that will ensure no impacts to roadway design. This comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I3.5: This comment states that the argument that the Project and other housing projects in the City address the housing shortage per State demands is ridiculous since there is a large undeveloped property across from Home Depot that could support a development.

Response I3.5: This comment provides the commenter's opinion that housing could also be developed on another site in the city. The parcel of land that the commenter is referring to is located within the East Valley Corridor Specific Plan and is designated for Special Development, which allows for development of residential uses. The Project would not prohibit the development of the site with residences. Currently, the City is reviewing multiple development applications for new housing projects in several different areas of Redlands (and includes several vacant properties to the north of Home Depot). However, including the parcel of land that the commenter is referring to as part of the TVSP area would not achieve the main objectives of the Project. As discussed on page 6-4 of the Draft EIR, the primary purpose of the proposed TVSP is to guide redevelopment of areas surrounding the three new Arrow Line stations by introducing additional residential and mixed use, and proposing circulation improvements for vehicles, pedestrians, bicyclists, and transit users. Since all of the Project objectives are related to the areas surrounding the three Arrow Line Stations in the New York Street Village, Downtown Village, and University Village, none of these objectives could be met in another location in the city. The comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I3.6: This comment states that voters rejected Measure G and the City is not listening to voter desires. The commenter states that they are spending valuable time asking the City to reconsider this Project.

Response I3.6: This comment provides the commenter's opinion that the City is not listening to voters and does not raise any specific concerns with the adequacy of the Draft EIR. The draft Transit Villages Specific Plan was created following an extensive public participation and community outreach effort (including nine community workshops that were open to the public). This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I3.7: This comment states that the commenter would like transparency as to who in office at the City is benefiting from these Projects that are not voter sanctioned.

Response I3.7: This comment provides the commenter's opinion that the City is not listening to voters and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I4: T. Allen Jolliff (2 pages)

Please consider the future of Redlands and stop or severely reduce the addition of so many high density units with the 3 downtown housing projects:, the mall and 2 Eureka Street complexes . I4.1

- There has been no thought to address the impact of all these additional persons traveling the streets which are already crowded. The $330 thousand dollar impact study is thin on impact information and long on verbage. I4.2
- Even if bicycles are the preferred form of transportation for persons from these 1000 new dwellings, where will they be securely housed when patrons visit businesses? I4.3
- Since there are not jobs in downtown Redlands for 1000 new households, there will be a need for freeway access and widened streets. What businesses will be taken out to allow for that? I4.4
- The argument of addressing Redlands housing shortage per state demands, with the only option offered as the mall site, is ridiculous considering the fact that there is a HUGE wide open field across from Home Depot with room there to expand traffic lanes for appropriate ingress and egress. I4.5
- The voters handily defeated Measure "G" which speaks volumes to your previous lack of interest in voter belief and desire. Despite this, I am spending my valuable time asking you to reconsider your proposals. I4.6
- I would also request transparency with the voters regarding the individuals in office who stand to benefit financially from these decisions that are not voter sanctioned. I4.7

Concerned Redlands Voter,
T. Jolliff

Response to Letter I4: T. Allen Jolliff, Received July 30, 2022

Comment I4.1: This comment requests the City consider the future of Redlands and halt the three housing projects in downtown Redlands.

Response I4.1: The comment provides the commenter's opinion on the Project and other housing projects in the City and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I4.2: This comment states that there was no analysis of the impact of adding additional people to already congested streets. In addition, the comment states that the analysis in the EIR does not have enough information but has too many words.

Response I4.2: Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion. The comment provides the commenter's opinion on the Project and the text of the Draft EIR and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I4.3: The comment asks where bicycles would be securely stored while patrons visit businesses.

Response I4.3: As shown on page 6:9 of the TVSP, bicycle parking would be included for the Downtown Station. In addition, the TVSP has multiple provisions for enhancing bicycle infrastructure, such as provisions for bike storage and bike racks for use by residents, employees, and visitors in the TVSP area. This comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I4.4: This comment states that since there are no employment opportunities in downtown Redlands, the Project would result in the need for freeway access and widened streets. The comment questions which businesses will be removed to allow for wider streets and freeway access.

Response I4.4: Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion or widening roads. As discussed in Section 3.0, *Project Description*, street improvements proposed within the TVSP may include the following (i.e., conceptual plans that may or may not be implemented during the timeframe of the specific plan, depending on the timing of future developments and buildout):

- Modifying Colton Avenue, Tennessee Street, State Street, Redlands Boulevard, Brookside Avenue, Citrus Avenue, Texas Street, Stuart Avenue, Eureka Street, Sixth Street, University Street, and Grove Street into multi-modal streets.
- Adding multiple new streets north of the New York/Esri station, within the existing Redlands Mall site, and surrounding the University station.
- Transforming New York Street, Orange Street, and University Street into gateway streets.
- Creating a roundabout on Cypress Avenue at the southeast corner of the TVSP area.

These street improvements are dependent on future development within the TVSP (e.g., the street frontages along future project sites) as well as availability of future public funding or grant opportunities (i.e., for public improvements that may be implemented by the City and not associated with any individual development projects). Future individual development projects under the TVSP would be subject to the typical development review process, which includes planning and engineering review, and compliance with standard engineering design requirements will ensure no impacts to roadway design. This comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I4.5: This comment states that the argument that the Project and other housing projects in the City address the housing shortage per State demands is ridiculous since there is a large undeveloped property across from Home Depot that could support a development.

Response I4.5: This comment provides the commenter's opinion that housing could also be developed on another site in the city. The parcel of land that the commenter is referring to is located within the East Valley Corridor Specific Plan and is designated for Special Development, which allows for development of residential uses. The Project would not prohibit the development of the site with residences. Currently, the City is reviewing multiple development applications for new housing projects in several different areas of Redlands (and includes several vacant properties to the north of Home Depot). However, including the parcel of land that the commenter is referring to as part of the TVSP area would not achieve the main objectives of the Project. As discussed on page 6-4 of the Draft EIR, the primary purpose of the proposed TVSP is to guide redevelopment of areas surrounding the three new Arrow Line stations by introducing additional residential and mixed use, and proposing circulation improvements for vehicles, pedestrians, bicyclists, and transit users. Since all of the Project objectives are related to the areas surrounding the three Arrow Line Stations in the New York Street Village, Downtown Village, and University Village, none of these objectives could be met in another location in the city. The comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I4.6: This comment states that voters rejected Measure G and the City is not listening to voter desires. The commenter states that they are spending valuable time asking the City to reconsider this Project.

Response I4.6: This comment provides the commenter's opinion that the City is not listening to voters and does not raise any specific concerns with the adequacy of the Draft EIR. The draft Transit Villages Specific Plan was created following an extensive public participation and community outreach effort (including nine community workshops that were open to the public). This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I4.7: This comment states that the commenter would like transparency as to who in office at the City is benefiting from these Projects that are not voter sanctioned.

Response I4.7: This comment provides the commenter's opinion that the City is not listening to voters and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I5: Marie DeLange (1 page)

Patricia, your summary is spot on. You have succinctly outlined our thoughts as well. Might I add, what is presented as "planning" is "messing" with the character and ambiance of Redlands. This could also result in a high density, high crime area to be avoided by local residents. Businesses may ultimately be reluctant to locate in this "new" environment. Just a few additional thoughts. **I5.1**

Redlands voter (also)
G. DeLange

Sent from my iPad

Response to Letter I5: Marie DeLange, Received July 30, 2022

Comment I5.1: This comment refers to comment I3. Additionally, the comment states that planning is changing the character and ambiance of Redlands, which could result in high-density and high crime areas that would be avoided by local residents. The comment states that businesses might be unlikely to move into these new areas.

Response I5.1: CEQA is a disclosure statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of ambiance, character, and portrayed crime changes. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to ambiance, character, and portrayed crime changes is not provided. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I6: Larry Leonard (2 pages)

July 23, 2022 - RESPONSE TO EIR DRAFT

Revised 7/31/2022

1. Policing – The EIR states the current status of Redlands police resources. The city is still has 10 sworn officers less than 2008 levels. With 2400 apartments, 6000 additional people and three new train stations in the TVA along with the trend toward increased crime it is inconceivable that current policing resources will be able to do an efficient job protecting Redlanders. As the EIR states current response times are double (9 min vs 4.5 min) what is desirable. **I6.1**

   The EIR needs to define what policing needs will be in the future (2045).

2. Fire Protection - The EIR states that current response times are 9 minutes 90% of the time. Desired response times according to the NFPA are 4 minutes 90% of the time. Most responses for Redlanders are for medical emergencies. Apartments are proven to require double the attention by emergency service personal that single family residences. **I6.2**

   The EIR states that two more fire stations are planned. Is this enough considering the increase in population?

3. Infrastructure – The EIR devotes considerable space to the need for new water (potable and non-potable) piping and flood control drains in the 947 acre Transit Villages Area. There is no attention paid to Redlands obsolete sewer treatment facilities. With 2400 new apartments and 6000 people in the TVA, along with all the new apartments in west Redlands and housing projects to the north, how can development begin without first updating the sewer treatment plant? **I6.3**

4. Downtown Aesthetics – The EIR states, "The cumulative changes in visual condition that would result from the proposed project, in combination with nearby projects, would not be considered adverse ..." If this is the case, how can the visual changes resulting from the Stuart Street Parking Structure and Third Street Commercial Building be explained. When the mall project is complete there will be a 6 story parking garage along with 55' tall buildings to obscure the view. Redlanders are adamant about preserving the views of the mountains and more tall structures will do nothing to improve the viewscape. **I6.4**

5. Traffic – The EIR neglects to address access to the I-10 Freeway for the new population downtown. The EIR assumes that the Arrow and bicycles will be the primary mode of transportation negating the need for automobiles. The EIR does not address the intersection of Orange and Redlands Blvd., when all the automobiles are exiting the 6 story mall parking garage onto Redlands Blvd? How will these vehicles affect this already congested intersection and access to the I-10 Freeway? **I6.5**

6. Noise – The EIR states, "In general, the more a new noise level exceeds the previously existing ambient noise level the less acceptable the new noise will be ...." The EIR analysis lists all the types of noise caused during and after construction. The EIR states;
   - "... construction noise levels may result in a significant substantial temporary noise increase to nearby residents" It goes on to state that this could go on intermittently for 18 years.
   - "Future unmitigated exterior noise levels greater that 65dba which represents normally incompatible for residential uses ..."
   - "Therefore ... traffic related noise impacts at future residential uses within the TVSP would be potentially significant ..." **I6.6**
   - Then the EIR states that all this noise can be mitigated.

   So, after all the noise generated before and after construction can be mitigated "Why can I hear the Arrow train whistle three miles away from downtown where I live? This begs the question, "Can all this noise be mitigated?"

7. Water supply – The EIR states, "Even with the addition of water demand by the RTV Project, the city will have .... an adequate supply of water now and 25 years into the future." What happens in 25 years? What is the definition of adequate? Redlanders have already been asked to conserve water only to see rates go up then asked conserve again. This poses the question; "Is there enough water, especially with all the new development going on?" In the supply analysis does the EIR consider water usage by all the new apartments being build to the west and all the new residential development on the north side of town to future buildout? **I6.7**

8. Parking – One of the most pressing concerns of Redlanders is NOT addressed in this document except to say, "reduce area occupied by parking." **I6.8**

Comment: The EIR covers the development, before and after construction, for the 947 acres of Transit Villages Area. It addresses many problems that, no matter the seriousness or complexity, can be "mitigated." The document does not address the issue of cost to the taxpayer for the "mitigation" nor the cost of all the infrastructure, (water and sewer piping, street re-alignments, new streets, sidewalks, fire stations, policing) involved in this massive undertaking except to say, "developers to pay fair share." What does "fair share" mean? **I6.9**

Larry Leonard – Friends of Redlands

Response to Letter I6: Larry Leonard, Received July 31, 2022

Comment I6.1: This comment states that the City has 10 sworn police officers fewer than 2008 levels. The comment states that the Project would result in increased crime, which would make it hard for police officers to serve Redlands. The comment states that the EIR states that current response times are double what is desirable and the EIR should define what policing needs would be in the future in 2045.

Response I6.1: As discussed in Section 5.12, *Public Services,* of the Draft EIR on page 5.12-4, the Redlands Police Department has 91 sworn officers, 100 volunteers, and 58 full and part-time civilians, resulting in a service level of 1.12 officers per 1,000 residents. As discussed on page 5.12-7 of the Draft EIR, the service ratio for the City of Redlands is 1.1 officers per 1,000 residents. Based on the new resident population of 6,360 resulting from the Project, the City would need to hire approximately 7 new officers to maintain the service ratio in the City. Buildout of the TVSP is not expected to increase demand for police protection to the extent that new facilities would be required. However, payment of development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities, and if new facilities are required in order to decrease response times, these development impacts fees would ensure the timely provision of new facilities as needed. Further, as discussed in Section 3 of the Draft EIR, projected development under the TVSP would currently be allowed based on existing land use and zoning designations; therefore, the Project would not exacerbate any future impacts to police services in the City from future development. Therefore, impacts to police protection facilities would be less than significant. Therefore, the EIR adequately describes future policing needs based on buildout of the TVSP.

Comment I6.2: This comment states that the EIR discusses that current fire response times are 9 minutes, 90 percent of the time, while desired response times according to the NFPA are 4 minutes, 90 percent of the time. The comment states that apartments result in more demand for emergency medical services than single-family housing. The comment asks if the two planned fire stations are enough to meet the demand for fire services from the increased residential population.

Response I6.2: As discussed in Section 5.12, *Public Services,* of the Draft EIR on page 5.12-4, the Redlands Fire Department currently has a goal response time of 7 minutes, 90 percent of the time (Citygate, 2020). The City currently has plans to acquire sites for and to construct two new fire stations (Stations 265 and 266) in different parts of the City and relocate Station 264 based on the annual increase in calls for service and location of service need. Based on studies conducted by Citygate, the majority of calls for service in Redlands in past years were for emergency medical services. As discussed on pages 5.12-6 through 5.12-7 of the Draft EIR, the General Plan EIR stated that the fire services have stated the needs for expansion in order to accommodate continued increase in population. However, development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities and the timely provision of new facilities as needed. The fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of additional facilities, if needed in the future. Furthermore, future developments pursuant to the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and City codes and requirements are implemented.

Whether the City chooses to construct new fire stations in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies that are designed to protect environmental resources as well as environmental review under CEQA, separate from this Project. Therefore, with the payment of development fees included as PPP PS-1, Project impacts to fire services would be less than significant.

Comment I6.3: The comment states that the EIR does not analyze potential impacts related to issues with sewer treatment facilities in Redlands. The comment states that the Project, along with other proposed developments in the City, should update the sewer treatment plant.

Response I6.3: As discussed in Section 5.16 of the Draft EIR on page 5.16-9, the City's Wastewater Treatment Plant is located on the south side of the Santa Ana River Wash at Nevada Street. The City's Wastewater Treatment Plant has a secondary treatment capacity of 9.5 mgd and a tertiary treatment capacity of 7.2 mgd. As of 2021, average flow to the City's Wastewater Treatment Plant was approximately 5.8 mgd (MUED 2021).

In 2020, 6,620 AF of wastewater was treated at the City's Wastewater Treatment Plant. In 2020, 3,813 AF were treated to a secondary level and released to spreading basins east of the City's Wastewater Treatment Plant for percolation into the Bunker Hill groundwater basin, while 1,806 AF were treated to a tertiary level and distributed as recycled water (UWMP 2020).

As discussed on pages 5.16-10 to 5.16-11 of the Draft EIR, to accommodate the increase in wastewater flows, buildout of the TVSP would include construction of the multiple wastewater upgrades. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite sewer infrastructure and new connections to the sewer system that could include improvements to aged sewer pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the wastewater generation of such new development. As shown in Table 5.16-5, *TVSP Estimated Wastewater Generation*, the proposed Project would generate a demand for approximately 551,134 gallons per day (gpd). The treatment plant currently treats approximately 5.8 mgd and has the capacity to treat 9.5 mgd. Thus, the addition of 551,134 gallons per day (0.55 mgd) from buildout of the TVSP would be accommodated by the existing facilities and would not result in a capacity constraint related to serving the proposed Specific Plan in addition to the existing commitments. Thus, impacts related to wastewater treatment plant capacity would be less than significant.

Comment I6.4: This comment questions how cumulative aesthetic impacts from the Project, in combination with the Stuart Street Parking Structure and the State Street Village Project, could not be significant. The comment states that the 6-story parking structure and 55-foot-high State Street Village would obscure views of the mountains to the north.

Response I6.4: As discussed on page 45 of the Initial Study (included as Appendix A to the Draft EIR), the Project area consists of an urbanized environment that does not include or provide scenic vistas. Land use changes that would occur under the TVSP are in or near already developed areas of the City and coincide with areas designated for development under the GP2035. Likewise, the Project advances the GP2035's intent to focus development within infill areas to relieve pressure on potential future development in open space and agricultural areas in and around Redlands, while infilling vacant parcels in existing neighborhoods. Toward this end, the Project incorporates a transit-oriented development approach that is guided by a proposed form-based code, which means the physical form detailed in the TVSP's Development Code is the primary urban design principal in each zone followed then by the land use, instead of the land use determining the form of the built environment. As such, changes resulting from the Project would be consistent with an urbanized environment and with the type of development appropriate for the center of the City as envisioned by the GP2035. Additionally, structures resulting from the Project would be generally within the heights of the existing developed areas and would not block views of or from these scenic vistas as the Project structures would be consistent with views presently found in the area.

As discussed on page 5.1-14 of the Draft EIR, future cumulative development would result in changes to the existing development intensities through conversion of vacant land to developed uses, as well as through the conversion of existing land uses to higher development intensities. However, because the General Plan,

Municipal Code, and TVSP set forth policies to protect the character of existing development (as previously listed), it is anticipated that cumulative projects adopted in a manner consistent with those General Plan, Municipal Code, and TVSP policies would not cumulatively degrade the existing character of area land uses. In addition, cumulative projects would be required to adhere to setback requirements as set forth by the TVSP and Redlands Municipal Code, which would prevent structures from blocking public views of the mountains from existing rights-of-way. As a result, there would be no significant cumulative impact to which implementation of the proposed Project could contribute.

Comment I6.5: This comment states that the EIR does not discuss issues related to freeway access and the Orange Street and Redlands Boulevard intersection, which would be congested with the increased development.

Response I6.5: Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion.

Comment I6.6: This comment includes quotes from the EIR's noise analysis included in Section 5.10 of the Draft EIR and states that once the Project is developed, there would be noise from the Arrow Line train whistle. The comment questions if all the noise impacts could be mitigated.

Response I6.6: San Bernardino County Transportation Authority (SBCTA) conducted its own independent environmental analysis for impacts related to the development and operation of the Arrow Line. The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Arrow Line project can be found on the SBCTA website (https://www.gosbcta.com/wp-content/uploads/2019/09/Final_EIS-EIR-RedlandsPassengerRailProject.pdf). The EIS/EIR for the Arrow Line Project concluded that operational noise impact would be significant and unavoidable. These impacts would occur independent of the proposed Project, as the Arrow Line project has already been approved and is under construction.

As discussed in Section 5.10, *Noise*, on pages 5.10-19 through 5.10-21 of the Draft EIR, while construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors, and temporary intermittent construction noise impacts could occur, Mitigation Measures NOI-1 through NOI-4 would be implemented which would reduce impacts to a less than significant level. After implementation of Mitigation Measures NOI-5 through NOI-7, buildout of the TVSP would not result in a substantial permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. Thus, impacts related to noise from construction and operation of implementing projects within the TVSP would be less than significant.

Comment I6.7: This comment contains multiple questions related to the Water Supply Analysis conducted for the Project, including what would happen in 25 years and what defines adequate supply. The comment questions if there will be enough water with all of the new development going in. The comment asks whether the EIR considered water usage of the new apartments being built to the west side of Redlands and the residential development on the north side of Redlands.

Response I6.7: A Water Supply Assessment was conducted to determine the water demand associated with the proposed Project and whether there is adequate supply, pursuant to CEQA Guidelines Section 15155, and is included as Appendix F to the Draft EIR. As shown in Table 5.16-3 of the Draft EIR, buildout of the TVSP would result in a total demand of 1,996 AFY by the year 2040, which would be a 639 AFY

increase in comparison to the current TVSP area water demands from existing development within the TVSP area. The Redlands Municipal Utilities and Engineering Department (MUED) 2020 Urban Water Management Plan (UWMP) assumed that the MUED's total water supply would increase from 28,098 AF in 2020 to 35,544 AF in 2045, which constitutes an increase of 7,446 AF. Additionally, as shown in Table 5.16-4, the projected MUED normal year water demand would increase from 26,866 AF in 2020 to 30,908 AF in 2045. The UWMP assessed the projected water demand and supply in the service area and concluded that MUED has an adequate water supply to meet all demands within its service area to 2045. As shown in Table 5.16-4, the Project's additional demands of 639 AFY is less than the assumed increase in demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2045 projected demands for the MUED. Additionally, implementing projects in the TVSP area would be required to implement Mitigation Measure AQ-8, which requires projects to incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand. Therefore, it is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, recycled water would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for MUED's entire service area.

Comment I6.8: This comment states that parking concerns are not addressed in the EIR.

Response I6.8: Parking or a lack of parking is not considered an environmental impact under CEQA except insofar as the lack of parking may have secondary environmental effects. Here, proposed developments within the TVSP would be required to meet the parking standards as set forth in Chapter 6 of the TVSP and those set forth in the City of Redlands Municipal Code. Thus, the project would not result in a parking deficiency. The comment does not raise any specific concerns with the adequacy of the Draft EIR or provide substantial evidence to support the claim that the project will lack necessary parking and thus result in significant environmental impacts. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I6.9: This comment states that the EIR addresses many problems and concludes that most of them can be mitigated. However, the document does not address the need for taxpayers to pay for the mitigation or the cost of all of the infrastructure. The comment states that the EIR mentions that developers would be required to pay fair-share for improvements and questions what fair-share means.

Response I6.9: CEQA is an environmental protection statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of taxpayer contribution to infrastructure improvements. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to taxpayer contribution to infrastructure improvements is not provided.

As mentioned by the commenter, the majority of the financial burden associated with development pursuant to the TVSP would be placed on future developers that would be required to pay fair-share development impact fees toward improvements, funding for public services, etc. Fair-share is defined as an equitable or reasonable portion or share of something; (more generally) a good number, a large amount, sometimes implying the amount is excessive or inordinate. Essentially, future developers would be required to pay for improvements based on their portion of impacts or requirement for improvements. The comment

provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I7: Richard O'Donnell (1 page)

Approval of the Transit Villages proposal will result in substantial and negative impacts. Air quality and transportation impacts are described in the document as beyond mitigation. There is a simple way to avoid that problem. Do not approve the TVSP. **I7.1**

Potable water use vs. supply is a major concern of residents, for good reason. The document is loaded with mind-numbing verbiage about inconsequential items. It appears that "Reasonably Available Volume" projections are totally unrealistic, forecasting increases in the midst of a historic drought impacting the whole Southwest. It is only a matter of time before the state declares an emergency of some sort that taps in to the local supply. It is worth noting that the City has just requested an emergency delivery of State Water Project water, for the first time. This does not speak well for the anticipated water needs of the thousands of new residents and businesses, estimated at nearly a half million gpd. Very busy rail lines carry hazardous cargo across the Bunker Hill basin daily, in earthquake country.
What could go wrong? **I7.2**

Also, the financing sources necessary for the infrastructure required by the TVSP are not clearly established. 'Explore' and 'consider' seem less than specific about what will be needed to build in a 100 year floodplain. And speaking of infrastructure, where do the 2,000 new apartment dwellers go when the next Big One hits and their multi story complex is without water or power. **I7.3**

Most importantly, community sentiment towards the very concept of the TVSP is not evaluated. Is this not an integral part of the environment? It is nice that meetings have been held with people that support the increased density that the TVSP would bring, but voters have expressed consistent and ongoing resistance to large scale development. It is obvious that City Councils, Planning Commissions, and of course the Development Services Department, have for the last several years been pushing development in spite of repeated rejection by the voters. They have delayed the latest initiative effort as much as is legally possible, and will no doubt want to approve the TVSP at the earliest opportunity. **I7.4**

The TVSP should not be approved.

Richard O'Donnell

Response to Letter I7: Richard O'Donnell, Received August 21, 2022

Comment I7.1: This comment states that the TVSP would result in substantial, negative impacts and discusses that the EIR states that impacts related to air quality and transportation would be significant and unavoidable. The comment states that in order to avoid that problem, the TVSP should not be approved.

Response I7.1: As detailed in Draft EIR Section 5.2, *Air Quality*, due to the uncertainty of the timing and methods of construction activities related to TVSP development projects, a significant impact could occur related to construction emissions of VOC and NOx, with implementation of South Coast Air Quality Management District (SCAQMD) Rules and mitigation measures. In addition, operation of the proposed TVSP at buildout would result in exceedance of the applicable SCAQMD thresholds for VOC, NOx, and CO after implementation of mitigation. The large majority of operational-source CO and NOx emissions (by weight) would be generated by project vehicles, and the VOC emissions would be generated by consumer products that neither future project applicants nor the City have the ability to reduce emissions of. Therefore, emissions generated from implementation of the proposed TVSP would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

In addition, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. Due to the Project exceedance of CO, VOC, and NOx thresholds, impacts would be cumulatively considerable and significant and unavoidable.

As detailed in Draft EIR Section 5.14, *Transportation*, all TAZs within the TVSP area satisfy screening criteria 1, 2, 3, or 4 and are less than significant, except for TAZ 53827101 on the western boundary of the TVSP area. In order for projects within TAZ 53827101 to have a less than significant VMT impact, developments must adhere to the land use types in Screening Criteria 3 or land use quantities in Screening Criteria 4 – Land Use Quantities. Specific development within this TAZ is currently unknown. As such, Mitigation Measure TR-1 is included to require implementing projects within TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the screening criteria, it is also possible that an implementing project would include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO2e of GHG emissions per year. Therefore, individual implementing projects within TAZ 53827101 would potentially need to conduct their own CEQA analysis. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT within TAZ 53827101 are considered be significant and unavoidable.

Pursuant to Public Resources Code Section 21081(a)(3), the City of Redlands would be required to make findings that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the Draft EIR related to significant environmental effects. As such, the City shall prepare a Findings of Fact, which would be included as part of the administrative record. The comment does not raise any specific concerns with the adequacy of the Draft EIR. Therefore, no further response is required or provided.

Comment I7.2: This comment states that water supply and use is an important issue for residents and that the Draft EIR contains confusing language regarding water supply and use. The comment states that supply volumes provided in the Draft EIR are unrealistic as they show an increase in supply despite a multi-year drought.

The comment states that the City just requested an emergency delivery of State Water Project water, which shows issues related to anticipated needs of thousands of new residents and businesses. In addition, rail lines cross the Bunker Hill basin daily with hazardous waste, which could lead to problems.

Response I7.2: As discussed in Draft EIR Section 5.16, *Utilities and Service Systems*, starting on page 5.16-3, the City of Redlands Municipal Utilities and Engineering Department (MUED) provides water service to the TVSP area. The MUED utilizes four primary sources for drinking water supply: groundwater, surface water, imported water, and recycled water. The MUED's water supply is a combination of groundwater from the Bunker Hill Subbasin; groundwater from the Yucaipa Subbasin; surface water from the Santa Ana River; surface water from Mill Creek; imported water from the State Water Project (SWP) Water; and recycled water. As shown in Table 5.16-2 of the Draft EIR, the 2020 Urban Water Management Plan (UWMP) estimates that water supplies in the future are anticipated to be obtained through a similar mix of surface water, groundwater, and purchased or imported water. The 2020 UWMP anticipates that the MUED's water supply will increase from 31,039 AF in 2025 to 35,544 AF in 2045 (increase of 4,505 AFY) to meet MUED's anticipated growth in water demands. In addition, the UWMP contained a drought risk assessment which concluded that the City would be able to meet growing demands through 2045, plus a 15% surplus, even in a five-year drought condition.[4] In addition, the City of Redlands has a Water Shortage Contingency Plan (WSCP) that the City uses to prepare for and respond to foreseeable and unforeseeable water shortages. Since the TVSP water demand is within the forecasted demand projected by the UWMP, implementation would not result in significant environmental effects related to water use.

Furthermore, impacts related to hazardous materials spills effecting the Bunker Hill basin are speculative and any potential spills would be required to comply with existing regulations, reporting, and remediation procedures in order to ensure that hazardous materials would not impact groundwater quality within the Bunker Hill basin. The comment does not raise any specific concerns with the adequacy of the Draft EIR. Therefore, no further response is required or provided.

Comment I7.3: This comment states that financing should be considered as the Draft EIR is not specific on infrastructure needed to build in a 100-year floodplain. The comment also questions where apartment-dwellers would go when a large earthquake hits and their multi-story complex is without water or power.

Response I7.3: The majority of the financial burden associated with development pursuant to the TVSP would be placed on future developers that would be required to pay fair-share development impact fees toward improvements, funding for public services, etc. Future developers would be required to pay for improvements based on their portion of impacts or requirement for improvements associated with development the future project.

Future developments proposed within the 100-year floodplain must comply with City of Redlands Municipal Code Chapter 15.32, *Flood Damage Prevention*. Compliance with Municipal Code Chapter 15.32 would residential structures to have the lowest floor elevated at least 4-feet above existing grade in Flood Zone AO and 2-feet above base flood elevation in Flood Zones AE, AH, or A1-30. In addition, all developments would be required to comply with existing regulations, which would be reviewed through the permitting process, in order to ensure that impacts would not occur related to flooding.

Impacts related to a large earthquake occurring and multi-story complexes being without water or power are speculative. However, all future developments would be required to comply with the provisions set forth in the most current version of the California Building Code (CBC). Compliance with the CBC would ensure that buildings are designed to endure ground shaking related to earthquakes and compliance would be reviewed and assured through the permitting process. The comment does not raise any specific concerns with the adequacy of the Draft EIR. Therefore, no further response is required or provided.

[4] City of Redlands. 2020 IRUWMP. https://www.cityofredlands.org/sites/main/files/file-attachments/part_2_chapter_4_redlands_2020_uwmp.pdf?1622145365

Comment I7.4: This comment states that community sentiment toward the TVSP was not evaluated in the EIR despite voters expressing consistent resistance to large-scale development. The comment states that it is obvious that the City Council, Planning Commission, and Development Services Department have been pushing development in spite of rejection by voters and are trying to delay the latest initiative to limit growth. The comment concludes by stating the TVSP should not be approved.

Response I7.4: CEQA is a disclosure statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of voter or community sentiment. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to community or voter sentiment is not provided (however, the draft Transit Villages Specific Plan was created following an extensive public participation and community outreach program. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I8: Joanne Lessard (1 page)

Mr. Foote

I appreciate this opportunity to comment on the development of Transit Village Districts:

- In my opinion, a City should almost never change zoning and if absolutely necessary, only with great care. Zoning districts are the basis on which the community and its citizens make very important decisions for the future. They are a promise for continuity and stability.
- Many universities have had to diversify their campus locations and not always to their detriment.
- I can see some trade- off between preservation of the canyons and densification in areas where there is already dense housing but since I live on the edge of the canyons this is a self-centered opinion. Nevertheless I believe that the canyons are inherently valuable to Redlands for many reasons. **I8.1**
- I do not like changes in zoning and the accompanying environment. Redlands has a character, an ambience and hence attraction for a reason. Let's not remove the reasons for its success as a gem of a place to live and work.

Thank you.

Joanne Lessard
31543 Highview Drive
Redlands, CA 92373
Home 909-794-5036
Cell 909-499-3157

Response to Letter I8: Joanne Lessard, Received September 3, 2022

Comment I8.1: This comment states that a City should only change zoning when absolutely necessary, that universities have had to diversify locations in the past and it has not been detrimental. In addition, the comment states that the commenter can see some trade-off between preservation of the canyons and densification of urban areas. The comment states that the commenter does not like the changes in zoning and believes that Redlands has ambiance and character, and that the City should not remove the reasons for Redlands' success.

Response I8.1: CEQA is a disclosure statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of character and ambiance. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to quality of character and ambiance is not provided. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I9: Renae Reiswig (1 page)

Hello Brian,

I echo what my neighbor is stating....

Comments on the Transit Village Specific Plan

The map titled Regulating Plan, Figure 3-8, show the boundary extending south into the Smiley Park Historic District, with a zoning called Village Corridor- "This district provides for small-scale mixed-use buildings up to two stories in height, with commercial ground floors and residential or commercial upper floors. Parking lots would be located behind and to the sides of buildings." This extends south to Clark st. This neighborhood worked hard to become designated to protect against this kind of intrusion which could result in more demolition of our historic resources. Please remove Smile Park Historic District from the boundaries of the TVSP and make sure the other property owners in old neighborhoods which are not designated are notified of their inclusion with the TVSP boundary which could result in dramatic changes to their quiet, historic neighborhoods. **I9.1**

Concerning the height and density of new building in the Downtown Transit center area, the public has let the city council know that we prefer to keep our small town charm as much as possible and to protect all our historic resources which give our town its sense of place in historical architectural context. **I9.2**

We appreciate the city honoring it's Historic District by not 'opening up' more possibilities for it to be altered.....
Thank-you,
Renae Reiswig
309 S. 4th Street

Response to Letter I9: Renae Reiswig, Received September 6, 2022

Comment I9.1: This comment states that the TVSP Regulating Plan shows the boundary of the TVSP extending south into the Smiley Park Historic District with a zoning called Village Corridor. The comment states that the neighborhood worked hard to become designated and that the Project could result in demolition of historic resource. The comment requests that the City remove the Smiley Park Historic District from the boundaries of the TVSP and that the City notifies other property owners in older neighborhoods of their inclusion in the TVSP.

Response I9.1: As discussed on page 5.3-13 of the Draft EIR, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1and Redlands Municipal Code Section 2.62.200. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I9.2: This comment states that the public has let the City Council know that the public prefers to keep the small-town charm and protect historic resources by not increasing height and density in the City.

Response I9.2: In regard to historical resources, the commenter is referred to Response I9.1. As discussed on page 5.1-12 of the Draft EIR, TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. For example, the R-3 Multiple Family Residential District set forth in Chapter 18.60 of the Municipal Code allows for development of buildings and structure with a height of no greater than four stories. As discussed in Section 3, *Project Description*, of this Draft EIR, buildings within the Village Center (VC) district would have a maximum height of four stories and buildings within the Village General (VG) district would be required to have an average height of three stories. Therefore, the new building standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

LETTER I10: Julia Lenhardt (1 page)

Hello Mr. Foote,

Thank you for the opportunity to comment on the draft of the Environmental Impact Report for the Transit Villages Specific Plan. I am a Redlands resident, a former Esri employee, and a current climate scientist. I support the plan for the Transit Villages and this document, with only two concerns. First, the document mentions that there is no major risk to any special species, but I would urge the city to study the impact this project will have on our coyote population. The riparian corridor that will be converted to open space is almost certainly a coyote corridor, so it would benefit the residents of Redlands to understand where coyotes may have to move when they are no longer able to use the corridor. **I10.1**

Second, there is no mention of how this project will impact housing prices for those already living in rentals near the new train stations. Each Transit Village will be in a location where there is a mix of low-income/lower-rent housing and more expensive housing. Will those families living in lower-rent housing still be able to afford to live in these areas, one the in-fill development is complete? **I10.2**

Thank you very much.

Best,
Julia Lenhardt

Response to Letter I10: Julia Lenhardt, Received September 6, 2022

Comment I10.1: This comment states that the commenter supports the TVSP and the Draft EIR, but has two concerns. The comment states that the City should study the impact of the Project on the coyote population. The comment states that the riparian corridor that will be converted to open space is likely a coyote corridor, so it will benefit the community to know where the coyotes will go when they can no longer use the riparian corridor.

Response I10.1: As discussed on pages 54 to 55 of the Initial Study (included as Appendix A) to the Draft EIR, riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. Such areas, especially those with native vegetation adjacent to or immediately upstream of the Santa Ana River, Mill Creek, and San Timoteo Creek, are not within the Project area (GP2035 EIR, Figure 3.4-1). The GP2035 identifies potential wildlife corridors through the Live Oak Canyon and San Timoteo Canyon areas, and for the City to protect wildlife corridors connecting the San Bernardino National Forest, Santa Ana River Wash, Crafton Hills, San Timoteo and Live Oak canyons, the Badlands, and other open space areas (GP2035 EIR, p. 3.4-29). These areas are not located within or adjacent to the Project area. The proposed Project would not result in impacts to riparian habitats or wildlife corridors. Further, while the Project would designate the Zanja Greenway corridor as civic space, with the purpose of maintaining it as open space, the corridor would remain largely the same as in existing conditions. Additionally, the Project would also include planting of riparian landscaping along the Zanja Greenway, which would only serve to enhance its use for wild animals such as coyotes, birds, and squirrels. Therefore, the Project would not result in the displacement of any coyotes from the Zanja corridor.

Comment I10.2: This comment states that there is no mention of how the Project will impact housing prices and questions if families living in lower-income housing will still be able to afford living in the area.

Response I10.2: CEQA is a disclosure statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of affordability of housing. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to affordable housing is not provided. The comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I11: Steve Rogers (3 pages)

Attn: Redlands City Clerk/ City Council
c/o Brian Foote, City Planner/ Planning Mgr

The following comments and previous correspondence pertaining to the subject project are hereby offered for consideration in preparation of the Final Draft of the Program Environmental Impact Report (EIR) by the City of Redlands for the Transit Villages Specific Plan (TVSP): **I11.1**

1) The Transit Villages Specific Plan (TVSP) document completed some time ago and posted on the City's Website was not properly distributed to interested agencies and the public for review and comment in conjunction with the subject associated EIR and with the Notice of Preparation (NOI) which would result in a piecemeal approval of the project in violation of CEQA. Future redistribution of the modified EIR should be accompanied by the associated TVSP document in order to ensure proper opportunity for review by the public and interested agencies, the project EIR and Specific Plan documents need to be distributed concurrently. **I11.2**

2) Although a Traffic Impact Analysis (TIA) is included in the scope of work/ services attached to the environmental consultant Environmental Planning Development Solutions, Inc or EPD Solutions' Professional Services Agreement with the City of Redlands, as approved by the Redlands City Council **I11.3**

on December 17, 2019 and most recently amended June 7, 2022, no such TIA has been included in or with the appendices of the Draft EIR document. **I11.3 cont.**

3) Apparent false assumptions have been made by the environmental consultant EPD Solutions and/or City staff in scoping the work effort required for the subject EIR document to include: a) the Transit Villages Overlay Zones have been properly analyzed and adopted with the 2017 Redlands General Plan Update when in fact this section (Section 4.5) was intentionally left out of the document, and b) the citywide Traffic Impact Analysis (TIA) supposedly completed to support the GPU and the creation of the Transit Villages Overlay Zones was in fact never accomplished. **I11.4**

4) The subject Draft EIR is entirely deficient and wholly inadequate in its analysis of the following areas which have the potential for significant impact on the environment if not properly analyzed and mitigated pursuant to an adequate Mitigation Monitoring Plan: a) Master Plan of Streets, b) Master Plan of Drainage, c) Master Plan of Sanitary Sewer, d) Master Plan of Water, e) Master Plan of Recycled Water (non-potable) where all facility master plans need to be developed as they currently do not exist in the Redlands General Plan 2035. **I11.5**

Sent from my iPhone

On Jun 3, 2022, at 3:29 PM, Steve Rogers <swr.engineer@gmail.com> wrote:

Hello Mr Foote (Brian)- I am forwarding you the below link to item I.11 on next Tuesday night's City Council meeting agenda. I am very concerned about the City identifying a proper scope of services for preparation of a CEQA compliant environmental review and analysis document, work that is being performed by the consultant and which will result in an adequate Environmental Impact Report (EIR) for the subject project.

I have previously met with City Manager Charles Duggan concerning this subject as well as having separate meetings with the CalTrans District 8 Director and immediate staff about the Transit Villages Specific Plan project and the apparent lack of progress on preparation of the associated EIR analyzing the project's anticipated impacts on the environment, and specifically with regard to public infrastructure improvements needed to provide traffic circulation, drainage and public utilities to include water, wastewater and solid waste facilities master planning. **I11.6**

I am perplexed as to why the City is apparently moving forward with the redevelopment of the Redlands Mall site entitlements and a vesting subdivision map for the property without the benefit of the Transit Villages Specific Plan and associated EIR, an action which is clearly a piecemeal approval and violates both CEQA as well as the CA Subdivision Map Act? **I11.7**

Lastly, the agenda item is only to extend the contract time to complete but does not increase the anticipated fee for services which coupled with the Discussion portion under Fiscal Impact reading: "The City will be utilizing State Grant funds from the SB2 Planning Grants Program and the Local Early Action Planning Grants Program to reimburse most of the cost for preparing the EIR" while to my understanding the State grant funds cannot be used to pay for any environmental review and analysis services.

> I would therefore request that you consider pulling this item from the June 7. 2022 agenda as the scope of work and estimated fee for services are entirely inadequate for the level of effort necessary to complete a CEQA compliant EIR for the Transit Villages Specific Plan which justifies the RPRP- Arrow Line construction for federal and state funding sources as required by Government Code Sect 65460 et seq.

Thank you for your time and consideration with this important public policy matter and I look forward to working with you, City staff, CalTrans and sbcta/ SCAG in order to resolve these issues in the best interest of the public and in a timely fashion considering the late date of these ongoing planning efforts.

Please contact me if you have any questions regarding this correspondence so that I may provide clarification.

Sincerely,
Steve Rogers cell(909)556-1988
Stephen W Rogers, PE Consulting
Friendly Communities/ Community Ombudsman

I11.8

Sent from my iPhone

Begin forwarded message:

> **From:** Steve Rogers <swr.engineer@gmail.com>
> **Date:** June 3, 2022 at 10:48:33 AM PDT
> **To:** Stephen Rogers <swr.engineer@gmail.com>
> **Subject: Redlands Transit Villages SP/ EIR**
>
> https://destinyhosted.com/agenda_publish.cfm?id=73352&mt=ALL&get_month=6&get_year=2022&dsp=agm&seq=4017&rev=0&ag=295&ln=17109&nseq=4065&nrev=0&pseq=3989&prev=0#ReturnTo17109
>
> Sent from my iPhone

Response to Letter I11: Steve Rogers, Received September 6, 2022

Comment I11.1: This comment states that the commenter provides multiple comments on the Draft EIR and the Transit Villages Specific Plan.

Response I11.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment I11.2: This comment states that the draft Transit Villages Specific Plan (TVSP) was completed a while ago and posted to the City's website, but was not properly distributed for comment in conjunction with the Draft EIR. The comment states that this results in a piecemeal approval in violation of CEQA. The comment states that the Draft EIR should be recirculated and accompanied by the TVSP document.

Response I11.2: As the commenter stated the draft TVSP document is available on the City's website for public review. Pursuant to CEQA Guidelines Section 15087, the Draft EIR was provided for public review from July 21, 2022 through September 6, 2022. Pursuant to CEQA, there is no requirement for a public review period for the Draft TVSP document. Furthermore, this document has been provided on the City's webpage (https://www.cityofredlands.org/pod/transit-villages-plan) and the project website (https://redlandstransitvillages.org/) since May 2020, for review and comment, independent of CEQA.

In addition, CEQA piecemealing is defined as improperly splitting a project into separate segments to avoid consideration of the cumulative impacts of the project. Not including the TVSP document as an appendix to the Draft EIR does not constitute piecemealing. The Draft EIR, in fact, analyzes the TVSP document as the project. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I11.3: This comment states that a scope for a Traffic Impact Analysis (TIA) was included in the scope of work from EPD Solutions, the City's environmental consultant for the Project. However, a TIA was not included as an appendix to the Draft EIR.

Response I11.3: Senate Bill (SB) 743 changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion. As such, pursuant to Public Resources Code Section 21099(b)(2), a vehicle miles traveled analysis was prepared for the proposed Project instead of a TIA. The vehicle miles traveled analysis is included as Appendix I to the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I11.4: This comment states that false assumptions have been made by the environmental consultant and/or City staff in scoping the work effort for the Draft EIR document to include the Transit Villages Overlay Zones and the citywide Traffic Impact Analysis to support the General Plan Update.

Response I11.4: The comment provides the commenter's opinion on the scope of work for the Draft EIR and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I11.5: This comment states that the Draft EIR is deficient and does not properly analyze impacts related to the Master Plan of Streets, Master Plan of Drainage, Master Plan of Sanitary Sewer, Master Plan of Water, and Master Plan of Recycled Water as these facilities master plans still need to be developed.

Response I11.5: As discussed in Draft EIR Section 3.0, *Project Description*, infrastructure plans contained in the TVSP are conceptual and identify a vision of future improvements based on an assumed buildout of the proposed Specific Plan. The identified infrastructure improvements will likely occur incrementally depending on the location(s), type(s), and extent of future private development projects that would need to utilize the public and private infrastructure. The precise timing of infrastructure and other public improvements are not known with certainty, as improvements would likely depend on the extent and timing of future development projects, buildout of private development projects, future availability and amounts of public grant funding, and other factors. Adoption of the TVSP would provide the policy framework and specific types of improvements (i.e., sufficient specificity to articulate the community's goals for the future) with which the City can then pursue Federal, State, or regional grant funding that may be available in the future for such public improvements. City updates to the Master Plan of Streets, Master Plan of Drainage, Master Plan of Sanitary Sewer, Master Plan of Water, and Master Plan of Recycled Water are independent projects under CEQA and analysis of impacts related to implementation of these plans would be conducted independently of the Draft EIR prepared for this Project.

Furthermore, cumulative impacts related to infrastructure improvements were analyzed throughout the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I11.6: This comment refers to a previous item on the City Council meeting agenda for Tuesday, June 7, 2022, which was an approval to continue the agreement with EPD Solutions for preparation of the TVSP EIR for another year. The comment states that the commenter is concerned about the City identifying a proper scope of services for the preparation of the TVSP Draft EIR. The comment states that the commenter has met with the City and the California Department of Transportation regarding the TVSP Project and the lack of progress on preparation of the Draft EIR to analyze impacts related to traffic circulation, drainage, water utilities, wastewater utilities, and solid waste facilities.

Response I11.6: Pursuant to CEQA Guidelines Section 15087, the Draft EIR was provided for public review from July 21, 2022 through September 6, 2022. As discussed in Draft EIR Section 5.14, *Transportation*, impacts to the circulation system, such as transit, bicycle infrastructure, and pedestrian infrastructure, were determined to be less than significant. As discussed in Draft EIR Section 5.16, *Utilities and Service Systems,* impacts related to capacity of existing drainage, water, wastewater, and solid waste infrastructure and facilities was analyzed and determined to be less than significant with the incorporation of mitigation measures related to construction, included throughout the Draft EIR.

Comment I11.7: This comment states that the commenter is confused why the City is moving forward with the Redlands Mall Project without the benefit of the TVSP and the Draft EIR, which is a piecemeal approval in violation of CEQA and the California Subdivision Map Act.

Response I11.7: As discussed in Response I11.2, CEQA piecemealing is defined as improperly splitting a project into separate segments to avoid consideration of the cumulative impacts of the project. The Redlands Mall redevelopment project (known as the "State Street Village" mixed use project) was a set of requested entitlements approved by the Redlands City Council on May 11, 2022. The State Street Village project was approved under the existing zoning regulations (RMC Title 18) and in accordance with

all applicable development standards and design regulations in effect at that time. That project previously underwent separate environmental review in accordance with the requirements of CEQA for individual development projects. The State Street Village project was independently functional and does not require the approval of the TVSP project in order to be developed. As such, having distinct CEQA documents and approvals for the Redlands Mall project and the proposed Project do not constitute CEQA piecemealing.

Comment I11.8: This comment states that the commenter does not believe that the City can use grant funds to pay for the environmental review services and that the scope of work and estimated fee of services are inadequate for the level of analysis necessary for the Project. The comment therefore requests that the City pulling the item from the June 7, 2022 agenda.

Response I11.8: The comment provides the commenter's opinion on the scope of work for the Draft EIR and does not raise any specific concerns with the adequacy of the Draft EIR. Funding of the EIR (i.e., reimbursement from the State) is a matter of separate and independent agreements between the City of Redlands and the State of California (SB 2 Planning Grant and a LEAP Grant awarded by the Department of Housing & Community Development). This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

LETTER I12: Chris E. Sedmack (3 pages)

Dear City Council;

I heard about the TVSP document and tried to read it over. But this document came out for public review when many folks are away on vacation for Labor Day. The citizens who care about our downtown, but especially those whose property will be impacted, need to have the opportunity to review the document. I am asking that the City Council to extend the due date for their comments and extreme concerns. **I12.1**

- The document states: "These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth." To insure this project has the best chance of fulfilling "the community's vision for its future growth", the city council should create an advisory committee of concerned citizens to offer new ideas and review/critique the projects as they come forward. **I12.2**

-According to the TVSP document there are close to 200 historic properties located within the TVSP area. The TVSP also states: "A vision for the future … that recognizes the importance of Redlands' unique history and tradition". These buildings are the visual remainder of our "unique history" and give our town its sense of place in historical context. The increases in the maximum height and in density, plus the zone charges within some project area, will give incentives for the demolition of Redlands "physical character" and "unique history" that the document claims to recognize. The single story and smaller houses and buildings will give way to the "highest and best use". 3 houses on corner of Eureka and Colton have already received approval to be demolished to make way for a hotel. This will be just the beginning of many demolitions to come. These historical buildings must be protected and then they can be adaptively reused as cafés, boutiques, restaurants and coffee shops to fulfill Redlands potential as an inviting and unique destination for tourist and locals, connected to its architectural history. **I12.3**

-The project area includes established historic neighborhoods, like Kendall St., East High Ave, East Central Ave and even parts of Smiley Park Historic District. The owners need to be contacted to see if they object to this development pressure being placed on their neighborhoods that could result in demolitions and non-residential uses. All of Smiley Park Historic District needs to be removed from the TVSP area. Even the National Register Santa Fe Historic District should be removed or protected from the TVSP project **I12.4**

-TVSP document has contradictory statements about where the residential dwelling units can go. 5.11.3 : states: "The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge." This is the area east of 6th St., south of the freeway where it is zoned light industrial/mixed including residential. **I12.5**

Then in Section 3.7.2 : "Downtown Transit Village The Project would include development of multi-family residential uses between Eureka Street to the east and Texas Street to the west, Stuart Avenue to the north, and State Street to the south". This area is in the southwest of the Downtown transit area and is currently mostly commercial, office and retail. The car lot and car wash are in this area. The wonderful Brewery buildings are already developed in this area. The Zanj/Mill creek water ditch should become an inviting asset to the community with landscaping and outdoor eating along it, not residential. And it is not "along the eastern edge"!

Next section: 3.7.3 "Village Center (VC). This district applies to the parcels immediately surrounding the three Arrow stations. New buildings in this zone would have a maximum height of four stories and would be mixed-use, all residential, or all office." So even areas right next to the train stations could have "all residential" buildings, without even requiring the ground floor to be retail. - The public was told at the Transit Village workshops that the downtown buildings would have ground level commercial/retail for the tax base and to entice the pedestrian to walk the streets. "All residential or "all office" is NOT enticing. The TVSP also mentions another area for dwelling units: "Downtown (DT). The district applies to parcels facing State Street east of Orange Street, and along the east side of Orange Street between the railway right of way and State Street. This district is largely built out. New buildings would be a maximum of three stories in height and accommodate a mix of uses with commercial ground floors and residential or commercial upper floors". Again residential use! How can we trust this document when it is so scattered and contradicts itself about where the residential dwelling units will be built?

I12.5 cont.

- Past Mayor Paul Foster told the other council members before leaving Redlands, that the citizens of Redlands have repeatedly voiced their opinion at CC meetings and through Ballots, that they do not want tall buildings that change the small town charm of the downtown. Mr. Foster said that although he did not necessarily agree with the citizen's preference, he advised the council not to approve projects with taller buildings until after the November vote. And yet the council approved the mall project (700 dwelling units) and will soon approved the City Center project, 131 Dwelling units on corner of Eureka and Brookside, and Grand Project, 146 dwelling units on corner of Redlands Blvd and Eureka, totaling 977 units, all 4 stories tall and within 3 adjacent blocks. The TVSP build-out goal for dwelling units for the whole 947 acres of all 3 transit zones is 2,400 so why build close to half of the 2,400 on 3 blocks instead of spreading them out over all the zones?

I12.6

So please consider the concerns of past CC members, citizens who have spoken at CC meetings, to citizens who were out of town due to Labor Day, to past overwhelming Ballot Initiatives voted on by the citizens who have made their concerns clear about the future city of Redlands and high density and high rise buildings, to those who have not

I12.7

had a chance to voice their concerns, or to vote on the future Ballot initiatives. Citizens moved to Redlands because of its history, small town feel, beautiful remaining old trees, a safe community. Think about our entire city's future and what we are leaving to our future generations. **I12.7 cont.**

Thank you so much for your consideration.

Chris Sedmack
1175 W. Cypress Avenue
Redlands, CA 92373

Response to Letter I12: Chris E. Sedmack, Received September 6, 2022

Comment I12.1: This comment states that the commenter tried to read the TVSP document, but the document came out for public review when a lot of people are away for Labor Day weekend. The comment states that the citizens of Redlands need to have the opportunity to review the document and requests the City extend the public review period.

Response I12.1: Pursuant to the requirements set forth in CEQA Guidelines Section 15087, the Draft EIR was provided for a 45-day public review period from July 21, 2022 through September 6, 2022 (a total of 48 calendar days). The comment provides the commenter's opinion on the Project's public review period and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I12.2: This comment states that the City Council should create an advisory committee of concerned citizens to offer new ideas and review/critique future projects as they come forward.

Response I12.2: The City currently has a Planning Commission, which is comprised of local residents (appointed by the City Council), who review development projects as they are proposed. The City also provides a Development Review Committee (composed of City staff) to conduct the technical review of project plans to ensure conformance with City regulations, design standards, California Building and Fire Codes, and other applicable regulations. The comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I12.3: This comment states that according to the Draft EIR, there are over 200 historical properties located in the TVSP area and states that these buildings show the city's unique history and character. The comment further states that the increases in maximum height and density, plus the zone changes within the Project area, would incentivize the demolition of Redlands' physical character and unique history. The comment states that single-story houses will get replaced with the highest and best use and that historical buildings should be protected and adaptively reused.

Response I12.3: As discussed on page 5.3-13 of the Draft EIR, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1and Redlands Municipal Code Section 2.62.200. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission. No historically significant buildings are planned for alteration or demolition and the proposed TVSP aims to ensure preservation of historic resources. As such, the Draft EIR concluded that impacts to historical resources would be less than significant from buildout pursuant to the TVSP.

Further, in regard to height and density, as discussed on page 5.1-12 of the Draft EIR, TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within

the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. For example, the R-3 Multiple Family Residential District set forth in Chapter 18.60 of the Municipal Code allows for development of buildings and structure with a height of no greater than four stories. As discussed in Section 3, *Project Description*, of this Draft EIR, buildings within the Village Center (VC) district would have a maximum height of four stories and buildings within the Village General (VG) district would be required to have an average height of three stories. Therefore, the new building standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I12.4: This comment states that the TVSP area includes historic neighborhoods like Kendall Street, East High Avenue, East Central Avenue, and parts of the Smiley Park Historic District and owners should be contacted to see if they object to development pressures being placed on their neighborhoods, which could result in demolitions and nonresidential uses. The comment states that the Smiley Park Historic District should be removed from the TVSP area and the Santa Fe Historic District should be removed or protected from the TVSP Project.

Response I12.4: As discussed in Response I12.3, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission. As such, the Draft EIR concluded that impacts to historical resources would be less than significant from buildout pursuant to the TVSP and the TVSP would not result in substantial adverse impacts to the Smiley Park Historic District or the Santa Fe Historic District.

Comment I12.5: This comment states that the Draft EIR has contradictory statements about where residential dwelling units can go. The comment summarizes a statement from Draft EIR Section 5.11, *Population and Housing,* that discusses where housing is currently allowed in the Downtown Transit Village. The comment includes a summary of the Project Description stating Project including development of multi-family residential uses between Eureka Street, Texas Street, Stuart Avenue, and State Street and states that this area is already developed with commercial uses. The comment states that the Zanja should be landscaped with outdoor eating along it and not residential. The comment further states that areas right next to train stations could be all residential while the public was told that there would be ground floor retail in the Village Center District and states that residential units are also allowed in the Downtown District. The comment states that the document cannot be trusted because it contradicts itself about where residential units will be built.

Response I12.5: The commenter erroneously refers to the Environmental Setting Discussion in Draft EIR Section 5.11, which actually states that multi-family residential uses are currently allowed in the Downtown Transit Village area under the current General Plan and zoning designations. As discussed in Draft EIR Section 3, *Project Description*, the Project provides a form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. It is anticipated that individual development projects on privately-owned parcels would occur incrementally and over an extended period

of time (i.e., infill development) such as the 20-year or longer lifespan of the TVSP. Multi-family and single-family residential uses would be allowed in the Village Center, Downtown, Village General, Village Corridor, Village Neighborhood 1, and Village Neighborhood 2 districts throughout the New York Street/Esri Village, Downtown Transit Village, and University Village. The Draft EIR provides a programmatic analysis of buildout of the TVSP with 2,400 residential units, but does not assign units to specific sites, as future development is unknown. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I12.6: This comment states that former Mayor Paul Foster told other City Council members that the citizens of Redlands have repeatedly voiced their opinion that they do not want tall buildings that change the small town charm of Downtown Redlands. The comment states that the former mayor advised the City Council not to approve projects with taller buildings until after the November vote, but the City Council has approved the Redlands Mall project and will soon approve the City Center project and the Grand project, which are all four stories tall and within three adjacent blocks. The comment asks why if the TVSP buildout goal for dwelling units is 2,400 units, close to half of them will be built on three blocks instead of spreading them out all over the TVSP area.

Response I12.6: As discussed on page 5.1-12 of the Draft EIR, TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. For example, the R-3 Multiple Family Residential District set forth in Chapter 18.60 of the Municipal Code allows for development of buildings and structure with a height of no greater than four stories. As discussed in Section 3, *Project Description*, of this Draft EIR, buildings within the Village Center (VC) district would have a maximum height of four stories and buildings within the Village General (VG) district would be required to have an average height of three stories. Therefore, the new building standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards.

In addition, the Redlands Mall redevelopment project (State Street Village), City Center Project, and The Grand project are distinct projects with their own sets of requested entitlements under the current General Plan and current zoning designations in place. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I12.7: This comment states that the City should consider the concerns of past City Council members, citizens who have spoken at previous City Council meetings, citizens who were out of town due to Labor Day, and past votes by citizens who have made their concerns clear regarding high density and high rise buildings in the City. The comment states that people moved to Redlands because of its history, small town feel, old trees, and a safe community.

Response I12.7: The draft Transit Villages Specific Plan was prepared after an extensive public participation and community outreach effort, including nine community workshops open to the public (over a period of nine months) plus several meetings of the City Council and Planning Commission (over a period exceeding two years). The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

LETTER I13: Norm and Laurie Cosme (1 page)

To whom it may concern:
In re: Comments on the Transit Village Specific Plan

We live in the Smiley Park Historic District and the residents here worked hard to get this neighborhood designated as a Historic district to protect our homes. We recently learned that part of our historic district is included within the boundaries of the Transit Village Specific Plan. The map titled Regulating Plan, Figure 3-8, show the boundary extending south to Clark st., with zoning called Village Corridor- "This district provides for small-scale mixed-use buildings up to two stories in height, with commercial ground floors and residential or commercial upper floors. Parking lots would be located behind and to the sides of buildings." Please remove Smile Park Historic District and the Sacred Heart property from this zoning. We do not want commercial zoning in our neighborhood. All property owners in old neighborhoods which are not designated should also be notified of their inclusion with the TVSP boundary which could result in dramatic changes to their quiet, historic neighborhoods. **I13.1**

The 977 dwelling units planned on the 3 adjacent blocks on Eureka are already a lot for our downtown and neighborhood but in addition the TVSP allow more residential dwelling units in most of the Downtown Transit Village, despite the TVSP document stating in section 5.11.3 "The Downtown Transit Village area is also primarily non-residential." **I13.2**

The document says there are 182 historic properties within the transit areas. Theses historic resources need to be protected from being demolished to make way for the new buildings that can be taller and denser. The document discusses "A vision for the future … that recognizes the importance of Redlands' unique history and tradition". These historic buildings are the visual remainder of our "unique history" and give our town its sense of place in a historical context. The old houses can be adaptively reused as eateries and shops to really make our downtown an inviting destination. Redlands needs to protect these historic resources for future generations to see and appreciate their past. **I13.3**

Sincerely,
Norm and Laurie Cosme

Response to Letter I13: Norm and Laurie Cosme, Received September 6, 2022

Comment I13.1: This comment states that the TVSP Regulating Plan shows the boundary of the TVSP extending south into the Smiley Park Historic District with a zoning called Village Corridor, which allows for commercial uses. The comment states that the neighborhood worked hard to become designated and that residents do not want commercial uses in the Smiley Park Historic District. The comment requests that the City remove the Smiley Park Historic District from the boundaries of the TVSP and that the City notifies other property owners in older neighborhoods of their inclusion in the TVSP.

Response I13.1: The comment provides the commenter's opinion on the Project's public review period and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I13.2: This comment states that there are already 977 units planned on the three adjacent blocks on Eureka, which are a lot for the Downtown. The comment states that more residential units will be allowed in the Downtown Transit Village despite the Draft EIR stating in Section 5.11.3 that the Downtown Transit Village area is primarily non-residential.

Response I13.2: The Redlands Mall redevelopment project (State Street Village), City Center Project, and The Grand project, which the commenter is referring to, are distinct projects with their own sets of requested entitlements under the current General Plan and current zoning designations in place. Those projects were able to move forward utilizing the existing zoning regulations (RMC Title 18), applicable development standards, and other design regulations that are in effect at the present time.

The commenter erroneously refers to the Environmental Setting Discussion in Draft EIR Section 5.11, which actually states that multi-family residential uses are currently allowed in the Downtown Transit Village area under the current General Plan and zoning designations (for example, the existing C-3 General Commercial zoning for a large portion of the downtown area currently permits mixed uses including multifamily residential uses). The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I13.3: This comment states that the Draft EIR mentions that there are 182 historic properties within the TVSP area and these historic resources need to be protected from being demolished to make way for new taller and denser buildings. The comment states that these historic buildings are a visual reminder of the City's history and old houses should be adaptively reused for restaurants and shops to make Downtown more inviting.

Response I13.3: As discussed on page 5.3-13 of the Draft EIR, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Many properties exceed 50 years of age and could potentially be eligible for historic designation, but they have not been individually assessed or evaluated for historical significance (a necessary step prior to designation). Furthermore, designation requires the consent and authorization of the property owner for the City Council to formally designate and list a property as historically significant on the City's local list of Historic Resources. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1and Redlands Municipal Code Section 2.62.200. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission. The comment provides the commenter's opinion on

the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

LETTER I14: Ruth Cook (3 pages)

Good day,
I would like to offer some comments on the **Draft Environmental Impact Report for the Transit Villages Specific Plan.**

I support the concept of the Transit Villages and clustering housing and services around transportation centers; I have spoken many times at various meetings to share my
thoughts on these issues. I also think that community input is critical to a successful and thriving community, and I am concerned about three aspects of the draft EIR. **I14.1**

First, throughout the Transit Villages, historic homes and structures need to be clearly identified and have preservation priority. Otherwise, the incentives to remove and demolish will be too much, and Redlands will lose even more of its historic fabric. This process cannot wait for each individual demolition project but has to be overarching and a comprehensive plan for preservation in these areas. For example, the Kendall street **I14.2**

neighborhood north of Brookside and south of State street is identified as in the Village Corridor area but North Buena Vista and San Gorgonio are excluded. This seems to indicate that this area is encouraged for removal and replacement with a higher density housing which would be a terrible loss for downtown. Additionally, the blocks surrounding the intersection Cajon and Olive Avenues and the structures across from the Smiley Library also have this designation: the plan is just not clear on how they will be preserved. If the vision is that they will change or become something different, then that should be presented upfront for neighborhood response. The downtown neighborhood is especially fragile in so many ways but it is the heart of Redlands and provides the character and feel for the entire community; we should be aware of potential changes and able to comment, discuss and provide feedback. It should be ongoing and not just when a large project is on the cusp of approval.

I14.2 cont.

Second, a clear explanation of the relationship between the 2035 General Plan and the Transit Villages Specific Plan needs to be highlighted; it is very difficult to read this plan and see which is the actual deciding factor for projects. How will the two work together to inform development decisions and projects?

I14.3

Third, if half of the 2400 units are already in the works for the mall and the two adjacent projects, then the rest of the units need to be encouraged over near the ESRI and University of Redlands stations. As a downtown neighborhood, the mall alone is a huge impact and the

I14.4

other two really add up. I am not saying I oppose either, but the other districts should also share in the housing load. I14.4 cont.

Thank you,
Ruth Cook
909-213-0468
409 West Olive Avenue
Redlands, CA 92373

Response to Letter I14: Ruth Cook, Received September 6, 2022

Comment I14.1: This comment provides an introduction to the comment letter and states that the commenter supports the concept of Transit Villages and thinks that community input is critical. The comment states that the commenter is concerned about three aspects of the Draft EIR.

Response I14.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment I14.2: The comment states that historic homes and structures are located throughout the TVSP area and should be identified to be preserved or else there will be too many incentives to remove and demolish them. The comment states that the process cannot wait for each individual demolition project and should be overarching and comprehensive for preservation. The comment states that multiple historic areas are designated for Village Corridor so it is not clear how they will be preserved and the community should be aware of potential changes.

Response I14.2: Section 5.3.3 of the Draft EIR includes a comprehensive discussion of historical resources within the TVSP area and Table 5.3-2 contains a list of historical properties in the TVSP area. There are 182 historic properties located within the TVSP area, with most of the eligible historic properties located in Downtown Redlands. The California Office of Historic Preservation's (OHP) Built Environment Resources Directory (BERD) for San Bernardino County, the City of Redlands' General Plan EIR (2017a), the City of Redlands' Downtown Specific Plan (2017b), the City of Redlands' List of Historic Resources (2019), the National Register (NR), the California Register of Historic Places (CR), California Historic Landmarks, and California Point of Historical Interest identify 114 historic properties within the TVSP area. Of these historic resources, 25 historic properties are listed in the National Register (NR) and/or the California Register (CR), three properties appear eligible for NR or CR, and 63 properties are designated as local historic resources. Eleven properties have been determined ineligible for listing or designation and 13 properties have not been evaluated for NR or NR or need evaluation. Additional research provided by the Redlands Area Historical Society identified over 100 additional properties which are of historic era but have not yet been evaluated as to their significance for local, state, or federal registers. In addition, there are two historic districts located within the TVSP area, the Smiley Park Historic District and Santa Fe Depot Historic District.

As discussed on page 5.3-13 of the Draft EIR, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1and Redlands Municipal Code Section 2.62.200. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission. With implementation of the historic design standards that would be implemented as part of the proposed TVSP, Mitigation Measure CUL-1, and Redlands Municipal Code Section 2.62.200, impacts related to a substantial adverse change in the significance of a historic resource would be less than significant.

Comment I14.3: This comment states that there should be a clear explanation of the relationship between the 2035 General Plan and the TVSP as it is very difficult to read the Specific Plan and see which is the actual deciding factor for projects. The comment questions how the two will work together to inform development decisions and projects.

Response I14.3: As discussed in Draft EIR Section 3, *Project Description,* the TVSP is a means of implementing the Transit Village Concept included in the City of Redlands General Plan 2035. The Project would include amendments to the GP2035 to change land use designations of parcels from various GP2035 land use designations to a "Transit Village" (TV) District (or similar) land use classification. The proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits.

As discussed in Section 5.9, *Land Use and Planning,* California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed Specific Plan would implement General Plan policies related to infill development, providing a supply of non-residential development area within the City, provision of housing for employees, and increasing use of alternative methods of circulation. The proposed TVSP provides for infill development that would make use of the existing circulation and utility infrastructure and provide mixed-use and higher density housing opportunities that provide affordability. The TVSP addresses the consistency of the TVSP with the relevant City's General Plan and said analysis is incorporated by reference into this EIR. The TVSP would become the main land use implementation tool for the project area.

Comment I14.4: This comment states that if half of the 2,400 units are already proposed for the mall and the two adjacent projects, then the rest of the residential units should be encouraged near ESRI and the University of Redlands stations. The comment states that the mall has a huge impact on the Downtown neighborhood and the other two add up, but the commenter is not saying that they oppose either.

Response I14.4: The Redlands Mall redevelopment project (State Street Village), City Center Project, and The Grand project, which the commenter is referring to, are distinct projects with their own sets of requested entitlements under the current General Plan and zoning designations in place. Those projects were able to move forward utilizing the existing zoning regulations (RMC Title 18), applicable development standards, and other design regulations that are in effect at the present time. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

LATE COMMENTS

LETTER O3: Mitchell M. Tsai, on behalf of the Southwest Regional Council of Carpenters (271 pages)

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139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

September 6, 2022

Brian Foote, Principal Planner
City of Redlands
35 Cajon Street, Suite 20
Redlands, CA 92373
Em: bfoote@cityofredlands.org

RE: City of Redlands General Plan Transit Villages District and Specific Plan Project (SCH #2021080622).

Dear Brian Foote,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Redlands' ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**" or "**EIR**") (SCH No. 2021080622) for the General Plan Transit Villages District and Specific Plan Project ("**Project**").

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts. **O3.1**

The Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

SWRCC incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected

to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, SWRCC requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. O3.1 cont.

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note: O3.2

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Recently, on May 7, 2021, the South Coast Air Quality Management District found that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

O3.2 cont.

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

O3.2 cont.

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When

[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.
[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).
[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf
[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

O3.2 cont.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

O3.3

I. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CCR**" or "**CEQA Guidelines**") § 15002(a)(1).[8] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 (*"Berkeley Jets"*); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

O3.4

Second, CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v.*

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code § 21083. The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

Regents of the University of California (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

O3.4 cont.

B. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." *Id.* O3.5

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

C. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts O3.6

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design: O3.6 cont.

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the

O3.6 cont.

individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[10]

O3.6 cont.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

SWRCC has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[11]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities.

[10] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[11] For details concerning SWRCC's ICRA training program, *see* https://icrahealthcare.com/.

ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

O3.6 cont.

II. CONCLUSION

The Southwest Carpenters request that the City revise and recirculate the Project's environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

O3.7

Sincerely,

Mitchell M. Tsai
Attorneys for the Southwest
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts. O3.8

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2] O3.9

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

O3.9 cont.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

O3.10

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

2

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin

Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

O3.10 cont.

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

3

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

O3.10 cont.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

O3.11

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

4

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

O3.12

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
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Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Attachment B

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,800.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.80	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1862	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.8904	4.1142	5.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.682 9	1,721.682 9	0.1294	0.0000	1,724.918 7
2023	0.8148	3.3849	5.0747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 5	1,627.529 5	0.1185	0.0000	1,630.492 5
2024	4.1619	0.1535	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	9.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**5.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.682 6**	**1,721.682 6**	**0.1294**	**0.0000**	**1,724.918 7**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.8904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.682 3	1,721.682 3	0.1294	0.0000	1,724.918 3
2023	0.8148	3.3848	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 1	1,627.529 1	0.1185	0.0000	1,630.492 1
2024	4.1619	0.1535	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	9.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.682 3**	**1,721.682 3**	**0.1294**	**0.0000**	**1,724.918 3**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

9	9-1-2023	11-30-2023	1.0265	1.0265
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5935
Energy	0.1398	1.2312	0.7770	7.8200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.073 2	3,896.073 2	0.1303	0.0468	3,913.283 3
Mobile	1.5857	7.9962	19.1634	0.0821	7.7979	0.0580	7.8559	2.0995	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0995**	**0.2219**	**2.3114**	**236.9712**	**12,294.18 07**	**12,531.15 19**	**15.7904**	**0.1260**	**12,963.47 51**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0469	3,913.2833
Mobile	1.5867	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2911	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	566.6420	585.8052	3.0183	0.0755	693.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	601.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4586	17.4586	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	9.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6916**	**19.6916**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4586	17.4586	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	7.5000e-004	9.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9900e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6836**	**19.6836**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6861	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.795 2**	**1,408.795 2**	**0.0530**	**0.0000**	**1,410.120 8**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6861	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.795 2**	**1,408.795 2**	**0.0530**	**0.0000**	**1,410.120 8**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5219**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.336 9**	**1,327.336 9**	**0.0462**	**0.0000**	**1,328.491 5**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5219	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.336 9	1,327.336 9	0.0462	0.0000	1,328.491 5

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1049	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1049	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0921	7.7979	0.0580	7.8559	2.0895	0.0538	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0921	7.7979	0.0580	7.8559	2.0895	0.0538	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,673.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.646 5	2,512.646 5	0.1037	0.0215	2,521.635 6
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.646 5	2,512.646 5	0.1037	0.0215	2,521.635 6
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 7	1,383.426 7	0.0265	0.0254	1,391.647 8
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.426 7	1,383.426 7	0.0265	0.0254	1,391.647 8

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30813e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0129	701.1408
General Office Building	488450	2.6300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1488
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9469
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.426 8**	**1,383.426 8**	**0.0265**	**0.0254**	**1,391.647 8**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30813e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0129	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1488
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.426 8**	**1,383.426 8**	**0.0265**	**0.0254**	**1,391.647 8**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0518	0.0107	1,262.086 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.59804e+006	508.9022	0.0209	4.3200e-003	509.1135
Hotel	550308	175.3393	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.846 5	0.1037	0.0215	2,521.835 6

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0518	0.0107	1,262.086 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	560308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.846 5	0.1037	0.0215	2,521.835 6

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1197	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2960**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3590	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9553
Regional Shopping Center	4.14806 / 2.54235	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3590	8.9200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54235	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.95	8.4952	0.5021	0.0000	21.0484
High Turnover (Sit Down Restaurant)	428.4	86.9813	5.1395	0.0000	215.4430
Hotel	27.38	5.5578	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.95	8.4952	0.5021	0.0000	21.0484
High Turnover (Sit Down Restaurant)	428.4	86.9913	5.1395	0.0000	215.4430
Hotel	27.38	5.5578	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,800.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.797 4	6,234.797 4	1.9495	0.0000	6,283.535 2
2022	5.3304	38.8987	49.5629	0.1517	9.8688	1.6368	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.56 74	15,251.56 74	1.9503	0.0000	15,278.52 88
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.52 69	14,807.52 69	1.0250	0.0000	14,833.15 21
2024	237.1630	9.6575	15.1043	0.0244	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,361.398 9	2,361.398 9	0.7177	0.0000	2,379.342 1
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.56 74**	**15,251.56 74**	**1.9503**	**0.0000**	**15,278.52 88**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.797 4	6,234.797 4	1.9495	0.0000	6,283.535 2
2022	5.3304	38.8987	49.5629	0.1517	9.8688	1.6368	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.56 74	15,251.56 74	1.9503	0.0000	15,278.52 88
2023	4.8957	29.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.52 69	14,807.52 69	1.0250	0.0000	14,833.15 20
2024	237.1630	9.6575	15.1043	0.0244	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,361.398 9	2,361.398 9	0.7177	0.0000	2,379.342 1
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.56 74**	**15,251.56 74**	**1.9503**	**0.0000**	**15,278.52 88**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	601.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1851	31.4407	21.5650	0.0389		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1851**	**31.4407**	**21.5650**	**0.0389**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2689	0.0126	0.2766	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.453 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4366**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.056 8**	**1,463.056 8**	**0.0927**		**1,465.375 0**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2689	0.0126	0.2766	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.453 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4366**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.056 8**	**1,463.056 8**	**0.0927**		**1,465.375 0**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8892**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8892**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8795	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8795**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4075	13.2032	3.4341	0.0364	0.8155	0.0248	0.8404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2182	2.1318	29.7654	0.0883	8.9535	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.3429		8,806.758 2
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.23 39**	**12,697.23 39**	**0.4665**		**12,708.89 60**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4075	13.2032	3.4341	0.0364	0.8155	0.0248	0.8404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2182	2.1318	29.7654	0.0883	8.9535	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.3429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 86

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.8156	0.0116	0.8271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1892		3,776.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9535	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.31 70**	**12,252.31 70**	**0.4172**		**12,262.74 60**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.8156	0.0116	0.8271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1892		3,776.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9535	0.0881	9.0214	2.3745	0.0827	2.4572		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1609	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.085 2**	**1,641.085 2**	**0.0401**		**1,642.088 6**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.085 2**	**1,641.085 2**	**0.0401**		**1,642.088 6**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.60	2,673.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.18	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9338
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22759.8	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9335
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0844**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0800		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4766	0.8486	92.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,800.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.493 7	6,221.493 7	1.9491	0.0000	6,270.221 4
2022	5.7218	38.9024	47.3319	0.1455	9.8698	1.6368	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.30 99	14,630.30 99	1.9499	0.0000	14,657.26 63
2023	5.2705	26.4914	44.5936	0.1413	9.8698	0.7800	10.6498	2.6381	0.7328	3.3709	0.0000	14,210.34 24	14,210.34 24	1.0230	0.0000	14,235.91 60
2024	237.2328	9.5610	15.0611	0.0243	1.7984	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,352.417 8	2,352.417 8	0.7175	0.0000	2,370.355 0
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.30 99**	**14,630.30 99**	**1.9499**	**0.0000**	**14,657.26 63**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4851	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.493 7	6,221.493 7	1.9491	0.0000	6,270.221 4
2022	5.7218	38.9024	47.3319	0.1455	9.8698	1.6368	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.30 99	14,630.30 99	1.9489	0.0000	14,657.26 53
2023	5.2705	26.4914	44.5936	0.1413	9.8698	0.7800	10.6498	2.6381	0.7328	3.3709	0.0000	14,210.34 24	14,210.34 24	1.0230	0.0000	14,235.91 60
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.9628	0.4743	0.4322	0.5476	0.0000	2,352.417 8	2,352.417 8	0.7175	0.0000	2,370.355 0
Maximum	**237.2328**	**46.4851**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.30 99**	**14,630.30 99**	**1.9489**	**0.0000**	**14,657.26 53**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	601.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0389		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1651**	**31.4407**	**21.5650**	**0.0389**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2689	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4366	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.693 2	1,430.693 2	0.0955		1,433.081 2

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2689	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4366	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.693 2	1,430.693 2	0.0955		1,433.081 2

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8892	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8892**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8795	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8795**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8795	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8795**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.8155	0.0256	0.8412	0.2336	0.0245	0.2581		3,789.075 0	3,789.075 0	0.2381		3,795.029 3
Worker	3.5872	2.3593	27.1680	0.0832	8.9535	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.901 3	8,286.901 3	0.2282		8,292.805 8
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6081**	**0.0891**	**2.7271**		**12,075.97 63**	**12,075.97 63**	**0.4663**		**12,087.83 41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.8155	0.0256	0.8412	0.2336	0.0245	0.2581		3,789.075 0	3,789.075 0	0.2381		3,795.029 3
Worker	3.5872	2.3593	27.1680	0.0832	8.9535	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.901 3	8,286.901 3	0.2282		8,292.805 8
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6081**	**0.0891**	**2.7271**		**12,075.97 63**	**12,075.97 63**	**0.4663**		**12,087.83 41**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.8156	0.0122	0.8277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0881	9.0214	2.3745	0.0827	2.4572		7,983.731 8	7,983.731 8	0.2055		7,988.868 5
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.13 25**	**11,655.13 25**	**0.4151**		**11,665.50 99**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.8156	0.0122	0.8277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0881	9.0214	2.3745	0.0827	2.4572		7,983.731 8	7,983.731 8	0.2055		7,988.868 3
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.13 25	11,655.13 25	0.4151		11,665.50 99

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4491	281.4491	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4491**	**281.4491**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.5406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.60	2,673.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.18	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9338
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22759.8	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9338
General Office Building	1.28342	0.0138	0.1259	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0844**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0800		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4766	0.8486	92.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,800.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3600e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2293	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1116	0.0000	1,345.2291
2024	4.1592	0.1313	0.2657	5.0000e-004	0.0221	5.5900e-003	0.0285	5.9700e-003	5.9700e-003	0.0118	0.0000	44.8355	44.8355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3600e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2293	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1116	0.0000	1,345.2287
2024	4.1592	0.1313	0.2657	5.0000e-004	0.0221	5.5900e-003	0.0285	5.9700e-003	5.9700e-003	0.0118	0.0000	44.8354	44.8354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0279	1.0279
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

9	9-1-2023	11-30-2023	0.9798	0.9798
10	12-1-2023	2-29-2024	2.8757	2.8757
11	3-1-2024	5-31-2024	1.8188	1.8188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5935
Energy	0.1398	1.2312	0.7770	7.8200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.073 2	3,896.073 2	0.1303	0.0468	3,913.283 3
Mobile	1.5857	7.9962	19.1634	0.0821	7.7979	0.0580	7.8559	2.0995	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0995**	**0.2219**	**2.3114**	**236.9712**	**12,294.18 07**	**12,531.15 19**	**15.7904**	**0.1260**	**12,963.47 51**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0469	3,913.2833
Mobile	1.5867	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2911	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	693.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	601.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4586	17.4586	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.5000e-004	6.0800e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4586	17.4586	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.5000e-004	6.0800e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.5000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.9000e-004**	**4.5000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0189	0.0189	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0189**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.5000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.9000e-004**	**4.5000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6861	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9025**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**5.7800e-003**	**0.2424**	**0.0000**	**1,105.977 1**	**1,105.977 1**	**0.0451**	**0.0000**	**1,107.106 9**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6861	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9025**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**5.7800e-003**	**0.2424**	**0.0000**	**1,105.977 1**	**1,105.977 1**	**0.0451**	**0.0000**	**1,107.103 9**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.529 4**	**1,042.529 4**	**0.0392**	**0.0000**	**1,043.509 0**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.529 4**	**1,042.529 4**	**0.0392**	**0.0000**	**1,043.509 0**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1049	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1049	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0595	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0595**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0595	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0595**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0921	7.7979	0.0580	7.8559	2.0895	0.0538	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0921	7.7979	0.0580	7.8559	2.0895	0.0538	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,673.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.8356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.8356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30813e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0129	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1488
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91640	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.426 8**	**1,383.426 8**	**0.0265**	**0.0254**	**1,391.647 8**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30813e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0129	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1488
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.426 8**	**1,383.426 8**	**0.0265**	**0.0254**	**1,391.647 8**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0518	0.0107	1,262.086 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3393	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.846 5	0.1037	0.0215	2,521.835 6

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0518	0.0107	1,262.086 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	560308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7595
Total		2,512.846 5	0.1037	0.0215	2,521.835 6

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3086	0.1197	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2960**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3590	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9553
Regional Shopping Center	4.14806 / 2.54235	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3590	8.9200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54235	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.95	8.4952	0.5021	0.0000	21.0484
High Turnover (Sit Down Restaurant)	428.4	86.9813	5.1395	0.0000	215.4430
Hotel	27.38	5.5578	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.95	8.4952	0.5021	0.0000	21.0484
High Turnover (Sit Down Restaurant)	428.4	86.9913	5.1395	0.0000	215.4430
Hotel	27.38	5.5578	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,800.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.416 6	6,163.416 6	1.9475	0.0000	6,212.103 9
2022	4.5441	38.8811	40.8776	0.1240	6.8255	1.6361	10.4616	3.6366	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1554	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.48 90	12,150.48 90	0.9589	0.0000	12,174.46 15
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4884	1.2975	0.3229	0.4319	0.4621	0.0000	2,313.180 8	2,313.180 8	0.7166	0.0000	2,331.095 6
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.44 03**	**12,493.44 03**	**1.9485**	**0.0000**	**12,518.57 07**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.416 6	6,163.416 6	1.9475	0.0000	6,212.103 9
2022	4.5441	38.8811	40.8776	0.1240	6.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1534	25.7658	38.7457	0.1206	7.0098	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.48 90	12,150.48 90	0.9589	0.0000	12,174.46 15
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4894	1.2975	0.3229	0.4319	0.4621	0.0000	2,313.180 8	2,313.180 8	0.7166	0.0000	2,331.095 5
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.44 03**	**12,493.44 03**	**1.9485**	**0.0000**	**12,518.57 07**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6279**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	601.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0389		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1651**	**31.4407**	**21.5650**	**0.0389**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2689	0.0126	0.2766	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.453 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	8.5000e-004	0.1151	0.0303	8.0000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.5678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3830**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.521 2**	**1,409.521 2**	**0.0912**		**1,411.891 5**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2689	0.0126	0.2766	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.453 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	8.5000e-004	0.1151	0.0303	8.0000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3830**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.521 2**	**1,409.521 2**	**0.0912**		**1,411.821 5**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8892**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8892**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4075	13.2032	3.4341	0.0364	0.8155	0.0248	0.8404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0464	1.6627		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	**2.8373**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.106 7**	**9,939.106 7**	**0.3933**		**9,948.938 4**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4075	13.2032	3.4341	0.0364	0.8155	0.0248	0.8404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0464	1.6627		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.106 7**	**9,939.106 7**	**0.3933**		**9,948.938 4**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.8156	0.0116	0.8271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1892		3,776.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 9	0.1529		5,825.225 4
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.279 0**	**9,595.279 0**	**0.3511**		**9,604.055 4**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.8156	0.0116	0.8271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1892		3,776.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 9	0.1629		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0800e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0800e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.758 3**	**1,126.758 3**	**0.0280**		**1,127.458 3**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1609	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.758 3**	**1,126.758 3**	**0.0280**		**1,127.458 3**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.60	2,673.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9338
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22759.8	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.983 2**	**8,355.983 2**	**0.1602**	**0.1532**	**8,405.638 7**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9335
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0800		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0844**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0800		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4766	0.8486	92.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,800.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.337 7	6,154.337 7	1.9472	0.0000	6,203.018 6
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.34 40	12,035.34 40	1.9482	0.0000	12,060.60 13
2023	4.3939	25.8848	37.5051	0.1162	7.0088	0.7588	7.7885	1.8799	0.7142	2.5940	0.0000	11,710.40 90	11,710.40 80	0.9817	0.0000	11,734.44 97
2024	237.0658	9.6503	14.9572	0.0239	1.2171	0.4884	1.2975	0.3229	0.4319	0.4621	0.0000	2,307.051 7	2,307.051 7	0.7164	0.0000	2,324.962 7
Maximum	**237.0658**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.34 40**	**12,035.34 40**	**1.9482**	**0.0000**	**12,060.60 13**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.337 7	6,154.337 7	1.9472	0.0000	6,203.018 6
2022	4.7966	38.8851	39.6338	0.1195	6.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.34 40	12,035.34 40	1.9482	0.0000	12,060.60 13
2023	4.3939	25.8848	37.5051	0.1162	7.0098	0.7568	7.7885	1.8799	0.7142	2.5940	0.0000	11,710.40 80	11,710.40 80	0.9817	0.0000	11,734.44 97
2024	237.0656	9.6503	14.9572	0.0239	1.2171	0.4894	1.2975	0.3229	0.4319	0.4621	0.0000	2,307.051 7	2,307.051 7	0.7164	0.0000	2,324.962 7
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.34 40**	**12,035.34 40**	**1.9482**	**0.0000**	**12,060.60 13**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0419		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	601.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0389		1.5513	1.5513		1.4411	1.4411		3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1651**	**31.4407**	**21.5650**	**0.0389**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2689	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	8.5000e-004	0.1151	0.0303	8.0000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3830**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2689	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	8.5000e-004	0.1151	0.0303	8.0000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3830	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8892	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6648
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6648**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8892	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8892**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6648
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6648**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8795	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	**4.1912**	**46.3998**	**30.8795**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.613 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.8155	0.0256	0.8412	0.2336	0.0245	0.2581		3,789.075 0	3,789.075 0	0.2381		3,795.028 3
Worker	2.6620	1.5677	19.4899	0.0571	6.0932	0.0493	6.1425	1.6163	0.0464	1.6627		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	**3.0904**	**14.7350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0709**	**1.9508**		**9,481.010 4**	**9,481.010 4**	**0.3984**		**9,490.969 1**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.8155	0.0256	0.8412	0.2336	0.0245	0.2581		3,789.075 0	3,789.075 0	0.2381		3,795.028 3
Worker	2.6620	1.5677	19.4899	0.0571	6.0932	0.0493	6.1425	1.6163	0.0464	1.6627		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	**3.0904**	**14.7350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0709**	**1.9208**		**9,481.010 4**	**9,481.010 4**	**0.3984**		**9,490.969 1**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.8156	0.0122	0.8277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	2.5028	1.5073	17.8820	0.0550	6.0932	0.0478	6.1411	1.6163	0.0441	1.6604		5,483.797 4	5,483.797 4	0.1442		5,487.402 0
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.198 1**	**9,155.198 1**	**0.3538**		**9,164.043 7**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.8156	0.0122	0.8277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	2.5028	1.5073	17.8820	0.0550	6.0932	0.0478	6.1411	1.6163	0.0441	1.6604		5,483.797 4	5,483.797 4	0.1442		5,487.402 0
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.198 1	9,155.198 1	0.3538		9,164.043 7

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.8258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9892**	**9.5246**	**14.8258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.381 8**	**1,061.381 8**	**0.0264**		**1,062.041 0**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.381 8**	**1,061.381 8**	**0.0264**		**1,062.041 0**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.60	2,673.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.18	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9338
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22759.8	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2878	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9338
General Office Building	1.28342	0.0138	0.1259	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8894
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8745	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5959
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0844		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0844**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8500	14.1000	8.0000	0.0800		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4766	0.8486	92.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

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Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

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Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

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Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

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Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

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Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

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Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association: Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington. Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,. LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,. LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al,. Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Santa Monica, California 90401
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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

Response to Letter O3: Mitchell M. Tsai, on behalf of the Southwest Regional Council of Carpenters, Received September 6, 2022

Comment O3.1: This comment introduces the comment letter, and that the commenter is writing on behalf of the Southwest Regional Council of Carpenters ("SWRCC"). This comment provides background on the SWRCC and Project and introduces the comment letter. Additionally, the comment requests the City notify the firm of any and all notices related to the proposed Project.

Response O3.1: The City will add Mitchell M. Tsai and SWRCC to the notification list for future updates regarding the Redlands General Plan Transit Villages District and Specific Plan Project. The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment O3.2: This comment states that the City should require the applicant to provide additional community benefits such as requiring local hire to build the Project. The comment further states that the use of local hire serves to reduce length of trips, decrease greenhouse gas (GHG) emissions, decrease air pollutants, decrease vehicle miles travelled (VMT), and provides localized economic benefits.

Response O3.2: The City, as Lead Agency, determines what measures are feasible, economically, and technologically, and required for future development projects as part of the City's permitting process. The requirements for local hire for all future development projects within the TVSP is not economically or realistically feasible as there is no data supporting the conclusion that there would be enough local construction workers to hire for all future construction projects within the TVSP. Therefore, pursuant to CEQA Guidelines Section 15041, mitigation requiring local hire provisions is not required for the Project. However, implementation of the Project does not prohibit the use of local construction workers for future development projects within the TVSP. This comment does not provide substantial evidence of environmental impacts related to the Project that would require revision of the Draft EIR. As provided in the responses throughout this Final EIR, potential impacts have been adequately addressed and an updated EIR is not required.

Comment O3.3: This comment states that the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code.

Response O3.3: Mitigation Measure AQ-7 requires that prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. As such, the City is already requiring mitigation for implementing projects to be built to standards exceeding the current building code. This comment does not provide substantial evidence of environmental impacts related to the Project that would require revision of the Draft EIR.

Comment O3.4: This comment provides a background summary on the purpose of the CEQA and the function of an EIR.

Response O3.4: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment O3.5: This comment provides a summary of when CEQA requires revision and recirculation of an EIR pursuant to Section 21092 of the California Public Resources Code. Additionally, the comment provides a description of what constitutes significant new information.

Response O3.5: As described throughout this Final EIR, no significant information has arisen that would require substantial changes to the Draft EIR requiring revision and recirculation pursuant to Section 21092

of the California Public Resources Code or Section 15088.5 of the CEQA Guidelines. Therefore, no further response is required or provided.

Comment O3.6: This comment states that the City must adopt a mandatory finding of significance that the Project may cause a substantial adverse effect on human beings and must mitigate COVID-19 impacts. The comment provides multiple measures to mitigate COVID-19 impacts.

Response O3.6: The COVID-19 pandemic is an existing condition of temporary significance and not a Project-specific impact. Effects of the environment on a project are not subject to CEQA review (Public Resources Code Sections 21065 and 21068). CEQA is generally not concerned with the effect the existing environment might have on proposed projects, and such effects are not treated as changes in the physical environment. See, e.g., California Bldg. Indus. Assn. v. Bay Area Air Quality Mgmt. Dist., 62 Cal. 4th 369, 378 (2015) (CEQA does not require analysis of impact that existing environmental conditions might have on project, its residents, or its users, except when required by specific statutory exception). Therefore, the City is not required to analyze the impact of COVID-19, an existing condition, on the Project. Moreover, in the absence of any applicable methodology, such an analysis would be speculative. Therefore, none of the proposed measures proffered by the commenter are warranted.

CEQA is a disclosure statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). The Project merits, including any economic and social effects of the Project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)) (*San Franciscans for Reasonable Growth v City & County of San Francisco* (1989) 209 Cal.App.3d 1502). Therefore, consistent with CEQA, the EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of COVID-19. Furthermore, CEQA Guidelines Section 15204(a) states that when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers. Thus, information related to COVID-19 is not provided. The comment does not raise any CEQA issues, and no further response is required.

Comment O3.7: This comment requests that the City revise and recirculate the Project's EIR to address the previous comments.

Response O3.7: As described throughout this Response to Comments, no significant information has arisen that would require substantial changes to the Draft EIR requiring revision and recirculation pursuant to Section 21092 of the Public Resources Code or CEQA Guidelines, section 15088.5. The letter does not provide any evidence of potential significant impacts from implementation of the Project. Therefore, no further response is required or provided.

Comment O3.8: This comment provides an introduction to the attached comment letter from SWAPE and states that the attachment provides a draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of GHG emissions. This comment states the report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Response O3.8: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment O3.9: This comment provides background information on the use and purpose of California Emissions Estimator Model (CalEEMod). The comment further provides information on how emissions, trip length, and VMT relate.

Response O3.9: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment O3.10: This comment provides technical information on default trip lengths within CalEEMod and how to calculate and justify trip lengths.

Response O3.10: The comment is informational in nature and does not raise concerns regarding a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment O3.11: This comment provides a summary of an example on the potential impact of local hire provisions on construction related GHG emissions utilizing the Village South Specific Plan in the City of Claremont. The comment states that for the example, the Project reduced the default trip length of 14.7 miles to 10 miles, which resulted in a decrease of GHG emissions by approximately 17%.

Response O3.11: As shown on page 10 of the CalEEMod Emissions Model Outputs attachment to Appendix E, Greenhouse Gas Analysis, to the Draft EIR, the trip length utilized for the proposed Project's GHG analysis was 14.7 miles. As such, the construction modeling for GHG emissions contained in the Draft EIR provides a conservative and accurate estimate of potential GHG emissions resulting from buildout of the TVSP. Using this trip length, GHG emissions resulting from construction and operation of the proposed Project would be less than significant, as stated on page 5.6-12 of the Draft EIR. As such, not only does the Draft EIR provide a conservative analysis of potential GHG emissions resulting from construction of the proposed Project, that conservative analysis would result in emissions below the threshold set by the City of Redlands Climate Action Plan. Additionally, since GHG impacts would be less than significant from Project construction, pursuant to CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B), there is no nexus between requiring local hire provisions and impacts from the proposed Project. Further, the analysis conducted by SWAPE does not present any substantial evidence of impacts not previously discussed in the Draft EIR. Comment O3.11 and this response will be forwarded to all decision-making bodies to inform their decision on the Project. No further response is warranted.

Comment O3.12: This comment provides a conclusion to the SWAPE letter attachment and states that SWAPE retains the right to revise or amend this report when additional information becomes available.

Response O3.12: The comment is general in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. None of the analysis or modeling presented by SWAPE provides any substantial evidence of impacts not previously discussed in the Draft EIR. The comment letter presents information about how local hire has been utilized by other development projects but does not raise any specific issues about the adequacy of the Draft EIR. As described throughout this Response to Comments, no significant information has arisen that would require substantial changes to the Draft EIR requiring revision and recirculation pursuant to Section 21092 of the Public Resources Code or CEQA Guidelines, section 15088.5. The letter does not provide any evidence of potential significant impacts from implementation of the Project. Therefore, no further response is required or provided.

LETTER I15: Hazel Fuller (1 page)

I need more time to respond, I just heard about this today. Please extend comments date. **I15.1**

Hazel Fuller

Response to Letter I15: Hazel Fuller, received September 6, 2022

Comment I15.1: This comment states that the commenter needs more time to respond as they just heard about the Project today and requests that the comment date be extended.

Response I15.1: Pursuant to the requirements set forth in CEQA Guidelines Section 15087, the Draft EIR was provided for a 45-day public review period from July 21, 2022 through September 6, 2022 (a total of 48 calendar days). The comment provides the commenter's opinion on the Project's public review period and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I16: Lisa Pierce (1 page)

Dear Draft EIR Transit Village Specific Plan comments Team

I am sending in comments to recommend the Transit Village Specific Plan DRAFT EIR (TVSP Draft EIR review process was has not allowed ample time for City Residents adequate time to comment. I was not made aware of any public review events during evening hours. **I16.1**

Your DRAFT EIR has extensive inconsistencies as well as, lacking in professional interpretation of what is deemed "No Impacts". I highly suggest you extend the comment period to get more citizen oversight. This is a very unfinished document. **I16.2**

This project requires community participation for a fair vision of what our downtown should look like in the future.

The DRAFT EIR states: "These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth." If the City government really cares about development that is consistent with "the community's vision for its future growth" an advisory committee of involved citizens should be formed that would participate in creating this vision. **I16.3**

Sincerely

Lisa Pierce

Redlands Resident

Response to Letter I16: Lisa Pierce, Received September 6, 2022

Comment I16.1: This comment states that the public review time was not long enough for residents to comment on the Draft EIR and the commenter was not aware of any public review events during evening hours.

Response I16.1: Pursuant to the requirements set forth in CEQA Guidelines Section 15087, the Draft EIR was provided for a 45-day public review period from July 21, 2022 through September 6, 2022 (a total of 48 calendar days). The comment provides the commenter's opinion on the Project's public review period and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I16.2: This comment states that the Draft EIR has multiple inconsistencies and lacks a professional interpretation of what "no impacts" means. The comment states that the public review period should be extended to allow more public input as the document is unfinished.

Response I16.2: As discussed on page 5-2 of the Draft EIR, the below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

The commenter does not refer to specific inconsistencies in the Draft EIR document or areas where impact determinations are unclear. In regard to the public review period, the commenter is referred to Response I16.1, and a total of 48 calendar days were provided for public review and comment (exceeding the CEQA requirement for 45 days). The comment provides the commenter's opinion and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I16.3: This comment states that the Project requires community participation for a fair vision of what the city should look like in the future. The comment states that if the City is concerned about development being consistent with community vision, an advisory committee of citizens should be formed.

Response I16.3: The City currently has a Planning Commission, which is comprised of local residents (appointed by the City Council), who review development projects as they are proposed to ensure that future projects are consistent with City design regulations and requirements. The draft Transit Villages Specific Plan was prepared after an extensive public participation and community outreach effort, including nine community workshops open to the public (over a period of nine months) plus several meetings of the City Council and Planning Commission (over a period exceeding two years). The comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

LETTER I17: Bettina McLeod (4 pages)

Mr Cruz said if I provided the image of my failed attempt to email you, my comments, would be accepted. I just sent the image of the failed message attempt with the time and date.. Here are my comments. Please let me know if there are any problems. I spent a lot of time looking over the TVSP so I want my comments to be accepted.
Thank you, Bettina McLeod

I17.1

COMMENTS ON THE TRANSIT VILLAGE SPECIFIC PLAN DRAFT EIR

There are aspects of this plan that I support. I'm pleased to see that the maximum height has been reduced from the 5 stories presented at the public workshops, to 4 stories, although many people would prefer the 3 story maximum. (We'll see in November). I'm very excited to see the plans for the tree canopy, the walkability, bike paths, mixed use, and the plantings along the Zanja. The attempt to try and get more aesthetic architecture by requiring offsets forms for the new buildings is appreciated but I'm not confident that it will work to achieve what the people would like, who care deeply for the future of our downtown. Of course the infrastructure improvements for water etc are very important.

I17.2

The TVSP states "A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition" and "These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth" .So the TVSP recognizes the importance of Redlands unique history, historical architecture and community input but there are no teeth behind these

I17.3

statements. The increase in to 4 stories, changes in zoning and increase in building densities are all incentives to knock down old low density buildings . There will be a dramatic increase in the demolition of our irreplaceable historic buildings unless some protection is added. Even the National Register district is vulnerable because the national register does not offer protection. As our town historian Larry Burgess has stated, Redlands has already lost almost all of our most impressive historical buildings. Sadly, demolition permits for 3 houses in the TVSP area have already been approved for the hotel on Colton. These 3 homes could have become unique, one of a kind retail experience for shoppers. This proves what I'm saying: that this plan will result in the demolition of irreplaceable history unless something is done to prevent it.

If Redlands really wants to benefit from what remains of our charming past, we can look to what many towns with old homes have done: protect them and give incentives for old homes to be adaptively reused as boutiques, cafes, restaurants, and coffee shops with outdoor eating in gardens. North Orange Street and Colton Ave would be perfect locations to use charming old homes as cafes and little shops. Also the neighborhood between Church, and Redlands Blvd, adjacent to the south side of the Zanja would be a wonderful spot for small businesses in old houses. When the Zanja trail with landscaping is finished, college student could easily walk to this area. In the TVSP this neighborhood is zoned residential/office, so I recommend it also have retail zoning, but only if the property owners agree. Daryl Cozen, one of Redlands excellent past preservation officers had recommended this kind of adaptive reuse zone for the neighborhood south of the 10 freeway and east of 6th street, but sadly most of the charming old homes have already been demolished by now. Still the remaining houses should be preserved. We need development that respects and connects to the existing building, making it a unique and inviting destination. These are the kind of tax generating businesses that will attract people from out of town to spend money here. Recently someone commented to me that Orange County has lots of fancy, new, perfectly manicured buildings but they lack heart and soul and any sense of place or history, and that it was a relief to come to Redlands with our architecture that evolved over time. **I17.3 cont.**

Besides adding character and charm and luring visitors to our town, there are other reasons to protect old buildings. The architects and builders that made our old buildings had skills that builders today do not have. The most environmental building is one that isn't in a landfill. Wood buildings constructed more than 50 years ago are built from the old growth Douglas fir and Redwoods trees that were hundreds, even thousands of years old. California lost about 95% of the ancient giant Redwood trees and Douglas Firs. Now the demolition of buildings made from these trees is like repeating that past tragedy. So before I could support this plan, the city needs to add in protection and incentives for the restoration for the buildings over 50 years old. Incentives might include free or reduced permit fees, using the Mills act to use tax dollars for repairs on the building, community block grants etc.

If the city government really cared about citizen opinions, then the height would have been lowered to 3 stories already, because as Paul Foster remarked before leaving town, the citizens of Redlands had made it clear that they don't want buildings over 3 stories in the transit zones. Mr. Foster advised the council to listen to the people and not approve downtown development before the November vote. . **I17.4**

To insure this project has the best chance of fulfilling "the community's vision for its future growth", the city council should create an advisory committee of concerned citizens to offer new ideas and review/critique the projects as they come forward. This plan should be something we are all proud of or it could result in a disaster worse than the CVS mall and resulting in even more demolition than the mall did. **I17.5**

The down town area has the potential to generate more tax revenue so I was surprised to read that new buildings could be retail, all office or all residential near the train station. It did not state a requirement for the first floor to be retail. In the Transit Village public workshops I attended they **I17.6**

said new buildings would have retail on the bottom floors. Cities learned that to entice pedestrians to walk their commercial streets, there needs to be interesting store fronts. **I17.6 cont.**

I grew up in Claremont and I have been very pleased to see how their new Village West blends nicely with the feeling of the older downtown. Claremont managed to build apartments and keep their downtown 2 stories or less in their transit area. Claremont is renowned for its charm and thriving commercial downtown. One feature I really enjoy in Village West is the court yard with the fountain in the interior of the city block, with the theater and restaurants surrounding it. I had suggested this to the consultants during the community workshops about the TVSP. Hopefully something similar can be achieved in Redlands. **I17.7**

Another idea I suggested to the consultants was to landscape the Zanja/Mission creek water channel along the south side of West State Street and have cafes and restaurants with outdoor dining along it. Now there are parking lots and the backsides of business lining the ditch. The consultants told me they liked the idea but now I see it is supposed to be residential-(see my comments below). It could be a very inviting destination that could highlight our unique history.

It is unfortunate that people who live in the areas whose properties will be impacted by this plan were not notified, especially home owners. I have tried to let some people know about this EIR but many people are out of town for the hot month of August. It is unacceptable that the city claims they care about citizen input and then doesn't even let property owners know about this plan and the small window of opportunity to make comments. The documents states that the boundaries can be changed so I am requesting that the TVSP boundary exclude all of the Smile park historic district and the Sacred Heart property. Right now the boundary includes Sacred Heart down south to Clark st and rezones it as Village Corridor-"This district provides for small-scale mixed-use buildings up to two stories in height, with commercial ground floors and residential or commercial upper floors. Parking lots would be located behind and to the sides of buildings." There is absolutely no reason to have the TVSP overlap the historic district, allowing commercial in our residential historic district. Also Kendall Street and East High Street are quiet historic neighborhoods that need to be eliminated from the TVSP boundaries. **I17.8**

There seems to be conflicting statements about where the TVSP will put residential dwelling units in the Downtown Transit Village. 4 locations are mentioned.

1) 5.11.3 .states: "the Downtown Transit Village area is primarily non-residential with multi-family allowed along the eastern edge."

2) Downtown (DT). The district applies to parcels facing State Street east of Orange Street, and along the east side of Orange Street between the railway right of way and State Street. This district is largely built out. New buildings would be a maximum of three stories in height and accommodate a mix of uses with commercial ground floors and residential or commercial upper floors". This is where most of our historic buildings are so there is no room for new building, residential or not!

3) Section 3.7.2:" Downtown Transit Village The Project would include development of multi-family residential uses between Eureka Street to the east and Texas Street to the west, Stuart Avenue to the north, and State Street to the south". This area is currently mostly commercial, office and retail. The car lot and car wash are in this area. The wonderful Brewery buildings are already developed in this area. **I17.9**

4) Section 3.7.3 "Village Center (VC). This district applies to the parcels immediately surrounding the three Arrow stations. New buildings in this zone would have a maximum height of four stories and would be mixed-use, all residential, or all office." So even areas right next to the train stops could have purely residential buildings, without even requiring the ground floor to be retail- a mistake that many cities have made in the past

Why does the TVSP state that the Downtown Transit Village area is "primarily non-residential" and then contradicts that statement with 4 areas where residential can be built. Plus the mall project with 700 units, the City Center project with 131, and the Grand Project with 146 are all moving forward for a total of 977 dwelling units. That is getting close to ½ of the 2400 dwelling units the TVSP has as the build out goal. Why cram them all in the same downtown area when there is over 900 acres in the total Transit Village Plan?. This TVSP is not ready to be approved in its current form! **I17.10**

Response to Letter I17: Bettina McLeod, Received September 7, 2022

Comment I17.1: This comment states that the commenter previously sent a message that did not go through so the commenter resent the comments and hopes they will be accepted.

Response I17.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment I17.2: This comment states that there are aspects of the plan that the commenter supports, such as the maximum height being reduced from 5 stories to 4 stories, the plans for a tree canopy, walkability, bike paths, mixed-use, and plantings along the Zanja, among others. The comment states that the attempt to get more aesthetically pleasing architecture by requiring offsets for new buildings is appreciated, but the commenter is not sure it will work.

Response I17.2: The comment provides the commenter's opinion and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required or provided.

Comment I17.3: This comment states that the TVSP recognizes Redlands unique history, historical architecture, and community input, but there are no teeth behind its statements and the increase in height, increase in building densities, and changes in zoning are all incentives to demolish old buildings. The comment states that more protection is needed for historic buildings and there should be incentives for old homes to be adaptively reused. The comment states that older homes can be adaptively reused for restaurants or small shops. In addition, the comment states that old homes are built with old growth trees that should be preserved.

Response I17.3: As discussed on page 5.3-13 of the Draft EIR, Mitigation Measure CUL-1 would apply to any development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age. Therefore, impacts to historical resources would be less than significant with adherence to Mitigation Measure CUL-1and Redlands Municipal Code Section 2.62.200. In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission.

In addition, as described in the proposed TVSP, development within the TVSP area shall be based on the historic architectural styles found throughout the proposed villages. Furthermore, buildings adjacent to historic structures shall be designed in a manner that safeguards the prominence and integrity of the historic structure, as detailed in the Secretary of the Interior's Standards and the City's design guidelines for historic resources. Additionally, the proposed TVSP sets forth restrictions for historic residential structures, as listed below to support the preservation of historic resources. Historic residential structures are subject to the following provisions:

1. All rehabilitations and additions to historic buildings shall conform to the applicable recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and/or the *Redlands Historic Architectural Design Guidelines*.
2. Buildings on project sites located immediately adjacent to lots (i.e., that share side or rear property lines) that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the Secretary of the

> Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings s* and/or the *Redlands Historic Architectural Design Guidelines*.

The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I17.4: This comment states that former Mayor Paul Foster told other City Council members that the citizens of Redlands have repeatedly voiced their opinion that they do not want tall buildings that change the small town charm of Downtown Redlands. The comment states that the former mayor advised the City Council not to approve projects with taller buildings until after the November vote.

Response I17.4: As discussed on page 5.1-12 of the Draft EIR, TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. For example, the R-3 Multiple Family Residential District set forth in Chapter 18.60 of the Municipal Code allows for development of buildings and structure with a height of no greater than four stories. As discussed in Section 3, *Project Description*, of this Draft EIR, buildings within the Village Center (VC) district would have a maximum height of four stories and buildings within the Village General (VG) district would be required to have an average height of three stories. The draft Transit Villages Specific Plan was prepared after an extensive public participation and community outreach effort, including nine community workshops open to the public (over a period of nine months) plus several meetings of the City Council and Planning Commission (over a period exceeding two years). The general public offered significant input on the desired building height standards, which was incorporated into the Draft TVSP, and is reflected in the proposed TVSP development standards.

Therefore, the new building standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I17.5: This comment states that the City Council should create an advisory committee of concerned citizens to offer new ideas and review/critique future projects as they come forward.

Response I17.5: The City currently has a Planning Commission, which is comprised of local residents (appointed by the City Council), who review development projects as they are proposed. The comment does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I17.6: This comment states that Downtown has potential to generate more tax revenue so the commenter is surprised that new buildings could be all retail, all office, or all residential near the train station and there is no requirement for the first floor to be retail. The comment states that there should be retail on the bottom floors with interesting store fronts.

Response I17.6: The comment provides the commenter's opinion and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I17.7: This comment states that the commenter is pleased with how the City of Claremont's new Village West blends with the feeling of the older downtown and that they hope that something similar can be achieved for Redlands. The comment also suggests that the Zanja should be landscaped on the south side and there should be cafes and restaurants with outdoor dining, but now the area is shown for residential.

Response I17.7: As shown on Draft EIR Figure 3-8, *Regulating Plan*, areas along the Zanja would be designated as Village Center, Village General, and Neighborhood General 2. As further described in Draft EIR Section 3, all three of these districts would allow for commercial uses, such as restaurants, to be developed. The comment provides the commenter's opinion and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I17.8: This comment states that it is unfortunate that people who live in areas whose properties will be impacted were not notified of this plan. The comment states that the City did not let property owners know about this plan and gave a small window of opportunity for people to make comments. The comment states that the TVSP boundary should exclude all of Smiley Park Historic District and Sacred Heart, as the TVSP should not allow commercial uses in these primarily residential areas.

Response I17.8: Pursuant to the requirements set forth in CEQA Guidelines Section 15087, the Draft EIR was provided for a 45-day public review period from July 21, 2022 through September 6, 2022. A Notice of Availability for the Draft EIR was posted on the City's website and published in the July 21, 2022 edition of the Redlands Daily Facts. Therefore, residents within the City were adequately notified of the Project pursuant to CEQA requirements. The comment provides the commenter's opinion on the Project's public review period and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. Therefore, no further response is required or provided.

Comment I17.9: This comment states that the Draft EIR has contradictory statements about where residential dwelling units can go. The comment summarizes a statement from Draft EIR Section 5.11, *Population and Housing,* that discusses where housing is currently allowed in the Downtown Transit Village. The comment includes a summary of the Project Description stating Project including development of multi-family residential uses between Eureka Street, Texas Street, Stuart Avenue, and State Street and states that this area is already developed with commercial uses. The comment further states that areas right next to train stations could be all residential while they should have ground floor commercial.

Response I17.9: The commenter erroneously refers to the Environmental Setting Discussion in Draft EIR Section 5.11, which actually states that multi-family residential uses are currently allowed in the Downtown Transit Village area under the current General Plan and zoning designations. As discussed in Draft EIR Section 3, *Project Description*, the Project provides a form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. It is anticipated that individual development projects on privately-owned parcels would occur incrementally and over an extended period of time (i.e., infill development) such as the 20-year or longer lifespan of the TVSP. Multi-family and single-family residential uses would be allowed in the Village Center, Downtown, Village General, Village Corridor, Village Neighborhood 1, and Village Neighborhood 2 districts throughout the New York Street/Esri Village, Downtown Transit Village, and University Village. The Draft EIR provides a

programmatic analysis of buildout of the TVSP with 2,400 residential units, but does not assign units to specific sites, as future development is unknown. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

Comment I17.10: This comment states that the TVSP document contradicts itself in regard to where residential uses will be placed. The comment also states that the Mall Project, City Center project, and The Grand Project are moving forward for a total of 977 dwelling units, which is nearly half of the units projected by the TVSP. The comment questions why all units are being crammed in Downtown and states that the TVSP is not ready to be approved in its current form.

Response I17.10: The Redlands Mall redevelopment project (State Street Village), City Center Project, and The Grand project, which the commenter is referring to, are distinct projects with their own sets of requested entitlements under the current General Plan and zoning designations in place.

The commenter erroneously refers to the Environmental Setting Discussion in Draft EIR Section 5.11, which actually states that multi-family residential uses are currently allowed in the Downtown Transit Village area under the current General Plan and zoning designations. The comment provides the commenter's opinion on the Project and does not raise any specific concerns with the adequacy of the Draft EIR. This comment will be forwarded to City decisionmakers are part of the Final EIR. No further response is required.

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Chapter 3. Revisions to the Draft EIR

This section contains revisions to the Draft EIR based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. The provision of these revisions does not alter any impact significance conclusions as disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in strikeout text to indicate deletions and in underlined text to signify additions.

3.1 Revisions in Response to Written Comments and City Changes to Text

The following text has been revised in response to comments received on the Draft EIR and corrections identified by the City.

Section 1, Executive Summary

Table 1-1, Summary of Impacts, Mitigation Measures, and Level of Significance, on Page 1-42 is revised as follows:

5.8 Hydrology and Water Quality				
Impact WQ-2: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	None	Less than significant	None required	Less than significant
Impact WQ-3i: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site.	**PPP HYD-1 National Pollutant Discharge Elimination System (NPDES).** Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs. **PPP HYD-2~~3~~ Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to: • Control contaminants into storm drain systems • Educate the public about stormwater impacts • Detect and eliminate illicit discharges • Control runoff from construction sites	Less than significant	None required	Less than significant
Impact WQ-3ii: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.		Less than significant	None required	Less than significant
Impact WQ-3iii: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		Less than significant	None required	Less than significant

	• Implement BMPs and site-specific runoff controls and treatments			

Section 5.2, Air Quality

Paragraph 2, under Threshold AQ-2, on Page 5.2-20 is revised as follows:

As shown in Table 5.2-7, emissions resulting from construction would exceed criteria pollutant thresholds for VOC and NOx. Development projects would be required, through City review and construction permitting, to implement SCAQMD rules, including: Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 (described previously) that would reduce construction related emissions. Also, Mitigation Measures AQ-1 through AQ-6~~7~~ are included to require the construction activities to utilize "Super-Compliant" low VOC paints that have no more than 10g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD's Rule 1113, require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, use of electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NOx from construction activities would be reduced and emissions from most TVSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the potential overlap of development projects and construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. As shown in Table 5.2-7, VOC emissions have the potential to be 7.9 times higher than the threshold, and NO_X emissions have the potential to be over 3.8 times higher than the threshold, with this level of potential emissions exceedances during overlapping construction projects, construction emissions could continue to exceed thresholds with implementation of Mitigation Measures AQ-1 through AQ-6. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Section 5.3, Cultural Resources

Section 5.3.3, Environmental Setting, on Page 5.3-8 is revised as follows:

There are 182 historic properties located within the TVSP area, with most of the eligible historic properties located in Downtown Redlands. The California Office of Historic Preservation's (OHP) Built Environment Resources Directory (BERD) for San Bernardino County, the City of Redlands' General Plan EIR (2017a), the City of Redlands' Downtown Specific Plan (2017b), the City of Redlands' List of Historic Resources (2019), the National Register (NR), the California Register of Historic Places (CR), California Historic Landmarks, and California Point of Historical Interest identify 114 historic properties within the TVSP area. Of these historic resources, 25 historic properties are listed in the National Register (NR) and/or the California Register (CR), three properties appear eligible for NR or CR, and 63 properties are designated as local historic resources. Eleven properties have been determined ineligible for listing or designation and 13 properties have not been evaluated for NR or NR or need evaluation. Additional research provided by the Redlands Area Historical Society identified over 100 additional properties which are of historic era but have not yet been evaluated as to their significance for local, state, or federal registers. In addition, there are two historic districts located within the TVSP area, the Smiley Park Historic District and Santa Fe Depot Historic District, as outlined on Table 5.3-2.

Table 5.3-2, List of Historical Properties within TVSP Area, on Pages 5.3-8 through 5.3-11 is revised as follows:

Name	**Address**	**APNs**	**NR/CR Eligibility**	**City List of Historic Resources**
Smiley Park Historic District	Michigan, Buena Vista, Parkwood, Alvarado, Grant, Eureka, Fourth, and Cajon Streets between Palm, Cypress, Home Place, Fern, Clark, Olive, Vine, and Brookside Streets	Multiple	1S	
n/a	251 S Fourth St	017-132-422	SPHD, HD8	
n/a	255 S Fourth St	017-132-401	SPHD, HD8	
S.F. Home	529 Bonita	017-013-121	Unevaluated	
~~n/a~~ U.S. Post Office	201 Brookside Ave	017-125-107	5S2	
n/a	302 Brookside	017-120-313	Unevaluated	HR81
Theron's Marketplace ~~n/a~~	122 Cajon St	017-129-204	5S2	
Fox Theater ~~n/a~~	123 Cajon St	017-130-103	5S2	
Masonic Temple ~~Charles G. Rohrer House~~	131 Cajon St	017-130-102	5S2	
Avery/Mock Home ~~n/a~~	215 Cajon St	017-133-109	1D, 5S2	
J.W. Barrow's Home ~~n/a~~	243 Cajon St	017-133-104	1D, 5S2	
n/a	248 Cajon St	017-132-417	6X	
n/a	256 Cajon St	017-132-418	1D	
n/a	261 Cajon St	017-133-101	1D, 5S2	
A Harvey Collins House, Trolley Car Barn	746 E Citrus Ave	017-134-217	7N, NR~~, HL27~~	HL27
Cope Commercial Building	19 E Citrus	017-121-103	Unevaluated	
Provident Bank Building	125 E. Citrus	017-112-218	Unevaluated	
n/a	415 W Citrus	017-121-110	Unevaluated	
n/a	423 W Citrus	017-121-108	Unevaluated	
n/a	527 W Citrus	017-120-302	Unevaluated	
n/a	509 Division	017-013-214	Unevaluated	
n/a	615 Division	017-007-222	Unevaluated	
Chamber of Commerce	47 N. First	017-103-401	Unevaluated	HR129
First Methodist Church ~~Gold Banner Packing, Packing House Antiques~~	1 E Olive Ave	017-130-111	7N	
Star Grocery	1 E State St ~~Redlands Blvd~~	017-106-121	5S2	
Redlands Photographers	109 E State St	017-106-206	5S2	
n/a	112 E State St	033-123-204	5S2	
Frame N Lens	101 E Olive Ave	017-128-125	5S2	
Underpinnings	219 E Olive Ave	017-132-212	5S2	
n/a	255 E Olive Ave	017-128-129	5S2	
McMahan's	37 E Olive Ave	017-130-109	5S2	
Rose of Sharon Salon	21 E Redlands Blvd	016-930-110	5S2	

Name	**Address**	**APNs**	**NR/CR Eligibility**	**City List of Historic Resources**
Goodie Shop	214 E Redlands Blvd	017-107-109	5S2	
Children's Carousel	215 E ~~Redlands Blvd~~ State St	017-106-102	7N	
n/a	1 E State St	017-106-121	5S2	
Citrograph house	10 E State St	017-112-106	5S2	
J.C. Penney	104 E ~~Olive Ave~~ State St	017-112-216	5S2	
Sligers Music	1089 E ~~Olive Ave~~ State St	017-106-206	5S2	
n/a	124 E Olive Ave	017-133-230	5S2	
L And T Hobby	204 E Olive Ave	017-133-312	5S2	
Pizza Chalet	~~208 E Olive Ave~~ 120 E State St	017-112-213	5S2	
Armory Building	617 Texas Street	016-912-110	Unevaluated	
Greg Wolfin Co. Grocery	213 E Olive Ave	017-128-128	5S2	
Branch-Cooch Real Estate, Wilmouth House	214 E Olive Ave	017-133-314	5S2, SPHD, HR26	
Patio Shop	215 E Olive Ave	017-128-115	5S2, SPHD, HD8	
Norris House	110 E State St	017-112-217	5S2	
Medical Arts Building, Courtyard	137 E Vine St ~~113 E State St~~	017-127-211	5S2	
Redlands Motorcycle Club, Redlands Copies And Card	150 E Vine St ~~114 E State St~~	017-130-108	5S2	
J.W. Hollett House	122 E State St	017-112-214	7N	
Frank Meyer House	27 E State St	017-106-101	7N	
Mission Gables Apartments	168 Eureka St ~~117 E State St~~	017-124-430	1D, 7N	
E.D. Donham	120 E State St	017-112-213	7R	
n/a	12 E State St	017-112-106	Unevaluated	
Old Burrough's Building	103 E State S	033-123-335	Unevaluated	
W.P. Griffitts House	14 E State St	017-112-115	7N	
Walter Lynn House	15 E State St	017-107-103	7N	
Daniel Cotcher House	17 E State St	017-106-103	7N	
Dr. M. M. Horton House	18 E State St	017-112-114	7N	
n/a	2 E State St	035-602-103	5S2	
n/a	200 E State St	017-113-117	Unevaluated	HR91
n/a	204 E State St	017-113-133	5S2	
n/a	22 E State St	017-112-109	5S2	
n/a ~~Buster Building~~	24 E State St	017-112-110	5S2~~, HR33~~	HR33
Roc N Fondue ~~n/a~~	25 E State St	017-106-102	5S2	
Baster Building ~~n/a~~	28 E State St	017-112-110	5S2	
Sunset Funeral Care	305 W State St	017-110-116	Unevaluated	
Cousin House	430 E State St	017-108-713	5S2	

Name	**Address**	**APNs**	**NR/CR Eligibility**	**City List of Historic Resources**
n/a	508 W State St	017-103-116	Unevaluated	
n/a	6 E State St	017-112-113	5S2	
n/a	609 E State St	017-108-515	5S2	
n/a	150 E Vine St	017-130-108	5S2	
n/a	804 E High Ave	017-013-111	Unevaluated	
n/a	805 E High Ave	017-007-235	Unevaluated	
n/a	807 E High Ave	017-007-234	Unevaluated	
n/a	809 E High Ave	017-007-233	Unevaluated	HR92
n/a	813 E High Ave	017-007-231	Unevaluated	
n/a	814 E High Ave	017-013-205	Unevaluated	
n/a	817 E High Ave	017-007-230	Unevaluated	
n/a	819 E High Ave	017-007-229	Unevaluated	
n/a	831 E High Ave	017-007-228	Unevaluated	
n/a	839 E High Ave	017-007-226	Unevaluated	
n/a	842 E High Ave	017-013-233	Unevaluated	
n/a	845 E High Ave	017-007-225	Unevaluated	
n/a	851 E High Ave	017-007-224	Unevaluated	
n/a	856 E High Ave	017-013-212	Unevaluated	
n/a	857 E High Ave	017-007-223	Unevaluated	
n/a	861 E High Ave	017-007-222	Unevaluated	
n/a	866 E High Ave	017-013-213	Unevaluated	
n/a	915 E High Ave	017-008-213	Unevaluated	
n/a	919 E High Ave	017-008-212	Unevaluated	
n/a	931 E High Ave	017-008-211	Unevaluated	
n/a	935 E High Ave	017-008-210	Unevaluated	
n/a	15 Kendall St	017-120-312	Unevaluated	
n/a	18 Kendall St	017-121-101	Unevaluated	
n/a	20 Kendall St	017-121-102	Unevaluated	
n/a	21 Kendall St	017-120-311	Unevaluated	
n/a	23 Kendall St	017-120-310	Unevaluated	
n/a	24 Kendall St	017-121-103	Unevaluated	
n/a	25 Kendall St	017-120-309	Unevaluated	
n/a	26 Kendall St	017-121-104	Unevaluated	
n/a	29 Kendall St	017-120-308	Unevaluated	
n/a	33 Kendall St	017-120-342	Unevaluated	
n/a	34 Kendall St	017-121-105	Unevaluated	
n/a	40 Kendall St	017-121-106	Unevaluated	
n/a	41 Kendall St	017-120-305	Unevaluated	
n/a	45 Kendall St	017-120-304	Unevaluated	
I.N. Hoag House	816 E High Ave	017-013-206	Unevaluated ~~HR13~~	HR13

Name	**Address**	**APNs**	**NR/CR Eligibility**	**City List of Historic Resources**
n/a	611 Lawton St	016-913-125	Unevaluated	
Charles Midgley House	612 Lawton St	016-914-126	7N	
n/a	615 Lawton St	016-913-135	Unevaluated	
Ferndinand Montiegel House	214 Myrtle St	017-133-317	7N	
C.J. Crafts House	14 N 5th St	017-112-209	7N	
Charles A. Nicholas House	345 N 5th St	016-930-101	7N	
n/a	220 Nordina St	017-133-113	7N	
Redlands Santa Fe Depot Historic District	Orange St	Multiple	1S	
Pioneer Transfer	348 ~~(1001)~~ Orange St	016-930-128	1D, 3D, SFDD	
Atchison, Topeka, and Santa Fe Railway Redlands Station	108 Orange St	017-106-129	1D,3B,7P	
C.C. McCarty House	1101 Orange St	016-729-424	1D, 3D~~, HR82~~	HR82
Packard Motor Company Sales Office, Coast Federal	415 (1157) Orange St	016-729-413	1D, SFDD	
Home Oil Company	118 Orange St	017-106-113	5S2	
E F Edwards Photography Shop	120 Orange St	017-106-113	5S	
~~Lombard Building,~~ Hamilton Block	206 Orange St	016-930-115	5S2, SFDD	
Levine's	208 Orange St	016-930-116	SFDD, 6Y	
Gregg Block	216 Orange St	016-930-131	SFDD, 5S2	
Phinney Block	220 Orange St	016-930-119	SFDD, ~~HL34~~, 5S	HL37
E.J. Martin Home and Nursery	328 Orange St	016-930-121	SFDD, 6X1	
Gregory Packing House, Hamilton Block	330 Orange St	016-930-122	SFDD, 3D, 6X	
203 Oriental Ave, Beacon Printery	336 Orange St	016-930-123	SFDD, 6X	
Redland Fruit Association Warehouse, Worley Bldg	338 Orange St	016-930-124	SFDD, 1D	
Poundstone & Hamilton Building, Oriental Street	342 Orange St	016-930-125	SFDD, HL37, 7R	
Palace Livery Stable	346 Orange St	016-930-127	SFDD, 5S2	
Santa Fe Railroad Station	347 ~~351~~ Orange St	016-928-139	SFDD, 5S2	
Pioneer Transfer, Nordoff Home	348 Orange St	016-930-128	SFDD, 3S, 7P	
Redlands City Transfer, Lite House, Wade House	360 Orange St	016-930-129	SFDD, 1D, 7N	
Kohlman House, Packard Motor Co. Sales Office	415 Orange St	016-928-143	SFDD. 6X	
n/a	418 Orange St	016-921-221	1D, 7N	
Willard And Alice Cannady House	501 Orange St	016-920-135	1D	
n/a ~~Kimberly Crest~~	921 Orange St	016-906-512	1C, 1D, 3S	
Pergola, Major David Shaw House	928 Orange St	016-907-206	~~HR75,~~ 6X	HR75
Semi-Circular Pergola	930 Orange St	016-907-207	1CL, 1D	
n/a ~~La Casada, Edward C Sterling Mansion~~	812 Stillman Ave	017-007-209	3S	
n/a	903 Stillman Ave	017-008-116	Unevaluated	

Name	**Address**	**APNs**	**NR/CR Eligibility**	**City List of Historic Resources**
n/a	904 Stillman Ave	017-008-201	Unevaluated	
n/a	908 Stillman Ave	017-008-202	Unevaluated	
n/a	909 Stillman Ave	017-008-115	Unevaluated	
n/a	915 Stillman Ave	017-008-114	Unevaluated	
n/a	919 Stillman Ave	017-008-113	Unevaluated	
n/a	921 Stillman Ave	017-008-112	Unevaluated	
n/a	923 Stillman Ave	017-008-111	Unevaluated	
n/a	931 Stillman Ave	017-008-110	Unevaluated	
n/a	819 E. Sylvan Blvd	017-013-228	Unevaluated	
n/a	831 E. Sylvan Blvd	017-013-217	Unevaluated	
n/a	835 E. Sylvan Blvd	017-013-230	Unevaluated	
n/a	837 E. Sylvan Blvd	017-013-225	Unevaluated	
n/a	839 E. Sylvan Blvd	017-013-227	Unevaluated	
n/a	841 E. Sylvan Blvd	017-013-232	Unevaluated	
n/a	845 E. Sylvan Blvd	017-013-215	Unevaluated	
Ben Cave Home	322 E The Terrace	016-918-209	Unevaluated	
n/a	610 E The Terrace	016-919-209	Unevaluated	
n/a	616 E The Terrace	016-919-210	Unevaluated	
WD Clark Home	702 E The Terrace	016-919-211	Unevaluated	
Harry Gregory Home	710 E The Terrace	016-919-212	Unevaluated	
n/a	107 W Colton Ave	016-920-202	1D	
n/a	806 E Colton Ave	017-007-107	Unevaluated	
n/a	808 E Colton Ave	017-007-108	Unevaluated	
n/a	810 E Colton Ave	017-007-109	Unevaluated	
n/a	812 E Colton Ave	017-007-110	Unevaluated	
n/a	814 E Colton Ave	017-007-111	Unevaluated	
n/a	816 E Colton Ave	017-007-112	Unevaluated	
n/a	818 E Colton Ave	017-007-113	Unevaluated	HR54
n/a	1000 E Colton Ave	017-008-104	Unevaluated	
n/a	1006 E Colton Ave	017-008-105	Unevaluated	
n/a	1012 E Colton Ave	017-008-106	Unevaluated	
n/a	1016 E Colton Ave	017-008-107	Unevaluated	
n/a	603 W Colton Ave	016-914-210	Unevaluated	
n/a	402 W Colton Ave	016-904-610	Unevaluated	
n/a	320 W Colton Ave	016-905-315	Unevaluated	
n/a	314 W Colton Ave	016-905-314	Unevaluated	HR110
n/a	310 W Colton Ave	016-905-313	Unevaluated	
n/a	306 W Colton Ave	016-905-312	Unevaluated	
n/a	224 W Colton Ave	016-905-611	Unevaluated	
n/a	222 W Colton Ave	016-905-610	Unevaluated	

Name	**Address**	**APNs**	**NR/CR Eligibility**	**City List of Historic Resources**
n/a	214 W Colton Ave	016-905-609	Unevaluated	
n/a	201 W Colton Ave	016-915-403	Unevaluated	
n/a	127 W Colton Ave	016-915-406	Unevaluated	
n/a	126 W Colton Ave	016-906-314	Unevaluated	
n/a	120 W Colton Ave	016-906-313	Unevaluated	
n/a	115 W Colton Ave	016-920-201	Unevaluated	
n/a	114 W Colton Ave	016-906-316	Unevaluated	
n/a	108 W Colton Ave	016-906-317	Unevaluated	
n/a	39 W Colton Ave	016-920-204	Unevaluated	
Gold Banner Packing House (Honda/Yamaha)	215 E Redlands Blvd	016-931-204	Unevaluated	
ESRI Learning Center	757 W Redlands Blvd	017-103-106	Unevaluated	
J.H. Logie House	206 W Colton Ave	016-905-607	1D, 5S2, SPHD, ~~HD8~~	HD8
n/a	208 W Colton Ave	016-905-608	1D, 5S2	
W.F. Holt House	450 ~~2~~ W Olive Ave	017-123-324	1D, 3S	
C.C. Ames House	24 W Olive Ave	017-129-207	1D, 5S2	
n/a	329 W State St	017-110-106	5S2	
Cope Commercial Co. Warehouse	21 W Stuart Ave	016-928-120	1D, SFDD	
Rettig Machine Shop (demolished)	205 W Stuart Ave	016-928-167	2B	
Property Acquisition And Rehabilitation	816 Clay St	016-906-315	6Y, 5S2	
n/a	411 N University St	017-014-207, -208, -209, -210	HR124	
Second Baptist Church	428~~0~~ E Stuart Ave	016-923-514	Significant Historic Properties (City of Redlands 2017b)	
First Presbyterian Church	100 Cajon St	017-129-218	2S2	
~~n/a~~	~~816 Clay St~~		~~5S2~~	
n/a	1131 Columbia St	016-728-317	6Y	
n/a	812 Stillman Ave	017-007-209	6Y	
Old Chamber of Commerce	347 Orange St	016-928-139	HL 40	
Deming Building	526-528 Orange St	016-921-218	Local Listing	
Joseph E. Brown House	124 Eleventh St	017-108-606	HR63	
n/a	314 W Colton Ave	016-905-314	HR110	
Reasoner Residence	620 W Colton Ave	016-903-612	HR83	
Boettger House	809 E High Ave	017-007-233	HR92	
William Risch House	47 First St	017-103-401	HR129	
n/a	30 Cajon St	017-129-204	HR109	
YMCA Building	201 Cajon St	017-133-110	HD8	HR91
n/a	237 S Fourth St	017-132-406	HD8	
n/a	254 S Fourth St	017-132-321	HD8	

Source: MCC, 2022, Appendix C.

Section 5.12, Public Services

Section 5.12.3, Environmental Setting, on Page 5.12-4 is revised as follows:

Redlands Police Department

Public safety services in the City, including the TVSP area, are provided by the Redlands Police Department (RPD). RPD's main police station is located at 1270 West Park Avenue within the boundaries of the New York Street/Esri Transit Village. There are four other divisions located citywide. The Police Department personnel is made up of approximately 100 volunteers, 91~~80~~ sworn officers and 58 full and part-time civilians, resulting in a service level of 1.23~~12~~ officers per 1,000 residents. In 2020, the Department had an average response time of 9.08 minutes for Priority one police service calls and a service ratio of 1.1 officers per 1,000 residents. Although there are no industry standards for response time to emergency calls, according to the Redlands Police Department, a response time of 4.5 minutes is desirable in a city of this size. Table 5.12-2 below shows the location and staffing descriptions of the stations within the City.

Threshold PS-2, on Page 5.12-7 is revised as follows:

Less than Significant Impact. The service ratio for the City of Redlands is 1.1 officers per 1,000 residents. Based on the new resident population of 6,360, the City would need to hire approximately 7 new officers to maintain the service ratio in the City. The increased residential population and increased commercial uses from buildout of the TVPS could increase the frequency of emergency and non-emergency calls to the Redlands Police Department, as compared to existing conditions. Buildout of the TVSP is not expected to increase demand for police protection to the extent that new facilities would be required. However, payment of development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities, and if new facilities are required in order to decrease response times, these development impacts fees would ensure the timely provision of new facilities as needed. ~~In addition, property tax revenue generated by development of the Project would provide funding for police services and would help to offset the Project's increase in the demand for services.~~

Whether the City chooses to construct new police stations in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies that are designed to protect environmental resources as well as environmental review under CEQA, separate from this Project. Therefore, with the payment of development fees included as PPP PS-1, ~~Therefore,~~ impacts to police protection facilities would be less than significant.

Section 5.13, Recreation

Section 5.13.8, Existing Regulations, Standard Conditions, and Plans, Programs, or Policies, on Page 5.13-5 is revised as follows:

PPP PS-2~~1~~: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

Section 5.16, Utilities and Service Systems

Section 5.16.2.2, Water Environmental Setting, on Page 5.16-3 is revised as follows:

The TVSP area is located within the water service area of the City of Redlands Municipal Utilities and Engineering Department (MUED), which provides retail water service to the majority of the City of Redlands, a portion of the City of Loma Linda, and unincorporated areas of the Donut Hole (an area in unincorporated San Bernardino County surrounded by Redlands), Mentone, and most of Crafton.

MUED ~~WVWD~~ participates in the Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. This Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated supplies and demands for the years 2020 to 2045 within the Valley Region of San Bernardino County, including various incorporated cities such as the City of Redlands.

Chapter 4. Mitigation Monitoring and Reporting Program

4.1 Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "…reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Redlands General Plan Transit Villages District and Specific Plan Project (Project). The City of Redlands is the Lead Agency for the Project and is responsible for implementation of the MMRP. This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

4.2 Mitigation Monitoring and Reporting Program

The MMRP for the Project will be active through all phases of the Project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the City for the Redlands General Plan Transit Villages District and Specific Plan Project. The table identifies the Project Design Features; Plans, Programs, Policies (PPPs); and mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the Project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual Plans, Programs, Policies; and mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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TABLE 4-1: MITIGATION MONITORING AND REPORTING PROGRAM
THE REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT EIR

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AESTHETICS			
MM AES-1: Construction Lighting. The developer and construction contractors shall install all temporary construction lighting such that: (a) lamps and reflectors do not illuminate upon areas beyond the implementing project site, including any off-site security buffer areas; (b) lighting does not cause excessive reflected glare; (c) direct lighting does not illuminate the nighttime sky; (d) illumination of the project site and its immediate vicinity is minimized; and (e) lighting is directed toward construction work areas and shielded from offsite areas.	In Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
AIR QUALITY			
MM AQ-1: Tier 3 Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.	In Construction Plans and Specifications. Prior to Demolition and Grading Permits	City of Redlands Building and Safety Division	
MM AQ-2: Low VOC Paints. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that "Super-Compliant" low VOC paints shall be utilized that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.	In Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
MM AQ-3: Electric Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that contract specifications for construction activities rely on the electricity infrastructure surrounding the construction site,	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
if available rather than electrical generators powered by internal combustion engines.			
MM AQ-4: Alternative Fueled Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement to use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	
MM AQ-5: Construction Equipment Maintenance. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that construction equipment be maintained in good operating condition pursuant to manufacturer specifications to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	
MM AQ-6: Construction Vehicle Management Plan. Prior to the issuance of any grading permits for developments within the TVSP area, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Redlands denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	
MM AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include,	In Construction Plans and Specifications. Prior to Building Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable): • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Development proposals within the TVSP area shall also implement the following: • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads; • Use of recycled water, when available.	In Construction Plans and Specifications. Prior to Building Permits	City of Redlands Building and Safety Division	
MM AQ-9: Localized Emissions. For implementing projects within the TVSP area, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. During the City's review process of development applications in the TVSP area, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NOX], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM10], and Particulate Matter 2.5 microns in diameter or less [PM2.5]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions.	Prior to Discretionary Project Approval	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM AQ-10: Toxic Air Contaminants. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM10 concentrations exceed 2.5 microgram per cubic meter (µg/m3), PM2.5 concentrations exceed 2.5 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: • Air intakes located away from high volume roadways and/or truck loading zones. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).	Prior to Discretionary Project Approval	City of Redlands Planning Division	
CULTURAL RESOURCES			
PPP CUL-1: The City of Redlands Historic Architectural Design Guidelines shall apply to all projects within the TVSP Area. The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* may also be applicable to properties or projects that may affect historic buildings and resources.	Prior to Discretionary Project Approval	City of Redlands Planning Division	
MM CUL-1: Historical Properties. Prior to issuance of a permit for a development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to: • Preparing a historic resource management plan; • Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); • Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; • Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and • Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.			
MM CUL-2: Desktop Review. During environmental review for future projects located within the TVSP area, a qualified archaeologist will prepare a brief letter report to determine the likelihood for the project site to contain archaeological resources. This letter report will contain the results of	Prior to Discretionary Project Approval	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
background research and will tier off the research conducted in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments prepared by Material Culture Consulting, Inc. Additional reference material will be reviewed, including project area specific historic photographs, topographic maps and existing historic information. The background information provided in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments will be valid for five (5) years, after which time an updated search of the CHRIS will be required and submitted as an addendum to the original document. If there is any evidence that the project site has an increased sensitivity for archaeological or tribal cultural resources, based on existing onsite historic-age buildings or structures, or if previously identified resources are present within the project area or vicinity, then Mitigation Measure CUL-4 through Mitigation Measure CUL-6 shall be implemented.			
MM CUL-3: Native American Coordination. Where a recorded Native American archaeological site is identified, the City shall initiate coordination with identified California Indian tribes. It should be noted that during the coordination process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a prehistoric archaeological site, which could be considered a historic tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	Prior to Discretionary Project Approval	City of Redlands Planning Division	
MM CUL-4: Phase 2 Archaeological Site Testing. If previously identified archaeological resources are present within the project area, a Phase 2 Archaeological Site Testing program shall be recommended, which would include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Results of the testing program, in tandem with the Native American coordination process required by Mitigation Measure CUL-3 will determine the historic significance of the resource. When appropriate, the final testing report must be submitted to the City for eligibility determination and possible designation. An agreement on the	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
appropriate form of mitigation is required prior to distribution of a draft environmental document, should one be required. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then development of a mitigation and monitoring program is required.			
MM CUL-5: Data Recovery Program. If significant cultural resources are present within a given Project Area, preferred mitigation for significant cultural resources is avoidance through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Data Recovery Program is required, which includes a Collections Management Plan. The program and plan will be subject to City review and approval prior to implementation. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City Development Services Department.	In Construction Plans and Specifications.	City of Redlands Planning Division	
MM CUL-6: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) will be required. In this case, the ARMP should include the following, at a minimum: At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor has	In Construction Plans and Specifications. Prior to Grading Permit	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
been retained. Monitors will report to the Project Archaeologist for the Project and may work in collaboration with Native American monitors for tribal cultural resources that may be a historical resource as defined in Public Resources Code section 5020.1(k). • The Project Archaeologist shall meet the U.S. Secretary of the Interior Standards. • Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation. • The Project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum: a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner/consulting Native American tribes and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to a archaeological resources evaluation. • A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring. *A. Pregrading Conference*			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
The Project Archaeologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of archaeological resources, general archaeological items, including the archaeology and culture history of the area, as well as pictures of typical artifacts, sites, and resources that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the Project Area. The Project Archaeologist and Native American monitors shall be called to assess the find to determine if additional monitors should be mobilized to the Project Area to examine and evaluate the resources. *B. Archaeological Monitoring* An adequate number of qualified archaeological monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored, including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist. Archaeological monitoring will include inspection of exposed cut surfaces and spoils piles. Monitors maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Summary and Daily Artifact Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Artifact Collection Log and/or Photograph Log comprise the field notes. These notes shall be filed weekly with the Project Archaeologist and be made available to the Proponent and City upon request. C. *Monitor's Authority to Temporarily Halt Project Activities* Archaeological monitors have the authority to initiate a temporary work stoppage of construction activities to assess and/or recover a potentially significant discovery. It is important that all earthmoving contractor personnel recognize the authority of the monitor(s) to redirect Project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of significant discovery, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for cultural materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Archaeologist. If phone communication is problematic, the monitor will demarcate a 50-ft buffer zone around the specimen using flagging pins until the find is assessed and potential impacts to archaeological resources are avoided, minimized, or mitigated. *D. Unanticipated Discovery Protocol* If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Archaeologist shall assess the significance of such resources and shall meet and confer with the City Development Services Department and designated Native American monitors from consulting tribes regarding the mitigation for such resources. *E. Data Recovery Plan for Archaeological Resources* The following plan identifies protocol for assessing newly discovered resources. This section follows state guidelines for management of archaeological resources, as well as current best practices and industry standards for cultural resource management professional. Please note that when inadvertent discoveries of Native American archaeological resources occur, coordination with consulting Native American tribes/affiliations should			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
be completed prior to removal or treatment of these resources, to ensure proper treatment and disposition, as outlined in Mitigation Measures TCR-3. The Project Archaeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. *F. Isolates* Less than three artifacts in one location are defined as isolates. These may consist of, for example, a single projectile point, a culturally modified animal bone, or a glass bottle. When isolates are discovered, the monitor carefully examines the surrounding area to ensure that other artifacts are not present. Subsequently, the monitor photographs the isolate with a scale bar, obtains GPS coordinates of the location and records the isolate using standard California Department of Parks and Recreation (DPR) series 523 forms. *I. Archaeological Sites* Archaeological sites consist of more than three artifacts in one location. In addition, sites may have features such as rock ovens, burials, and other human-created alterations of the natural environment - with or without the presence of artifacts. Sites and features require evaluation to determine if they meet significance criteria as per CEQA. An archaeological site is considered significant if it is eligible or potentially eligible for listing in the CRHR. When an archaeological site is discovered during any Project activity, the archaeological monitor will divert construction away from the area at a minimum distance of 50 ft from the find and establish an exclusionary zone (flagging pins/tape) around the resource. The archaeological monitor(s) will then notify the Project Archaeologist for direction on how to proceed. Regardless of the outcome of the significance and CRHR eligibility assessment, every feature and site require a standard set of data collection for analysis and recordation on standard DPR forms. Features or sites older than 50 years must be delineated and photographed, GPS coordinates must be taken, and features and site records are completed including production of field maps and sketch map drawings. Thorough mapping is required for all features or			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
sites, and include an accurate elevation measurement, the depth the deposit extends below surface and true north reading. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository, at the Western Science Center in Hemet. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. All items found in association with Native American human remains shall be considered grave goods and sacred in origin and subject to special handling pursuant to Mitigation Measure TCR-4.			
MM CUL-7: Human Remains. Procedures taken upon discovery of human remains will be consistent with State Law (California Health and Safety Code Section 7050.5; California PRC Section 5907.98) and CR-3. If human remains are encountered during project grading, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The monitor(s) will immediately divert work a minimum of 100 feet and place an exclusion zone (flagging pins) around the burial. In-place preservation and protection from further disturbance shall always be the preferred approach. If the San Bernardino County Coroner determines the remains to be Native American, the NAHC shall be contacted within a twenty-four (24) hour timeframe. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant (MLD) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98. According to the California Health and Safety Code, six or more human burials at one location	In Construction Plans and Specifications.	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052). If the coroner determines the remains represent a historic-era, non-Native American burial, standard non-invasive analysis of the skeletal remains and any artifacts will be performed on any burials removed. Reburial in place is preferred, but if burials are removed, they will be reinterred in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Reburial locations will be formally recorded on standard DPR forms as an Archaeological Redeposit. The site record will include maps of the original and reburial locations. The record will include dates of excavation and interment and a list of individuals (with affiliation) present during reburial. A burial treatment report will be prepared separately from any other reports and will be a confidential document. Copies will be filed with the Eastern Information Center, the MLD and the NAHC (latter two for Native American burials only). Any skeletal analysis or artifact analysis will be included in the final monitoring compliance report for the Project.			
MM CUL-8: Monitoring Compliance Report. The Project Archaeologist shall prepare a final archaeological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any artifacts recovered, an inventory of any resources recovered, updated DPR forms, if any, and any other site(s) identified, final disposition of the resources, and any additional recommendations. A final copy shall be submitted to the City of Redlands Development Services Department and the South Central Coast Information Center (SCCIC).	In Construction Plans and Specifications.	City of Redlands Planning Division	
MM CUL-9: Curation of Archaeological Resources. All archaeological materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the	In Construction Plans and Specifications.	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation and Monitoring Program. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as further stipulated in Mitigation Measures TCR-3 and TCR-4. Arrangements for long-term curation of all recovered artifacts, with the exception of tribal cultural resources, must be established between the applicant/property owner and the consultant prior to the initiation of the Phase 2 Archaeological Site Testing Program. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79.			
GEOLOGY AND SOILS			
MM GEO-1: Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within an area mapped as a high sensitivity geologic unit (i.e., older alluvial deposits), or subsurface disturbance greater than 5 feet deep within an area mapped at the surface as a low sensitivity geologic unit (i.e., younger alluvial deposits), a paleontological resource management program (PRMP) is required unless a qualified paleontologist retained by a Project Proponent provides a letter to the City	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP will be reviewed and approved by the City prior to the issuance of a grading permit. The PRMP will be designed and implemented prior to any ground disturbance activities to monitor, salvage, and curate any recovered fossils associated with the project area, should these be unearthed. It is recommended that, if necessary, a project's PRMP implement the following standard procedures: 1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities. As per Society of Vertebrate Paleontology (SVP) guidelines, a qualified paleontological monitor is an individual who has demonstrated sufficient paleontological training and field experience to have acceptable knowledge and experience of fossil identification, salvage and collection methods, paleontological techniques, and stratigraphy. An undergraduate degree in geology or paleontology is preferable but is less important than documented experience performing paleontological monitoring. The paleontological monitor must work under the direction of the Project Paleontologist. 2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable. b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level. c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary. d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains. e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate.			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions. *A. Pregrading Conference* The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils. *B. Paleontological Monitoring* Paleontological monitoring of earthmoving activities within older Quaternary alluvial deposits will be initially conducted on a full-time basis, and earthmoving activities below five feet within younger Quaternary alluvial deposits will be conducted on a part-time (spot-checking) basis by the paleontological monitor. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request. C. *Monitor's Authority to Temporarily Halt Project Activities* Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 50-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated. *D. Data Recovery Plan for Paleontological Resources* If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. Scientifically significant fossils of microscopic size consisting of vertebrates, invertebrates, plants, or trace fossils, may be in sediments that produce significant finds. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality. Construction activities shall continue outside of a 50-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes. *F. Monitoring Compliance Report* The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations. *G. Curation of Paleontological Resources* Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Development Services Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks. At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.			
HYDROLOGY AND WATER QUALITY			
PPP HYD-1 National Pollutant Discharge Elimination System (NPDES). Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs.	In Construction Plans and Specifications. Prior to Demolition and Grading Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
PPP HYD-2 Santa Ana RWQCB MS4 Permit. Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to: • Control contaminants into storm drain systems • Educate the public about stormwater impacts • Detect and eliminate illicit discharges • Control runoff from construction sites • Implement BMPs and site-specific runoff controls and treatments	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Building and Safety Division	
NOISE			
MM NOI-1: Construction Equipment. Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.	In Construction Plans and Specifications. Prior to Demolition, Grading Permits	City of Redlands Building and Safety Division	
MM NOI-2: Construction Staging. Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-3: Construction Noise Levels. Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall demonstrate that all construction activity within the TVSP will satisfy the exterior construction noise level of 80 dBA Leq at a sensitive receiver (e.g., residential).	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM NOI-4: Construction Noise Barriers: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the TVSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall: • Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts; • Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and • Be removed and the site appropriately restored upon the conclusion of the construction activity.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-5: Residential Exterior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 60 dBA CNEL exterior noise level standard as defined by Table 7-11 of the City of Redlands General Plan Healthy Community Element through preparation of an acoustical analysis. The outdoor environment is limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area as intended by the General Plan Healthy Community Element.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-6: Residential Interior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 45 dBA CNEL interior noise level standard as defined by Table 7-11 of the General Plan Healthy Community Element and by Title 24, Part 2, of the California Building Code through preparation of an acoustical analysis.	In Construction Plans and Specifications. Prior to Building Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM NOI-7: Non-Residential Developments: Prior to the issuance of a building permit for a non-residential development within the TVSP that has the potential to impact noise sensitive residential land uses, the project plans and specifications shall demonstrate compliance with Municipal Code Section 8.06.090(F).	In Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
MM NOI-8: Construction Vibration: Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Redlands Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project Applicant/Developer shall demonstrate compliance with Municipal Code, Section 8.06.020 vibration perception threshold as 0.01 inches per second (in/sec) RMS.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-9: Construction Vibration Near Fragile Historic: Any site-specific development project within 25 feet of an extremely fragile historic building shall engage a qualified structural engineer to conduct a pre-construction assessment of the structural integrity of the nearby historic structure(s) and submit evidence to the City of Redlands Building and Safety Division detailing that the operation of vibration-generating equipment associated with the new development would not result in structural damage to the adjacent historic building(s). If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
PUBLIC SERVICES			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
PPP PS-1: Development Impact Fees. As a standard requirement for implementing projects within the TVSP Area, and prior to issuance of any building permits for the implementing project, the project applicants/developers shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.	Prior to Building Permit.	City of Redlands Planning Division	
PPP PS-2: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.	Prior to Building Permit.	City of Redlands Planning Division	
TRANSPORTATION			
Mitigation Measure TR-1: VMT Screening. Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in in the City of Redlands CEQA Assessment VMT Analysis Guidelines. If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as: • Modifying the project's build environment characteristics to reduce the VMT generated by the project • Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project • Participating in an available VMT fee program and/or VMT mitigation exchange or banking program if any exist to reduce VMT from the project or other land uses to achieve acceptable levels	Prior to Discretionary Project Approval.	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
• Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas) • Constructing bicycle network improvements along the project's frontage consistent with the TVSP		City of Redlands Planning Division	
TRIBAL CULTURAL RESOURCES			
MM TCR-1: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, for any ground disturbing activities within 300 feet of the Mill Creek Zanja, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) and tribal monitoring shall be required. In this case, the ARMP should include the following, at a minimum: • At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor and a Native American monitor from the consulting tribe(s) have been retained. Archaeological monitors will report to the project Archaeologist for the project and may work in collaboration with Native American monitors from consulting tribes. The project Archaeologist shall meet the U.S. Secretary of the Interior Standards. • Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation. • The project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner, consulting Native American tribes, and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to an archaeological resources evaluation. • A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.			
Mitigation Measure TCR-2: Inadvertent Discovery of Tribal Cultural Resources. In the event that Native American tribal cultural resources are inadvertently discovered during the course of grading for any project being developed under the Transit Villages Specific Plan, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process. Construction staff should also be provided with cultural sensitivity training, including identification of possible in situ tribal cultural resources. 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Redlands with evidence of same: a. Accommodate the process for onsite reburial of the discovered items with the interested Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed. b. A curation agreement with an appropriate qualified repository within San Bernardino County or Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County or Riverside County, to be accompanied by payment of the fees necessary for permanent curation. c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the Project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum (or similar appropriate qualified repository able and willing to accept the tribal cultural resources) by default. d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City of Redlands documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grading meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
produced will be submitted to the City of Redlands, CHRIS, and consulting tribe(s).			
Mitigation Measure TCR-3: Treatment and Disposition of Tribal Cultural Resources. In the event that tribal cultural resources, including historic and pre-contact materials, are discovered during the course of ground disturbance for any project being developed under the Transit Villages Specific Plan, the following procedures shall be implemented: 1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by an archaeologist meeting the Secretary of the Interior's standards. Work on the other portions of the project, outside of the buffered area, may continue during this assessment period. 2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s). 3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s). 4. Treatment and Final Disposition: The Applicant shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains discovered during construction of the proposed project. The Applicant shall relinquish the cultural resources through one or more of the following methods and provide the City of Redlands with evidence of same: a. Accommodate the onsite reburial of the discovered cultural resources in consultation with the consulting Native American tribe(s) or band(s). The reburial area shall be protected from any future impacts. All reburials are subject to a reburial agreement that shall be developed between the landowner and the consulting tribes outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis-a-vis project plans,	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
conservation/preservation easements, etc.). Reburial shall not occur until all cataloguing and recordation have been completed. b. In the event that reburial is infeasible, and/or if more than one Native American tribe or band is involved with the proposed project and cannot come to a consensus as to the disposition of cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated. The landowner shall relinquish all ownership and rights to this material and confer with the consulting tribes to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. c. Within 60 days following the completion of ground-disturbing activities, a Monitoring Compliance Report shall be submitted to the City of Redlands. The Monitoring Report shall document monitoring activities conducted by the Project Archaeologist and Native Tribal Monitor(s) including: any impact to cultural resources discovered on the project site; how each mitigation measure was fulfilled; the type of cultural resources recovered and the disposition of such resources; evidence of completion of pre-grading cultural sensitivity training required for the construction staff; and daily/weekly monitoring notes from the archaeologist in a confidential appendix. The Monitoring Compliance Report shall be submitted to the City of Redlands, the South Central Coastal Information Center, and the consulting tribe(s).			
MM TCR-4: Discovery of Human Remains. In the event that human remains are encountered on any project site of any project being developed under the Transit Villages Specific Plan, the construction contractors, Project Archaeologist, and designated Native American Tribal Monitor (if any) shall immediately stop all work within 100 feet of the discovery. The Applicant shall immediate notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). State Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center and/or NAHC. According to the California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Sections 5097.98(e) and 5097.94(k)).			

CEQA FINDINGS OF FACT
FOR THE
REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT
REDLANDS, CALIFORNIA
STATE CLEARINGHOUSE NO. 2021080622

Public Resources Code section 21002 states that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" Section 21002 further states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which would avoid or substantially lessen such significant effects."

Agencies demonstrate compliance with section 21002's mandate by adopting findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); State CEQA Guidelines § 15091, subd. (a).) The approving agency must make written findings for each significant environmental effect identified in an EIR for a proposed project and must reach at least one of three permissible conclusions.

- The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines § 15091, subd. (a)(1).)
- The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding" and that "[s]uch changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines § 15091, subd. (a)(2).)
- The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines § 15091, subd. (a)(3).)

Agencies must not approve a project with significant environmental impacts if feasible alternatives or mitigation measures would substantially lessen the significant impacts. Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." State CEQA Guidelines section 15364 adds "legal" considerations as another indicium of feasibility (See also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565). Project objectives also inform the determination of "feasibility." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417.) Further, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environ mental, social, and technological factors." (*Id.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) An agency need not, however, adopt *infeasible* mitigation measures or alternatives (State CEQA Guidelines § 15091, subds. (a), (b)). Further, environmental impacts that are less than significant do not require the imposition of mitigation measures (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347).

Notably, section 21002 requires an agency to "substantially lessen or avoid" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoid them, satisfy section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ("CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"); *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300, 309 ("[t]here is no

requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible").

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (State CEQA Guidelines § 15091, subds. (a), (b). The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors, supra,* 52 Cal.3d at p. 576).

The City of Redlands has determined that based on all the evidence presented, including, but not limited to, the Final EIR, written and oral testimony given at meetings and hearings on the Project, and submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are either:

(1) less than significant and do not require mitigation;

(2) potentially significant and each of these impacts would be avoided or reduced to a level of insignificance through the identified mitigation measures; or

(3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified mitigation measures.

SECTION I

ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The Final EIR includes the Draft Environmental Impact Report (EIR) dated July 2022, written comments on the Draft EIR that were received during the public review period, written responses to those comments and changes to the Draft EIR, and the Final EIR Errata making minor corrections and revisions to the Final EIR. In conformance with CEQA and the State CEQA Guidelines, the City of Redlands conducted an extensive environmental review of the Redlands General Plan Transit Villages District and Specific Plan Project that includes the following:

- Completion of an Initial Study (IS) by the City of Redlands, which concluded that an EIR should be prepared, and the Notice of Preparation (NOP), were released for a 30-day public review period from September 1, 2021, through September 30, 2021. The NOP was posted at the San Bernardino County Clerk of the Board's office on September 1, 2021. The notice was published in the August 31, 2021 issue of the Redlands Daily Facts, a newspaper of general circulation. The NOP was posted to the State Clearinghouse's ceqanet.opr.ca.gov for public review from September 1, 2021 to September 30, 2021. Copies of the IS were made available for public review at Redlands City Hall and the A.K. Smiley Public Library and it was available for download via the City's website at: https://www.cityofredlands.org/post/environmental-documents

- Completion of a scoping process, in which agencies the public was invited by the City of Redlands to participate. The agency scoping meeting for the EIR was held on September 15, 2021 at 4:00 p.m. via Zoom. The notice of an agency scoping meeting was included in the NOP distributed on September 1, 2021. The public scoping meeting for the EIR was held on September 15, 2021 at 5:00 p.m. via Zoom. The notice of the public scoping meeting was included in the NOP distributed on September 1, 2021.

- Preparation of a Draft EIR by the City of Redlands, which was made available for a 47-day public review period (July 21, 2022 through September 6, 2022). The Notice of Availability (NOA) for the Draft EIR was sent to all persons, agencies and organizations on the interested persons list and published in the July 21, 2022 edition of the Redlands Daily Facts. The NOA of the Draft EIR was posted to the State Clearinghouse's ceqanet.opr.ca.gov for public review from July 21, 2022 to September 6, 2022. The NOA was posted at the San Bernardino County Clerk of the Board's office on July 21, 2022. Copies of the Draft EIR were made available for public review at the Redlands City Hall and the A.K. Smiley Public Library and it was available for download via the City's website at: https://www.cityofredlands.org/post/environmental-documents

- The Final EIR contains comments on the Draft EIR, responses to those comments, revisions to the Draft EIR, if any, and appended documents. The Final EIR was released for a 10-day agency review period prior to certification of the Final EIR.

- After considering the EIR and in conjunction with making these findings, the City of Redlands hereby finds that pursuant to Section 15092 of the CEQA Guidelines that approval of the Project will result in significant effects on the environment, however, the significant effects will be eliminated or substantially lessened where feasible and has determined that remaining significant effects are found to be acceptable under Section 15093.

- The Mitigation Monitoring and Reporting Program is hereby adopted to ensure implementation of feasible mitigation measures identified in the EIR. The City of Redlands finds that these mitigation measures are fully enforceable and shall be binding upon the City and affected parties.

- The City of Redlands finds that the Project is in the public interest and is necessary for the public health, safety, and welfare.

- The City of Redlands hereby certifies the Final EIR in accordance with the requirements of CEQA.
- Pursuant to CEQA Guidelines Section 15095, staff is directed as follows: a) copy of the Final EIR and CEQA Findings of Fact shall be retained in the Project files; b) copy of the Final EIR and CEQA Findings of Fact shall be provided to all CEQA "responsible" agencies.

SECTION II

ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The City prepared an Initial Study that determined that potentially significant environmental effects could occur and that an EIR should be prepared for the Project. The scope of the EIR was determined based upon the Initial Study which is included as Appendix A to the Draft EIR. Based upon the Initial Study, the City determined that the Project would have no impact or a less than significant impact on the following environmental topic areas and that no further analysis of these topics was required in the EIR:

- Agriculture & Forest Resources
- Biological Resources
- Mineral Resources
- Wildfire

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as "less than significant" where no mitigation is required. These findings will nevertheless fully account for all such effects identified in the Initial Study and Draft EIR in this Section II. Thus, the City hereby finds that the following potential environmental impacts of the Project are less than significant and do not require the imposition of mitigation measures:

A. Aesthetics

Impact AE-1 Finding: The Project would not have a substantial adverse effect on a scenic vista (Initial Study at p. 45). Impacts would be less than significant.

Facts in Support of Findings: The terrain of the Project area slopes gently to the west at about two percent and does not include hilly topography. The Project area consists of an urbanized environment that does not include or provide scenic vistas. Land use changes that would occur under the TVSP are in or near already developed areas of the City and coincide with areas designated for development under the GP2035. Likewise, the Project advances the GP2035's intent to focus development within infill areas to relieve pressure on developing in open space and agricultural areas, while filling visual gaps in existing neighborhoods. Toward this end, the Project incorporates a TOD approach that is guided by form-based code, which means the physical form detailed in the TVSP's Development Code is the primary urban design principal in each zone followed then by the land use, instead of the land use determining the form. As such, changes resulting from the Project would be consistent with an urbanized environment and with the type of development appropriate for the center of the City as envisioned by the GP2035. Additionally, structures resulting from the Project would be generally within the heights of the existing developed areas and would not block views of or from these scenic vistas as the Project structures would be consistent with views presently found in the area.

Thus, implementation of the Project would not directly diminish the scenic quality of an existing scenic vista, block a view corridor, or vista of a scenic resource and impacts would be less than significant.

Impact AE-3 Finding: The Project is located in an urban area and would not conflict with applicable zoning and other regulations governing scenic quality. (Draft EIR at p. 5.1-11). Impacts would be less than significant.

Facts in Support of Findings: According to the California Department of Finance E-5 Population Estimates in January 2021, the City of Redlands has a current population of 71,154. Combined with the adjacent cities of Loma Linda, Highland, San Bernardino, and Yucaipa, the population exceeds 100,000 persons thus qualifying the City as being in an "Urbanized Area" (CDF, 2022). Therefore, a significant impact would occur if an implementing project under the TVSP conflicts with applicable zoning and other regulations governing scenic quality.

The proposed Project would guide infill development, which would alter the existing visual character of the TVSP area over the plan implementation period (through 2040) by introducing additional mixed-use development to the area. The proposed Project does not call for any substantial changes to land use or building design in comparison to existing Redlands Municipal Code architectural review criteria for most commercial districts and residential neighborhoods within the TVSP area and includes provisions to preserve or improve the existing visual character of the city. Proposed land use designations and policies would direct new development into underutilized or previously developed areas, where any proposed changes in land use and physical design are intended to increase visual quality. The TVSP provides design standards (including objective architectural design standards), which includes requirements and guidelines for specific development sites, new community amenities, and architectural designs specific to each of the regulating zones. The design standards in the TVSP provide for compatibility with existing uses to enhance the aesthetics and character of the TVSP area. Infill development in the area would be compatible with surrounding buildings to provide consistency in scale within the TVSP area and surrounding pre-World War II residential neighborhoods. The TVSP would create building height and development standards that would be substantially similar to the existing zoning standards. The TVSP provides design and development standards for streetscape improvements that includes a specified palette of street trees, street furniture (planters, benches, bicycle parking, trash receptacles, etc.), wayfinding signage, and open space areas. Implementation of the TVSP's design criteria with improvements to existing streetscapes, would enhance the existing visual character of the TVSP area as the TVSP's design standards would promote compatibility for new improvements with the area.

Redlands General Plan. The Redlands General Plan designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks. The proposed Project includes a General Plan Amendment to change the designation parcels within the TVSP area to a "Transit Village (TV)" District. The new Transit Village (TV) land use designation would encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within approximately 0.5 mile of each of these three new train stations.

California law (Government Code §65450-§65453) allows cities to develop and administer specific plans as an implementation tool for their General Plan. As a requirement of state law, specific plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed TVSP would implement General Plan policies related to infill development, providing for mixed use, transit-oriented development within the core area of the City and increasing use of alternative methods of transportation (especially walking, bicycling, bus and train, rideshare, electric vehicles, and other modes that reduce motor vehicle trips). Chapter 1 of the TVSP addresses the consistency of the TVSP with the City's General Plan and said analysis is incorporated by reference into this Draft EIR. As shown, the proposed Project would be consistent with the City's General Plan.

The Project would advance the Redlands General Plan's present Transit Village Strategy and Concept by amending the Redlands General Plan to establish the new Transit Village (TV) land use designation to encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within 0.5 mile of each of these three new train stations. The proposed adoption of the Transit Village (TV) district, along with the implementing TVSP, will set regulations for the community's long-term vision for compact, efficient, responsible, and environmentally sustainable development. As a form-based code, the TVSP will emphasize building form, a mix and density of different uses, strong pedestrian orientation and transit-oriented development, and public realm improvements and amenities. Therefore,

implementation of the Project would not result in conflict with the City's General Plan, and impacts would not occur.

City of Redlands Municipal Code. Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Village bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI). The Downtown Specific Plan (Specific Plan No. 45), located in the proposed Downtown Village, governs the parcels in the downtown area (which is divided into Town Center, Town Center-Historic, and Service-Commercial districts within SP No. 45). The objective of the Downtown Specific Plan is to create a compact, pedestrian-oriented environment, although new mixed-use developments and transit-oriented developments have not come to fruition under the existing Downtown Specific Plan. The proposed Project would replace the current zones within the TVSP area with the "Specific Plan" zone, which then would implement the TVSP's Regulating Plan districts.

TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. Therefore, the new building standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards.

The TVSP provides a road map for buildout of the TVSP area through 2040 and beyond. There are a number of vacant parcels located within the TVSP area, mostly concentrated along and near the railway right-of-way, as well as other developed or vacant parcels near the train stations. Full buildout of the TVSP area would potentially result in the development of up to 2,400 dwelling units, up to 265,000 SF of commercial space, up to 238,000 SF of office space, up to 220 hotel rooms, and up to 280,000 SF of parkland throughout all three transit villages. However, the TVSP as a form-based code would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options, and provide more public open space and amenities, among other aesthetic and community benefits. These goals also have associated environmental benefits and long-term reduction of cumulative environmental effects, as summarized in the City's certified *General Plan Update and Climate Action Plan Environmental Impact Report*. Implementing projects pursuant to the TVSP would undergo development review in order to ensure that the project would meet all applicable development standards pursuant to the Redlands General Plan, TVSP, and Redlands Municipal Code. Overall, the TVSP area is located within an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. Hence, the proposed Project would not degrade the visual character of the TVSP area and surrounding area; and impacts would be less than significant.

B. Agricultural & Forestry Resources

Impact AG-1 Finding: The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is urbanized and largely developed. There is no designated Prime Farmland, Unique Farmland, or Farmland of Local Importance within the Project area. Therefore, implementation of the Project would not convert existing designated farmland and no related impact would occur.

Impact AG-2 Finding: The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: None of the parcels within the Project area are currently zoned for agricultural use, nor is there any land under a Williamson Act contract within the Project area. Therefore, no impact would occur.

Impact AG-3 Finding: The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is an urbanized environment. None of the parcels within the Project are currently zoned as forest land, timberland, or Timberland Production. Therefore, no impact would occur.

Impact AG-4 Finding: The Project would not result in the loss of forest land or conversion of forest land to non-forest use (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is an urbanized environment. No forest land exists in the Project area, and implementation will not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impact would occur.

Impact AG-5 Finding: The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is an urbanized environment. Implementation of the Project focuses on infill redevelopment pursuant to TOD planning principles, within an area where no farmland, agricultural land, or forest land exists. The Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest land, either directly or indirectly. Therefore, no impact would occur.

Agricultural and Forestry Resources Cumulative Findings: The Project would not result in cumulatively considerable impacts to agricultural or forestry resources.

Facts in Support of Findings: The Project area is an urbanized environment. Implementation of the Project focuses on infill redevelopment within an area where no farmland, agricultural land, or forest land exists. Therefore, the Project would not result in any cumulative impacts to agricultural or forestry resources.

C. Air Quality

Impact AQ-4 Finding: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Initial Study at pp. 51-52). Impacts would be less than significant.

Facts in Support of Findings: The Project would implement residential, commercial, retail, civic, and institutional development within the Project area. These types of land uses do not include activities that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by new and existing non-residential land uses are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. During construction, emissions from diesel equipment, use of VOCs from architectural coatings, and paving activities may generate some nuisance odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Therefore, impacts relating to both operational and construction activity odors would be less than significant.

D. Biological Resources

Impact BIO-1 Finding: The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Initial Study at pp. 53-54). No impacts would occur.

Facts in Support of Findings: As described by the City's GP2035 EIR, there are 19 species that are state or federally listed as rare, threatened, or endangered species that have been or were identified as potentially present within the City and its Sphere of Influence. Only eight species are known to either be present or have a moderate to high probability of occurring due to the presence of suitable habitat, mainly along the Santa Ana River, Mill Creek, or San Timoteo Creek. These areas are not within the Project (GP2035 EIR, Figure 3.4-12). The Project area is urbanized and developed. Implementation of the Project would implement infill development within an already highly-disturbed urban environment and would not result in any direct impacts to special status species, nor involve or result in any existing habitat modifications that could indirectly result in a substantial adverse effect on any special status species. Therefore, the Project would not result in impacts on species identified as candidate, sensitive, or special status. By focusing more future development in the future transit villages in the core area of the city (a primary strategy of the GP2035), it will result in preserving and protecting the open space and any potentially sensitive habitat areas around the periphery of the city.

Impact BIO-2 Finding: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service (Initial Study at p. 54). No impacts would occur.

Facts in Support of Findings: Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. Such areas, especially those with native vegetation adjacent to or immediately upstream of the Santa Ana River, Mill Creek, and San Timoteo Creek, are not within the Project area (GP2035 EIR, Figure 3.4-1).

The Project area is located in an area that contains a considerable amount of impervious surfaces (i.e., asphalt, cemented streets, parking lots, buildings, etc.) and non-native ornamental trees, shrubs, and ground cover; therefore, riparian habitat is not present nor another sensitive natural community present in the Project area. The Project would involve infill and redevelopment within an already highly-disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community. Therefore, the Project would not result in impacts on riparian habitats.

Impact BIO-3 Finding: The Project would not have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal, pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Initial Study at p. 54). No impacts would occur.

Facts in Support of Findings: The Project area does not contain protected wetlands (USFWS 2020). The Project area is a highly disturbed urban environment. Implementation of the TVSP would not have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur.

Impact BIO-4 Finding: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Initial Study at pp. 54-55). Impacts are less than significant.

Facts in Support of Findings: The GP2035 identifies potential wildlife corridors through the Live Oak Canyon and San Timoteo Canyon areas, and for the City to protect wildlife corridors connecting the San Bernardino National Forest, Santa Ana River Wash, Crafton Hills, San Timoteo and Live Oak canyons, the Badlands, and other open space areas (GP2035 EIR, p. 3.4-29). These areas are not located within or adjacent to the Project area.

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project area or in the surrounding area. However, mature trees are scattered throughout the area. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The U.S. Fish and Wildlife Service (USFWS) administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. Projects implemented under the Project would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur.

Impact BIO-5 Finding: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Initial Study at p. 55). Impacts are less than significant.

Facts in Support of Findings: The City has a Street Tree Policy and Protection Guidelines Manual (adopted January 2013) and a tree protection ordinance codified as RMC Chapter 12.52 for street trees and trees in public places. The GP2035 also includes tree protection policies consistent with said guidelines manual. Implementation of the Project is not anticipated to conflict with the provisions of these existing tree policies and guidelines. Future development, revitalization, and/or redevelopment activities that would be permitted under the Project would be required to be reviewed by the City for consistency with the exiting tree policies and guidelines. Additionally, the Project outlines standards and guidelines to ensure the proper management (e.g., planting, health, maintenance) of trees occurs. Therefore, implementation of the Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant.

Impact BIO-6 Finding: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Initial Study at pp. 55-56). No impacts would occur.

Facts in Support of Findings: The Project is within an urbanized area, and there are no adopted regional conservation plans in the City (CDFW 2019). There is, however, the Upper Santa Ana Wash Land Management and Habitat Conservation Plan, known also as the Wash Plan. The City, among other agencies, is a signatory to the Wash Plan and would participate in the implementation of the plan through a Certificate of Inclusion to receive coverage for planned projects. Implementation of the Wash Plan would result in permanent conservation and management of approximately 1,659.9 acres of native habitats that support slender-horned spine-flower, Santa Ana River woolly-star, cactus wren, California gnatcatcher, and San Bernardino kangaroo rat. The Wash Plan was adopted in 2020. The Project area is not within 6,000 feet (i.e., more than one mile) of the nearest Wash Plan boundaries, and implementation of the Project would not conflict or otherwise impact the Wash Plan policies or objectives. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan and no impacts would occur.

Biological Resources Cumulative Findings: The Project would not result in cumulatively considerable impacts to biological resources.

Facts in Support of Findings: The Project area is an urbanized environment. The proposed Project would not have potentially significant impacts related to special-status species, jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. Since the Project would result in no impacts or less than significant impacts to biological resources, the Project could not combine with other projects within the City in a manner that would result in cumulative impacts. Cumulative projects would be required to comply with applicable survey requirements and mitigation for biological resources. Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources.

E. Cultural Resources

Impact CUL-3 Finding: The Project would not disturb any human remains, including those interred outside of formal cemeteries (Initial Study at p. 58). Impacts are less than significant.

Facts in Support of Findings: There are no known human remains on or near the Project area, including formal cemeteries. Additionally, the Project area is within an urbanized environment. Because the area has already been previously disturbed and developed, it has been subject to construction and ground-disturbing activities. The likelihood that human remains may be discovered during further site clearing and grading activities is considered extremely low. However, ground-disturbing activities have the potential to disturb previously undiscovered subsurface human remains.

In the unlikely event that human remains are uncovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). This regulation is applicable to any project where ground disturbance would occur. Section 7052 of the California Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Therefore, compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less than significant levels.

F. Energy

Impact E-1 Finding: The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Draft EIR at p. 5.4-4). Impacts are less than significant.

Facts in Support of Findings:

Construction

During construction of the proposed Project, energy would be consumed in three general forms, petroleum-based fuels, electricity, and energy used in the production of construction materials. Construction activities related to the proposed mixed-use Project would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction would occur over the 18 year buildout period and the demand for construction-related electricity and fuels would be limited to those time frames.

Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Additionally, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment during the City's construction permitting process. Compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Draft EIR pages 5.4-4 through 5.4-10 detail that construction of the proposed Project is estimated to result in the need for 2,282,064 kWh of electricity and approximately 661,217gallons of diesel fuel. Construction workers would use approximately 864,212 gallons of fuel to travel to and from the Project area. Approximately 291,668gallons of fuel would be used by vendor trucks during construction of the proposed Project.

Construction contractors are required to demonstrate compliance with applicable CARB regulations and compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption on the Project site. Overall, construction activities would require limited energy consumption and would comply with all existing regulations. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the new developments within the TVSP area would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

Draft EIR pages 5.4-10 and 5.4-11 detail that the TVSP at full buildout is estimated to result in the annual use of 1,535,977 gallons of fuel. In addition, the proposed Project would use approximately 47,182,575 thousand British thermal units (kBTU) per year of natural gas, and approximately 20,065,361 kilowatt-hour (kWh) per year of electricity.

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

Impact E-2 Finding: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Draft EIR at p. 5.4-11) Impacts are less than significant.

Facts in Support of Findings: The development that would occur pursuant to the proposed TVSP would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of future development projects. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, as described in Draft EIR Section 5.2 *Air Quality*, the TVSP would be implemented to require development projects in the TVSP area to surpass state and local plans for energy efficiency and achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements, and enhanced water conservation (per Mitigation Measures AQ-7 and AQ-8). These mitigation measures would further ensure adherence to energy efficiency and renewable energy regulations. Furthermore, the TVSP would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The non-residential buildings would be solar ready and residences would have solar infrastructure as required by CCR Title 24 requirements. Thus, the TVSP would not obstruct use of renewable energy or energy efficiency. Overall, the TVSP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Energy Cumulative Findings: The Project would not result in cumulative energy consumption which would occur in a cumulatively wasteful, inefficient, or unnecessary (Draft EIR at pp. 5.4-11 through 5.4-11).

Facts in Support of Findings: The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed mixed uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

G. Geology and Soils

Impact GEO-1i Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Initial Study at p. 61). No impacts would occur.

Facts in Support of Findings: No known fault lines or Alquist-Priolo Fault Zones traverse the Project area or are within 50 feet of the Project area (GP2035 EIR, Figure 3.6-2). The nearest fault line to the Project area is the Redlands Fault of the Crafton Hills Fault Zone, located south of Highland Avenue/Fifth Avenue (i.e., approximately 3,300 feet to the south of the nearest boundary of the Project along East Citrus Ave.). Therefore, individual projects constructed within the Project area would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map. No impact would occur.

Impact GEO-1ii Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking (Initial Study at p. 61). Impacts are less than significant.

Facts in Support of Findings: The Project is located within a seismically active region of Southern California. The nearest fault line to the Project area is the Redlands Fault of the Crafton Hills Fault Zone, located south of Highland Avenue and Fifth Avenue (GP2035 EIR, Figure 3.6-2). New structures built in the City are required to be built in compliance with the California Building Code (CBC), as codified in RMC Chapter 15.04. CBC Section 1613 requires all structures be designed and constructed to resist the effects of earthquake motions in accordance with the Minimum Design Loads for Buildings and Other Structures established by the American Society of Civil Engineers. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Regulatory compliance with the CBC would minimize the potential for structures, including individual development projects under the TVSP, to sustain substantial damage during an earthquake as modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Development within the Project area would not directly or indirectly exacerbate seismic conditions in the Project area or elsewhere in the region. Therefore, impacts would be less than significant with respect to risk of loss, injury, or death involving strong seismic ground shaking.

Impact GEO-1iii Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction (Initial Study at p. 62). Impacts are less than significant.

Facts in Support of Findings: The Project area and immediate surroundings are in an area that is susceptible to liquefaction (GP2035 EIR, Figure 3.6-4). However, as described previously, the impacts from seismic ground failure, including liquefaction, from development under the Project would be addressed through site-specific geotechnical studies prepared in accordance with CBC requirements. Individual development projects within the Project area would also be required to adhere to local policies in the RMC that contain seismic safety requirements and help strengthen existing code requirements such as limiting the disturbance of natural terrain and vegetation to the minimum necessary to accommodate reasonable use of property. Therefore, the potential impact related to seismically related ground failure including liquefaction is less than significant.

Impact GEO-1iv Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides (Initial Study at p. 62). No impacts would occur.

Facts in Support of Findings: The Project area and surrounding area consists of relatively flat terrain that gently slopes to the west at about two percent. There are no existing hillsides within or adjacent to the Project area. Also, the Project area is not located in an area known to be susceptible to landslides (GP2035 EIR, Figure 3.6-3) and not in the path of any known or potential landslides. Thus, as the Project does not propose substantial alteration to the existing topography and would not directly or indirectly exacerbate existing environmental conditions related to landslides, no impacts would occur.

Impact GEO-2 Finding: The Project would not result in soil erosion or the loss of topsoil (Initial Study at pp. 62-63). Impacts are less than significant.

Facts in Support of Findings: The Project area is in an urbanized environment and in an area that is relatively level, with minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the Project area. Generally, earthwork and ground-disturbing activities, unless below minimum requirements, require a grading permit, compliance with which minimizes erosion, and the City's grading permit

requirements ensure that construction practices include measures to protect exposed soils such as limiting work to dry seasons, covering stockpiled soils and use of straw bales and silt fences to minimize offsite sedimentation.

In addition, individual development projects that disturb more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of best management practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil, and the implementation of a stormwater pollution prevention plan (SWPPP). BMPs that are required under a SWPPP include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil. Generally, once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced. Therefore, the potential for adverse soil erosion and topsoil loss would be less than significant.

Impact GEO-3 Finding: The Project would not c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse (Initial Study at p. 63). Impacts are less than significant.

Facts in Support of Findings: The Project area is within a generally flat area that is not subject to landslides, and due to the flat topography, the potential for lateral spreading is also considered very low. The Project area is not identified as being located on a geologic unit or soil that is unstable, or that would become unstable because of development activities.

As described previously, future individual development projects proposed within the Project area would be required to implement CBC requirements and site-specific geotechnical investigations that are typically required for all new development. Therefore, compliance with the requirements of the California Building Code requires adherence to any and all geotechnical design recommendations that may be applicable to a particular project, which would be reviewed by the City for appropriate inclusion as part of the development review process and subsequent building plan check process, and would reduce potential impacts related to any unstable geologic unit or soil to a less than significant level.

Impact GEO-4 Finding: The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (Initial Study at pp. 63-64). Impacts are less than significant.

Facts in Support of Findings: Various soil types within the TVSP area include Ramona Sandy Loam (RmC), Hanford Sandy Loam (HaC), Tujunga Loamy Sand (TuB), and Greenfield Sandy Loam (GtC) (GP2035 EIR, Figure 3.6-1), which are not clay based soils, and not prone to expansion. Also, any potential hazards related to unstable soils would be addressed through the integration of geotechnical information and design recommendations in the design and construction process for future individual development projects in accordance with the CBC requirements which minimize the risk associated with soils hazards. Therefore, compliance with the requirements of the CBC, which would be verified as part of the development review process as well as the subsequent building plan check and permitting process, would reduce potential impacts related to expansive soil to a less than significant level.

Impact GEO-5 Finding: The Project would not e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (Initial Study at p. 64). No impacts would occur.

Facts in Support of Findings: The Project area is currently served by a sewer and wastewater treatment system. Future development projects would include connection to existing sewers mainlines and service lines. Future development under the Project would not include the use of septic systems. Therefore, no impact would occur.

Geology and Soils Cumulative Finding: The Project would not result in cumulatively considerable impacts to geology and soils.

Facts in Support of Findings: Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the California Building Code, Redlands Municipal Code, and site-specific geotechnical recommendations, which will be incorporated as part of future projects' design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects from the TVSP.

Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-2, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan, and SWPPP, as well as compliance with SCAQMD Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the TVSP would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

H. Greenhouse Gas Emissions

Impact GHG-2 Finding: The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs (Draft EIR at p. 5.6-12) Impacts are less than significant.

Facts in Support of Findings: The City of Redlands CAP was designed to reinforce the City's commitment to reducing GHG emissions and demonstrate compliance with the State's GHG emissions reduction standards. The CAP used the 2017 Scoping Plan recommended Plan Level emissions target of 6.0 MTCO2e per capita per year for 2030. The TVSP would result in GHG emissions per service population that would be less than 4.0 MTCO2e, and therefore would be consistent with the CAP emission goals. Also, the Project would implement CalGreen building standards, as verified through the City's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency.

The TVSP development would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed TVSP would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017). CARB's Updated Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order S-3-05, and codified by AB 32.

The development resulting from the TVSP would include sustainable design features related to reduction of GHG emissions that would be consistent with CARB's Scoping Plans (the 2007 and 2017) that provide measures to reduce GHG emissions, which the Project is consistent with as discussed below and detailed in

Draft EIR Tables 5.6-4 and 5.6-5 and the requirements listed and described below. Thus, the TVSP would not conflict with the CARB Scoping Plans and related regulations.

Overall, implementation of the proposed Project would not result in conflict with any applicable plan, policy, or regulation that was adopted for the purpose of reducing GHGs. Thus, impacts would be less than significant.

I. Hazards and Hazardous Materials

Impact HAZ-1 Finding: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Initial Study at pp. 66-67). Impacts are less than significant.

Facts in Support of Findings: Implementation of the Project would provide for the development of land uses, including residential, mixed-use, recreational, commercial retail, office, institutional, and hotel uses that may require the routine use, transport, and disposal of hazardous material and waste. Additionally, construction activities associated with individual development projects under the Project may generate hazardous materials and waste, such as fuels and oils from construction equipment and vehicles.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. Regulations associated with using, transporting, or disposing of hazardous materials include Resource Conservation and Recovery Act (RCRA), Emergency Planning and Community Right-to-Know Act (EPCRA), Hazardous Materials Transportation Act (HMTA), California Health and Safety Code, CCR Title 22, CCR Title 27, Senate Bill 1889, and the Consolidated Fire Code. Locally, facilities requiring a hazardous materials permit would be subject to routing inspection by the San Bernardino County Fire Department (SBFD), acting as the state-designated Certified Unified Program Agency (CUPA) for the City of Redlands, which would also minimize foreseeable risks of an accident that could create a hazard to the public or environment.

Transportation of hazardous waste from construction and operations of development projects under the Project would be subject to U.S. Department of Transportation's (USDOT) requirements for hazardous materials transport and would require carriers to register with the California Department of Toxic Substances Control (DTSC). In addition, compliance with existing regulations require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan to inventory hazardous materials onsite and emergency response regarding potential release of materials. Additionally, existing regulations specify storage areas for hazardous materials to be designed to prevent accidental release and to protect against explosion hazard, high fire or physical hazard, or health hazards.

Implementation of the applicable federal, state, and local regulations would lessen the risk of death, injury, and/or property loss associated with the transport, use, or disposal of hazardous materials by promoting safe handling and storage, documentation and information sharing, and appropriate emergency planning and response. Therefore, compliance with the existing federal and state regulations would ensure the impact of routine use, transport, and disposal of hazardous materials associated with implementation of the Project would be less than significant.

Impact HAZ-2 Finding: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Initial Study at p. 68). Impacts are less than significant.

Facts in Support of Findings: Implementation of the Project would result in development of land uses that would involve the use, transportation, disposal, and storage of hazardous materials in the City. The Project does not propose industrial land uses. Depending on the age of the structure that would be demolished, asbestos-containing materials (ACMs) and lead-based paints (LBPs) may be present in the existing buildings.

Although the risk of upset and accident conditions involving the release of hazardous materials into the environment cannot be completely eliminated, it can be reduced to a manageable level. Existing regulations at the federal, state, and local levels serve to minimize the potential for upset during routine transportation, use, and disposal as discussed in the response above. Given existing regulations and programs that reduce the potential for hazardous materials upsets and promote the ability of emergency services to respond to incidents, impacts from Project implementation associated with the release of hazardous materials into the environment would be less than significant.

Impact HAZ-3 Finding: The Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Impact at pp. 68-69). Impacts are less than significant.

Facts in Support of Findings: The following schools are located within the TVSP area boundaries:

- University of Redlands (southern portion of the campus)
- Redlands Adventist Academy (private school)
- Orangewood High School (public continuation school)

The following schools are not within the Project area, but are located within a quarter mile:

- Arrowhead Christian Academy Upper School (private school)
- Crafton Elementary
- Franklin Elementary
- Grove School (private school)
- Lugonia Elementary
- McKinley Elementary School
- Moore Middle School
- Redlands Christian Lower School and Preschool (private school)
- Redlands Christian Middle (private school)
- Redlands High School
- Sacred Heart Academy (private school)

Implementation of the Project would allow land uses that would be reasonably expected to handle hazardous materials or generate hazardous emissions commensurate to residential, mixed-use, recreational, commercial retail and office, institutional, and hotel uses that are proposed. The Project does not propose industrial land uses. Operation of individual development projects under the Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. However, construction phase for individual development projects would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. All potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance for applicable federal, state, and local regulations. As such, given that the use of such materials would not create a significant hazard to any nearby schools and the land uses proposed by the Project would not create a hazardous incompatibility with existing school sites. Therefore, impacts from Project implementation would be less than significant.

Impact HAZ-4 Finding: The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. (Draft EIR at p. 5.7-11). Impacts are less than significant.

Facts in Support of Findings: There are numerous sites in the TVSP area that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further

investigation (See Table 5.7-1). Several of the sites have reported releases to the ground resulting in soil and groundwater contamination and which are subject to various State and federal laws and regulators, including the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Environmental Protection Agency (EPA), DTSC, and the Regional Water Quality Control Board (RWQCB), and are in various stages of the cleanup process as stipulated by the relevant agencies. Redevelopment of sites with existing soil or groundwater contamination in accordance with the TVSP could potentially pose a significant hazard to the public or the environment through releases of hazardous materials into the environment. However, these sites are being regulated by existing federal and state policies and have been or in the process of being investigated and remediated pursuant to existing regulation. Existing regulations (such as CFR, Title 49, Chapter I; CCR, Title 8; CCR, Title 22; CFR, Title 40, Part 263 that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and the City of Redlands) and CUPA programs would also help by ensuring the reporting and documentation of any hazardous materials incidents in the TVSP area such that property owners could be aware of potential hazards. For future projects, CEQA requires developers to reference the Cortese List and discuss if the project would be located on a listed site. Additionally, the City's development review process would require preparation of Phase I Environmental Site Assessments (ESAs) for future projects that would identify potential hazardous materials onsite. If future redevelopment is proposed on listed sites, potential contamination at these sites, if not already remediated, would be addressed through the City's development review requirements and in compliance with applicable state and federal regulations. Compliance with these policies, regulations, and programs would reduce the impact to less than significant.

Impact HAZ-5 Finding: The Project would not result in a safety hazard or excessive noise for people residing or working in the project area (Initial Study at p. 69). Impacts are less than significant.

Facts in Support of Findings: The nearest airports to the Project area are Redlands Municipal Airport (approximately 1.5 miles to the northeast of the University Transit Village) and San Bernardino International Airport (approximately three miles northwest of the New York Street/Esri Transit Village). The Project area is not within the airport compatibility zones or airport influence areas for either the Redlands Municipal Airport or San Bernardino International Airport (GP2035 EIR, p. 3.7-2), nor is the TVSP area within the modeled noise contours for the Redlands Municipal Airport (GP2035 EIR, Figure 3.12-3) or San Bernardino International Airport (GP2035 EIR, Figure 3.12-4). Additionally, implementation of the Project would not result in structures that would pose a hazard to airport operations, flight patterns, or otherwise result in substantial aviation-related safety risks. Therefore, impacts would be less than significant.

Impact HAZ-6 Finding: The Project would not impair implementation of an adopted emergency response plan or emergency evacuation plan (Initial Study at pp. 69-70). Impacts are less than significant.

Facts in Support of Findings: Relevant emergency response or emergency evacuation plans include the San Bernardino County Emergency Operations Plan and, to the extent that they mitigate potential disasters in the City and TVSP area, the City's Hazard Mitigation Plan (HMP), and the San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Physical development under the Project, including new roadways and new intersections to break up superblocks and increased densities (e.g., to multi-story mixed-use buildings such as near the future train stations), is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. Emergency access and circulation during construction and operation of individual development projects under the Project would be part of each project's review and approval by the City. Therefore, as existing City development standards would require new development within the TVSP to be designed so as to not interfere with an adopted emergency response plan or emergency evacuation plan, impacts from Project implementation would be less than significant.

Impact HAZ-*7* Finding: The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (Initial Study at p. 70). Impacts are less than significant.

Facts in Support of Findings: The Project area, as with most of the City, is characterized as having a moderate fire threat level (GP2035 EIR, Figure 3.7-3). Areas with high, very high, and extreme fire threat levels are located on the periphery of the City. Areas of high to extreme fire threat levels are characterized by natural vegetation that can serve as fuel for wildland fires, and steeper topographies that can impede emergency access and facilitate the rapid spread of potential fire.

The Project area is an urbanized environment that does not contain wildlands. City policies require all development to adhere to safety standards provided in the CBC and California Fire Code, including construction and design methods that effectively reduce the risk of structure fires. The City's close coordination of the Redlands Fire Department with the fire services of neighboring jurisdictions ensures the safety of new development. Therefore, impacts would be less than significant.

Hazards and Hazardous Materials Cumulative Findings: The Project would not result in cumulative impacts related to hazards or hazardous materials (Draft EIR at p. 5.7-12).

Facts in Support of Findings: Cumulative land use changes within the city would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may be contaminated from either historic or ongoing uses. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous material users and transporters, as well as hazardous waste generators and disposers, are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on present or future project sites appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

J. Hydrology and Water Quality

Impact WQ-1 Finding: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (Initial Study at pp 71-72). Impacts are less than significant.

Facts in Support of Findings: Project implementation would have a significant environmental impact if it would violate water quality standards and waste discharge requirements set out in current NPDES and municipal permits issued by the Santa Ana RWQCB. Violation of these permits could occur if the individual development projects under the Project would substantially increase pollutant loading levels in the sanitary sewer system or in groundwater underlying the City, either directly through the introduction of pollutants, or indirectly through stormwater pollution. The NPDES permit is based on the federal Clean Water Act, compliance with the Porter-Cologne Water Quality Control Act (Division 7 of the Water Code, commencing with Section 13000), applicable state and federal regulations, all applicable provisions of statewide water quality control plans and policies adopted by the State Water Resources Control Board (SWRCB), the Santa Ana River Basin Plan adopted by the Santa Ana RWQCB, the California Toxics Rule, and the California Toxics Rule Implementation Plan. Regulatory compliance of development under the Project with the NPDES permit would, by extension, ensure compliance with these other applicable plans and regulations pertaining to water quality.

Implementation of the Project would implement additional development and redevelopment within the Project area that would increase impervious surfaces, and could therefore increase the amount of runoff and associated pollutants during both construction and operation of development. However, construction activities are required to comply with the NPDES Stormwater Discharge Permit. The City's Pretreatment and Regulation of Wastes Ordinance and its Storm Drains Ordinance further protect water quality in the City and would be

applicable to development projects under the Project. As a standard requirement in the City, individual development projects are required to demonstrate compliance with the applicable regulations prior to issuance of building or engineering permits.

Implementation of practices required by the NPDES permit would reduce the volume of runoff from impervious surfaces and increase the amount of natural filtration of pollutants from stormwater occurring onsite for the development projects, which would improve the quality of stormwater before it enters the City's stormwater system.

The Project includes stormwater management guidelines that require a Water Quality Management Plan (WQMP) that incorporates Low Impact Development (LID) design principles and provide water quality improvements. Moreover, the Project also includes street and streetscape design standards that require runoff from public right-of-way to be treated per water quality standards of the San Bernardino County Stormwater Program Water Quality Management Plan and as approved by the City. Compliance with federal, state, and local water quality regulations will ensure that water quality is protected to the maximum extent practicable. Therefore, impacts from Project implementation would be less than significant.

Impact WQ-2 Finding: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin (Draft EIR at p. 5.8-9). Impacts are less than significant.

Facts in Support of Findings: A Water Supply Assessment (WSA) was prepared for the Project in order to coordinate local water supply and land use decisions per Senate Bill 610 (SB 610). Future land uses within the TVSP will utilize water from the local groundwater from the San Bernardino Basin (SBB) (also known as Bunker Hill Basin) and surface water supplies from Mill Creek and the Santa Ana River. Supplemental water is purchased from the State Water Project for direct deliveries only when the local sources cannot provide it or is needed for water quality.

Under the TVSP, it is estimated that buildout of the Specific Plan area would include the development of an additional 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. In 2020, approximately 13,916 AF of groundwater was pumped from the Bunker Hill and Yucaipa basins. The change in land use proposed under the TVSP would result in a net increase of approximately 570,746 gallons per day, or 639 AFY, with a total demand of 1,996 AFY. In 2020, the volume of water pumped from the Bunker Hill Subbasin of the San Bernardino Basin (SBB) and Yucaipa Subbasin was 13,916 AFY.

Even with the additional demand of 639 AFY from the proposed TVSP land uses (639 AFY in addition to existing 13,916 AFY is approximately 14,555 AFY), the City will have surplus groundwater supplies available over the next 25 years. The WSA, included as Appendix F to the Draft EIR, includes an analysis of reliability of the City's water supplies and concludes with a sufficiency analysis of water supply during normal, single-dry, and multiple dry years. The WSA identifies programs and activities that the City is managing to enforce lowering water demand and assist with sustainable water supply for the future. The City, inclusive of the proposed TVSP Project, will have an adequate supply of water now and 25 years into the future. The Western Judgment would continue to monitor and ensure the basins, as adjudicated, are pumped and replenished in accordance with imposed allocations and rights.

Additionally, the proposed Specific Plan would allow for additional development and redevelopment within the city that would increase the area of impervious surfaces. However, projects proposed within the Specific Plan area would be required to comply with City policies, such as Policy 6-A.40 and Policy 6-A.43, that require post-development stormwater runoff of projects to not exceed pre-development rates and to maximize the amount of pervious surfaces for the percolation of urban runoff. Depending on the type or size of the project, each project would be required to provide a WQMP, or if no WQMP is required, comply

with other requirements which would include measures to collect and infiltrate stormwater in compliance with the requirements of the NPDES stormwater permit (NPDES Permit No. CAS618036 and RWCB Order R8-2010-0036 for San Bernardino County) and support the recharge of the underlying groundwater basins. Therefore, the Project would not substantially interfere with groundwater recharge, and impacts would be less than significant.

Impact WQ-3i Finding: The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site (Draft EIR at p. 5.8-11). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area is transected by the Mill Creek Zanja (The Zanja) and bordered by the Morey Wash (Morey Arroyo). The Mill Creek Zanja was built in 1819 to convey water from Mentone to the Assistencia de Mission San Gabriel. Today, it carries drainage water and stormwater runoff. It runs through University Street and New York Street. The Morey Arroyo is also an artificial ditch that conveys drainage water and stormwater runoff. The Project site is located within a floodplain. The main cause of the flooding is a lack of conveyance capacities in the Zanja Channel, the Redlands Boulevard storm drain, and the Oriental storm drain.

Construction

Construction of the proposed Project could result in demolition of the existing structures and vegetation removal, that would expose and loosen building materials and sediment, which has the potential to mix with storm water runoff and result in erosion or siltation off-site. However, the Specific Plan Area does not include any steep slopes, which reduces the erosion potential. Additionally, a large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities.

The existing NPDES Construction General Permit requires preparation and implementation of a SWPPP by a QSD for the proposed construction activities (included as PPP HYD-1). The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities.

In addition, all grading plans within the City of Redlands require an accompanying set of "stand alone" Erosion Control Plans to minimize water and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities implemented as part of the TVSP.

As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of the quality of receiving waters. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with the City of Redlands Municipal Code Chapter 13.54, Storm Drains, MS4 Permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that impacts of future development implemented as part of the TVSP impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

After completion of Project construction, the TVSP area would have a greater amount of impermeable surfaces. The increase in impervious surfaces could result in a potential increase in stormwater volume and peak runoff rates.

The TVSP area has historically experienced flooding during moderate storm events. Portions of the Project area, particularly the majority of the parcels within a quarter mile of the three stations, are located within the flood zone. Per the 2014 Master Plan of Drainage, the causes of the flooding in this area include both local and regional storm drain deficiencies. The main cause of flooding is lack of conveyance capacities in the Mission Zanja, the Redland Boulevard storm drain, and the Oriental storm drain. With a capacity of approximately 2,400 cubic feet per second (cfs), the Redlands Boulevard storm drain receives over 4,200 cfs from the Zanja and the Carrot storm drain, and 4,000 cfs from Reservoir Canyon and the Oriental storm drain. All four of these tributaries experience a confluence near the intersection of Redlands Boulevard and Ninth Street. Over the past three decades, the focus of several studies has been to reduce the flood potential from the Zanja and Reservoir Canyon storm drain. Several alternatives have been investigated and proposed as part of developing the draft TVSP, ranging from multiple detention basins to a downtown underground "bypass" pipeline that would direct Zanja flows around the Redlands Boulevard storm drain.

While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling, included as Appendix A to the TVSP, in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations;
- Implement the 2014 Master Plan of Drainage Alternative 1 for the Downtown Village;
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass; and
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Projects built pursuant to the Specific Plan would be required to comply with requirements included under Chapter 3.56 of the City's Municipal Code, Storm Drain Facilities Fees. Additionally, development applicants are required to pay development storm drain impact fees per Section 3.56.040, Storm Drain Fees, established for the purpose of constructing the storm facilities provided in the City's Master Storm Drain Plan.

Development proposed through the Specific Plan would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash. The Project could implement development that could result in substantial changes to existing drainage patterns within the Project area, through direct modification of existing storm drains or indirectly through the anticipated development of 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. However, drainage proposed as part of future development projects would comply with the City's Master Storm Drain Plan, which would facilitate improvements to the City's storm drain system.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2) that includes post-construction BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design limits the potential for erosion and siltation.

Overall, the proposed drainage system and adherence to the existing regulations would ensure that Project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

Plans, Program and Policies

PPP HYD-1 **National Pollutant Discharge Elimination System (NPDES).** Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs.

PPP HYD-2 **Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments

Impact WQ-3ii Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (Draft EIR at p. 5.8-13). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

Construction of the proposed Project could require demolition of the existing building structures, including foundations, floor slabs, and utilities systems. These activities could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific drainage issues related to construction and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to potential alteration of a drainage pattern or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the Project area contains areas of flood risk. Per the Redlands Floodplain Regulations, in a FEMA Flood zone any new "occupiable" finished floor must be at least two feet above the one percent (100-year) base flood elevation. Any floodplain cross-section modifications (earthen platforms) may not cause more than one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

The buildout of the Project is anticipated to increase impervious surfaces, which would result in an increase of stormwater runoff volume and peak flow rates. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Improvements would be implemented by the City as regional drainage improvements. However, projects proposed in implementation of the Specific Plan would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing NPDES permit regulations would ensure that Project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-3iii Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (Draft EIR at p. 5.8-14). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

As described in the previous response, construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff and polluted runoff if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The existing topography of the Specific Plan area is relatively flat and generally drains from the east to the west. The Project area drains to an existing storm drain network that is discharged to five drainage areas within the City, including Mission Zanja, Reservoir Canyon, Downtown, North City, and South City. The TVSP area has historically experienced flooding during moderate storm events. Development of the Project could increase impervious surface area within the TVSP area, which could result in additional stormwater runoff

that could further exceed the existing drainage system and contribute to additional sources of stormwater pollutants. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Proposed project design would be reviewed for consistency during design check by the City.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2), or if a WQMP is not required, comply with other measures that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, Project impacts related to the capacity of the drainage system and polluted runoff would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-3iv Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows (Draft EIR at p. 5.8-16). Impacts are less than significant.

Facts in Support of Findings:

Construction

Construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the Project area contains areas of flood risk. Per the Redlands Floodplain Regulations, in a FEMA zone any new "occupiable" finished floor must be at least two feet above the one

percent (100-year) base flood elevation. Any floodplain cross-section modifications (earthen platforms) may not cause more than one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

The buildout of the Project is anticipated to increase impervious surfaces, which would result in an increase of stormwater runoff volume and peak flow rates. The City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Improvements would be implemented by the City as regional drainage improvements. However, projects proposed in implementation of the Specific Plan would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to address the City's flooding issues. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing NPDES permit regulations would ensure that Project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-4 Finding: The Project would not risk release of pollutants due to Project inundation within a flood hazard zone (Draft EIR at p. 5.8-17). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

Construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased polluted runoff. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The Project would facilitate the development of new residential uses within the TVSP area. Development of the Project could increase impervious surface areas and introduce additional residential uses within the TVSP area, which could result in additional sources of stormwater pollutants. The TVSP has historically experienced flooding and parts of the TVSP area are within a designated floodplain. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Proposed project design would be reviewed for consistency during design check by the City.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2) that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, Project impacts related to the release of pollutants due to project inundation would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-5 Finding: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Initial Study at pp. 74-75). Impacts are less than significant.

Facts in Support of Findings: The City is within the Santa Ana RWQCB jurisdiction. The Santa Ana RWQCB adopted the Santa Ana Region Basin Plan which designates beneficial uses for all surface and groundwater within their jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As summarized below, the Project would comply with the applicable NPDES permits, and implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

Construction activity within the City is required to comply with the NPDES Stormwater Discharge Permit. The City's Pretreatment and Regulation of Wastes Ordinance and its Storm Drains Ordinance further protect water quality in the City and would be applicable to development projects under the Project. Implementation of practices required by the NPDES permit and verified through City construction and operational permitting would reduce the volume of runoff from impervious surfaces and increase the amount of natural filtration of pollutants from stormwater occurring onsite for the development projects, generally improving the quality of stormwater before it infiltrates into the groundwater basin.

The Project includes stormwater management guidelines that requires a WQMP, and street and streetscape standards that require runoff from public right-of-way to be treated per water quality standards of the San

Bernardino County Stormwater Program Water Quality Management Plan and as approved by the City. The Project in conjunction with City policies promote the protection of the City's natural water bodies, prevent water pollution, ensure preparation and implementation of applicable water quality plans, require incorporation of BMPs, and otherwise ensure compliance with the City's NPDES permit. As such, Project implementation would not result in water quality impacts that would conflict with the RWQCB's Santa Ana Region Basin Plan.

The Bunker Hill Basin, which underlies the City, stores approximately five million acre-feet of water and is recharged by rain, runoff from the surrounding mountains, and imported water. The Bunker Hill Basin provides water to the cities of Redlands, Highland, San Bernardino, Loma Linda, Colton, Rialto, Fontana, Grand Terrace, Riverside, and portions of unincorporated San Bernardino County. Regarding a sustainable groundwater management plan, in September, 2014, the California Legislature enacted the Sustainable Groundwater Management Act of 2014 (SGMA), which established a statewide framework, and granted new authorities and responsibilities to local agencies, for the sustainable management of groundwater resources. While adjudicated basins, such as the Bunker Hill Basin in the San Bernardino Basin Area (SBBA), are not subject to most provisions of the SGMA, local agencies, such as the City, are expected to responsibly manage the SBBA in accordance with common sustainability principles. Using SGMA as a model to achieve water supply reliability and long-term groundwater sustainability, in 2015, the City and other local water agencies began meeting to identify and develop a Groundwater Sustainability Council for the SBBA, which is presently known as the Groundwater Council (GC). The City is the second largest user of groundwater within the SBBA, and as a voting member of the GC, is a participant as critical SBBA sustainability decisions are made, and GC membership fees are used, to purchase water during "wet" years when supplies are less expensive and more readily available.

Early efforts in the development of the GC identified water resources to ensure a sustainable water supply into the future and to equitably share the cost of those resources among SBBA pumpers. Ultimately, the GC developed two (2) primary tools to sustain the SBBA: (i) method to allocate the costs of sustainable basin management, and (ii) a five-year agreement that establishes an organizational structure to administer the process, known as the San Bernardino Basin Groundwater Council Framework Agreement. The agreement is for a five-year initial term, and is currently in its third year. The fourth year budget was recently approved by the GC in January, 2021.

The GC provides the funding, integration, and agency coordination necessary to manage imported water, and associated groundwater replenishment facilities, within the SBBA. The GC partners collaborate to manage the SBBA, including accessing and applying imported water supplies to augment and complement native water supplies. The goal of the GC is to maintain the long-term yield of the SBBA by ensuring overdraft, or other negative impacts, are prevented in the future, and to take advantage of imported water replenishment opportunities as they arise.

Participation in the GC is open to groundwater producers in the SBBA. Current members include Redlands, the cities of Colton, Loma Linda, Rialto, and San Bernardino the East Valley Water District, West Valley Water District, San Bernardino Valley Municipal Water District, San Bernardino Valley Water Conservation District, West valley Water District and the Yucaipa Valley Water District, the Bear Valley Mutual Water Company and the Fontana water, and Loma Linda University.

The 2015 San Bernardino Valley Regional Urban Water Quality Control Management Plan (UWMP), amended in June 2017, also provides management strategies to meet targets for future water use, including groundwater supply from the Bunker Hill Basin. The WQMP for the Project addresses quality and quantity of stormwater runoff and provides BMPs for construction and operation to ensure compliance with the current General Stormwater Permit. The Project would also be consistent with the management strategy outlined by the UWMP for local surface water and groundwater in the San Bernardino Valley. Therefore, as Project implementation would not conflict with a water quality control plan or sustainable groundwater management plan, impacts would be less than significant.

Hydrology and Water Quality Cumulative Findings: The Project would not result in cumulative impacts related to hydrology and water quality (Draft EIR at p. 5.7-12).

Facts in Support of Findings:

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana Watershed because cumulative projects and developments pursuant to the proposed Project could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the City's Master Drainage Plan area, from capture of runoff through final discharge points. As described above, TVSP does not include specific drainage system improvements; however, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater Basin: The geographic scope for cumulative impacts related to the groundwater basin is the Bunker Hill Subbasin of the Upper Santa Ana Groundwater Basin. As described previously, the volume of water that would be needed by the Project is within the anticipated groundwater pumping volumes. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. As a result, the proposed Project would not generate impacts related to the groundwater basin that have the potential to combine with effects from other projects to become cumulatively considerable. Therefore, cumulative impacts related to the groundwater basin would be less than significant.

K. Land Use and Planning

Impact LU-1 Finding: The Project would not physically divide an established community (Initial Study at p. 77). No impacts would occur.

Facts in Support of Findings: The Project is anticipated to facilitate the development of a more cohesive community, and connectivity through focusing on improvements to roadways as corridors for multiple modes of travel (including pedestrians, bicycles, transit options, and motor vehicles). The Project would provide for infill and redevelopment of parcels within and around the Esri campus, Downtown, and southern portion of the University of Redlands (portions of which are currently bisected by the Interstate 10 freeway), which

would not physically divide an established existing community. The Project would also "break up" superblocks with the introduction of new streets, restoring a more pedestrian- and circulation-friendly grid pattern to the area, which would improve community connectivity and not physically divide the community. The Project public realm and landscaping plan would interconnect the three transit villages as well by providing connected open space and parks. The Project does not include any components that would physically divide the community. Therefore, no impacts would occur.

Impact LU-2 Finding: The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Draft EIR at p. 5.9-4). Impacts are less than significant.

Facts in Support of Findings:

2020 RTP/SCS. The 2020 RTP/SCS Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency. The proposed Project would be consistent with the applicable SCAG's 2020 RTP/SCS goals, as detailed in Draft EIR Table 5.9-1 on pages 5.9-4 through 5.9-5. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Land Use Consistency. the City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks. Areas south of the Project have a General Plan Land Use Designation of low density residential, medium density residential, high density residential, public institutional, commercial, and office. Areas to the north have a General Plan Land Use Designation of low density residential, medium density residential, low medium density residential, and commercial. Areas to the west have a land use designation of commercial/industrial and commercial. Areas to the east have a low density residential General Plan Land Use Designation.

California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed Specific Plan would implement General Plan policies related to infill development, providing a supply of non-residential development area within the City, provision of housing for employees, and increasing use of alternative methods of circulation. The proposed TVSP provides for infill development that would make use of the existing circulation and utility infrastructure and provide mixed-use and higher density housing opportunities that provide affordability. The TVSP addresses the consistency of the TVSP with the relevant City's General Plan and said analysis is incorporated by reference into the Draft EIR. Therefore, impacts related to land use inconsistency would be less than significant.

General Plan Goals, Policies, and Objectives. A detailed analysis of the proposed Project's consistency with the applicable goals, policies, and objectives of the City's General Plan that serve to avoid or mitigate environmental impacts is provided in Draft EIR Table 5.9-2. As described in the Table, the proposed Project would be consistent with the relevant goals, policies, and objectives of the City's General Plan that avoid or mitigate environmental impacts, and impacts related to conflict with a General Plan policy related to an environmental effect would be less than significant.

Municipal Code. Upon adoption of the proposed Specific Plan, the development regulations and design criteria within the Specific Plan would apply to the project area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the main land use implementation tool for the project area. In the event of any conflict between the requirements of the zoning code and the standards contained within the adopted Specific Plan, the requirements of the Specific Plan shall govern,

and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the City's Municipal Code shall apply. As such, the proposed Specific Plan would not result in conflicts with the City of Redlands zoning code, and impacts would be less than significant.

Land Use and Planning Cumulative Findings: The Project would not result in cumulative impacts related to land use and planning (Draft EIR at p. 5.9-23).

Facts in Support of Findings: The geographic context for this cumulative analysis includes the City of Redlands in relation to the City's General Plan. Cumulative development would result in intensity increases to existing land use patterns through implementation of mixed-use, infill and redevelopment. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Zoning Code. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole, would result in a more intensely developed built environment than currently exists, and would be required to be consistent with local General Plan policies.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses that require such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would not occur.

L. Mineral Resources

Impact MIN-1 Finding: The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (Initial Study at p. 78). Impacts are less than significant.

Facts in Support of Findings: Large areas in the northern portion of the City around the Santa Ana River wash are classified as MRZ-2, which contains high quality construction aggregates (e.g., sand, gravel, and crushed stone) that have been mined since the 1920s. Active mining in the Santa Ana River wash is located on both sides of the boundary between the cities of Redlands and Highland, and new areas are currently being proposed for mining along the northern boundary of the City. This mining operations in the Santa Ana River wash are not within or adjacent to the Project http://usrpt.com/area.

The northwestern portion of the New York Street/Esri Transit Village area is within MRZ-2 (GP2035 EIR, Figure 3.11-1). The Project area consists of the City's urban core, residential neighborhoods, civic uses, and parks. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, implementation of the Project would not result in the loss of availability of a known mineral resource of value to the region and state. Therefore, impacts would be less than significant from implementation of the Project.

Impact MIN-2 Finding: The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan (Initial Study at p. 79). Impacts are less than significant.

Facts in Support of Findings: The Project area does not include areas designated for mining in any land use plan. Also, as described previously, implementation of the Project would not result in the loss of availability of a known mineral resource recovery site. Therefore, impacts would be less than significant from implementation of the Project.

Mineral Resources Cumulative Findings: The Project would not result in cumulative impacts related to mineral resources.

Facts in Support of Findings: The Project area consists of the City's urban core, residential neighborhoods, civic uses, and parks. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, implementation of the Project would not result in significant impacts to mineral resources and impacts would not be cumulatively considerable.

M. Noise

Impact N-3 Finding: The Project would not expose people residing or working in the project area to excessive noise levels, for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport (Initial Study at p. 81). Impacts are less than significant.

Facts in Support of Findings: The nearest airports to the Project area are Redlands Municipal Airport, approximately 1.5 miles to the northeast of the University Transit Village, and San Bernardino International Airport, approximately three miles northwest of the New York Street/Esri Transit Village. The Project area is not within the airport compatibility zones for either the Redlands Municipal Airport or San Bernardino International Airport (GP2035 EIR, p. 3.7-2), nor is the Project area within the modeled noise contours for the Redlands Municipal Airport (GP2035 EIR, Figure 3.12-3) or San Bernardino International Airport (GP2035 EIR, Figure 3.12-4). There are no private airstrips in the vicinity of the Project area (AirNav 2020). Thus, individual development projects under the Project would not expose people residing or working in the Project area to excessive noise levels from airport operations. Therefore, impacts would be less than significant.

N. Population and Housing

Impact POP-1 Finding: The Project would not induce substantial unplanned population growth in an area, either directly or indirectly (Draft EIR at p. 5.11-6). Impacts are less than significant.

Facts in Support of Findings: The amount of new development proposed under the TVSP could currently be constructed in the Project area under the current GP2035 land use designations and zoning designations. Buildout pursuant to the TVSP would be within the buildout provided for within the GP2035. However, the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits. Therefore, the Project would not induce population growth, it would just provide for the form and function of future development.

Draft EIR Table 5.11-7 shows that based on the General Plan buildout estimates of 2.65 persons per household and one employee for every 500 square feet of non-residential space, buildout of the proposed TVSP would accommodate 6,360 residents and 1,226 employees.

Residential Development. Buildout of the proposed TVSP would result in a population increase of 6,360 residents, which is a citywide increase of 8.9 percent over the 2021 estimated population of 71,154. SCAG forecasts that the City's population will increase by 13.6 percent (9,646 residents) between 2021 and 2045. The additional 6,360 residents that would be accommodated by buildout of the proposed TVSP would not exceed the amount of growth anticipated to occur within the City. Also, SCAG household growth projections estimate that by 2045 the number of households within the City will grow by 21.2 percent (5,395 households), and that growth within the County will be higher at 34.8 percent. Assuming that the maximum number of residential units in the proposed TVSP are developed and occupied (no vacancy), the 2,400 additional households in the TVSP area would consist of a 9.4 percent increase of households citywide, which is within the SCAG anticipated growth of both the City and the County. Therefore, the Project would not induce unplanned population growth.

The residential development pursuant to the TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Development that would occur under the proposed TVSP would help the City accommodate and balance the land use of anticipated growth as opposed to substantially increasing growth. The residential development that would occur under the proposed Project would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. As further described below, implementation of the proposed TVSP would assist to balance the need for additional housing related to employment growth and to improve the future jobs-to-housing balance. Overall, impacts related to residential growth would be less than significant.

Non-Residential Development. Implementation of the TVSP would result in long-term employment opportunities that would be generated from approximately 265,000 square feet of new retail commercial, approximately 238,000 square feet of new office uses, and approximately 110,000 square feet of new hotel uses. Because the future tenants are unknown, the number of jobs generated from operation cannot be precisely determined. However, based on the General Plan estimate of one employee for every 500 square feet of non-residential uses, the Project is estimated to result in approximately 1,226 job opportunities. SCAG projects an increase of 13,700 jobs in the City by 2045. The jobs provided through the TVSP would accommodate 8.9 percent of the anticipated growth. Therefore, the Project would not induce unplanned business or employment growth.

Also, Draft EIR Table 5.11-6 shows that the number of new jobs is anticipated to outpace the number of new households by 2045. The residential units generated from the proposed Project would provide for a balanced ratio of jobs and housing and provide for housing near transit and in a walkable environment. Thus, the housing that would be accommodated by the proposed TVSP would result in a beneficial impact related to the balance of jobs and housing; and impacts related to the jobs-housing balance from implementation of the proposed TVSP would be less than significant.

Construction. Construction of projects that would occur as a result of the proposed TVSP would include a need for construction labor. Due to the employment patterns of construction workers in Southern California, and the large market for construction labor in San Bernardino County, construction workers are not likely to relocate their households as a consequence of the job opportunities presented by construction projects in the TVSP area. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often-lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.

- Many construction workers are specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

It is reasonable to assume that construction workers for developments that would occur pursuant to the proposed TVSP would be drawn from the existing labor force in the surrounding area, and, because a typical construction worker would be employed at several different construction sites during any given year, would not relocate their households' places of residence as a consequence of working at a particular construction site in the City of Redlands. Therefore, construction related employment that would be generated from implementation of the proposed TVSP would not induce substantial unplanned and impacts would be less than significant.

Infrastructure. The Project provides a framework for development of a walkable, mixed-use environment around the three new Arrow stations. A key component of this framework is a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists that includes various roadway improvements, pedestrian improvements, and bicycle route improvements. These circulation improvements do not provide accessibility in new areas that would result in additional growth; these improvements would enhance the existing circulation system to provide for multi-model transportation. The Project includes water system infrastructure improvements to potable and non-potable water mains due to age and size to provide reliable fire suppression and adding non-potable water mains to serve the New York Street/Esri and Downtown station areas. Similarly, sewer system improvements would include replacement of existing lines. The utility improvements included in the Project, do not provide for development in new areas that would result in additional growth. The utility improvements are needed due to aged infrastructure and to provide for the anticipated growth within the urban and developed area of the City on undeveloped and underdeveloped parcels that are within walking distance of transit and employment opportunities. Therefore, the proposed infrastructure included in the TVSP would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

Impact POP-2 Finding: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Initial Study at pp. 82-83). No impacts would occur.

Facts in Support of Findings: The Project would not result in the displacement of substantial number of existing housing, nor would it result in the displacement of substantial numbers of people within the Project area. The Project provides for infill development and redevelopment and would include a mix of residential, commercial (retail and office), hotel, and civic uses. Individual development projects pursuant to the Project may result in temporary displacement of residents during construction activities. However, development projects would occur at a parcel-by-parcel project level. The potential displacement of persons residing on an infill or redevelopment parcel (if any) would be short-term, and the Project would result in a greater number of residential units to house residents of the area. Therefore, impacts related to displacement of housing or persons that would require replacement housing elsewhere would not occur.

Population and Housing Cumulative Findings: The Project would not result in cumulative impacts related to population and housing (Draft EIR at p. 5.9-23).

Facts in Support of Findings: Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, SCAG's 2020-2045 RTP/SCS sets

forth land use strategies that help the region achieve state greenhouse gas emission reduction goals and assist the South Coast Air Quality Management District prepare its Air Quality Management Plan (AQMP) The Project would not exceed the SCAG population, housing, and employment growth projections for the City. Based on the growth projections analyzed in SCAG's 2020-2045 RTP/SCS, full buildout of the Project, including buildout of up to 2,400 additional dwelling units and 613,000 square feet of retail commercial, hotel, and office space would represent approximately 8.9 percent of projected employment growth and 9.2 percent of projected housing growth in the City through 2045. The project is within the growth projections used to prepare RTP/SCS) and AQMP. Thus, impacts related to cumulative growth would be less than significant and not cumulatively considerable.

O. Public Services

Fire Protection

Impact PS-1 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for fire protection services (Draft EIR at p. 5.12-6). Impacts are less than significant.

Facts in Support of Findings: Full buildout of the TVSP area pursuant to the TVSP would increase the demand for fire protection and emergency medical services. The threshold is whether the Project would result in inadequate staffing levels or require additional equipment, response times, and/or increase the demand for services that would then require the construction or expansion of fire station facilities that would have an adverse physical effect on the environment. Development within the TVSP area would be installed with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted as Chapter 15.20 of the Redlands Municipal Code, CBC, and other existing regulations regarding fire safety. Site access would be reviewed by City planning and the Redlands Fire Department to ensure that the proposed improvements would have adequate access for large fire trucks and vehicles. Future development within the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and county codes and requirements are implemented.

The General Plan EIR stated that the fire services have stated the needs for expansion in order to accommodate continued increase in population. However, development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities and the timely provision of new facilities as needed. The fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of additional facilities, if needed in the future. Furthermore, future developments pursuant to the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and City codes and requirements are implemented.

Whether the City chooses to construct new fire stations in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies that are designed to protect environmental resources as well as environmental review under CEQA, separate from this Project. Therefore, with the payment of development fees included as PPP PS-1, Project impacts to fire services would be less than significant.

Plans, Programs, or Policies:

PPP PS-1: Development Impact Fees. As a standard requirement for implementing projects within the TVSP area, and prior to issuance of any building permits for the implementing project, the project applicants/developers shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

Police Services

Impact PS-2 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for police services (Draft EIR at p. 5.12-7). Impacts are less than significant.

Facts in Support of Findings: The service ratio for the City of Redlands is 1.1 officers per 1,000 residents. Based on the new resident population of 6,360, the City would need to hire approximately 7 new officers to maintain the service ratio in the City. The increased residential population and increased commercial uses from buildout of the TVPS could increase the frequency of emergency and non-emergency calls to the Redlands Police Department, as compared to existing conditions. Buildout of the TVSP is not expected to increase demand for police protection to the extent that new facilities would be required. However, payment of development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities, and if new facilities are required in order to decrease response times, these development impacts fees would ensure the timely provision of new facilities as needed. Therefore, impacts to police protection facilities would be less than significant.

Plans, Programs, or Policies:
PPP PS-1: Development Impact Fees. Listed previously.

School Facilities

Impact PS-3 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction fo which could cause significant environmental impacts (Initial Study at pp. 85-86). Impacts are less than significant.

Facts in Support of Findings: The City, including the Project area, is within the Redlands Unified School District (RUSD). RUSD has 16 elementary schools (grades K-5), four middle schools (grades 6-8), and three comprehensive high schools (grades 9-12), an alternative high school, an independent study program, home education learning program, and a grades K-12 online academy. Current enrollment at RUSD is approximately 21,233 students (RUSD 2020). As new residential units would be included in the Project, the school-aged population is expected to increase and increase enrollment at Redlands schools.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Development fees are required to be paid pursuant to development conditions of approval. Pursuant to SB 50, the payment of these school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities. That is to say, SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering approval or the establishment of conditions for the approval of a development project (Government Code 65996(a) and (b)).

Pursuant to California Government Code Section 65995.5-7, RUSD has instituted school facility fees that would apply to Project implementation, specifically fees for new residential construction and commercial construction based on square footage. Accordingly, project applicant(s) are required to pay school fees to RUSD to offset the impact of additional student enrollment at schools serving the individual development project site.

Pursuant to state law, payment of the school fees established by RUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the Project's impacts on schools' facilities. Thus, impacts on school facilities would be less than significant

Park Facilities

Impact PS-4 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts (Draft EIR at p. 5.12-7). Impacts are less than significant.

Facts in Support of Findings: Full buildout of the TVSP would result in the generation of up to 6,360 residents. Without the development of new parks, this population increase would place additional physical demands on existing parks and recreational facilities, which could result in deterioration of existing facilities. The City of Redlands has a ratio of 5.9 acres of parkland per 1,000 residents which exceeds the state law requirement of 5.0 acres per 1,000 residents. As such, buildout of the TVSP would result in a demand for 31.8 acres of parkland. According to the City's General Plan Parks and Recreational Open Space Element (Section 7.2), there are several different kinds of parks in Redlands, including community parks, neighborhood parks, and pocket parks. There are 4 existing parks totaling 40.8 acres within the TVSP area. The TVSP area at full buildout would provide an additional 280,000 SF (6.4 acres) of open space and park area which would bring the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area).

Furthermore, the City's mechanism for addressing parkland needs are its development impact fees as set forth in RMC Chapter 3.32 included as PPP PS-2. The funds would be used to maintain and operate the existing park facilities and construct additional facilities, as deemed warranted by the City. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. Any potential new facilities would be subject to the City's policies designed to protect environmental resources and environmental review under CEQA, which would be separate from this Project. Based on the TVSP's provisions for additional parkland and the existing parkland within the TVSP area and the incremental population increase resulting from buildout of the TVSP, the Project would not result in overuse of existing parks and facilities that would result in substantial deterioration of existing facilities. Additional City policies requiring maintenance and funding of existing and future recreational facilities would ensure that parks within the TVSP are in good physical condition. The development of future recreational facilities would be subject to existing building and construction regulations that would ensure that construction activities have a minimal effect on the surrounding environment. These, along with Redlands General Plan policies established to protect environmental resources, air quality, and water quality, would ensure that future park construction within the TVSP would have a less than significant impact.

Plans, Programs, or Policies:

PPP PS-2: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

Other Services:

Impact PS-5 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, the construction of which could cause significant environmental impacts (Draft EIR at p. 5.12-8). Impacts are less than significant.

Facts in Support of Findings: Other public facilities and services provided by the City include library services and City administrative services. As with all developments, the Project would contribute to the incremental demand for expanded government services and facilities, including libraries, community recreation centers, public health facilities, and/or animal shelters. The policies set forth by the Redlands General Plan ensure

that within the city these public services are improved and expanded to meet demand as development occurs within the TVSP area. Future development of new public facilities would require project-level environmental review and site-specific mitigation measures as appropriate, ensuring that adverse environmental effects are avoided or mitigated. Additionally, the Project would generate new tax revenues that would contribute to and supplement existing revenue sources for the maintenance and enhancement of these facilities. Therefore, Project implementation would not adversely affect public facilities or require the construction of new or modified public facilities that are not already addressed in this document. Impacts would be less than significant.

Public Services Cumulative Findings: The Project would not result in cumulative impacts related to public services (Draft EIR at p. 5.12-8).

Facts in Support of Findings: The Project would not significantly increase the need for public services in Redlands, cities surrounding Redlands, or the region. As discussed above, the Project applicant would pay the required City Development Impact Fees and Park Fees included as PPP PS-1 and PPP PS-2. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

P. Recreation

Impact REC-1 Finding: The Project would not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Draft EIR at p. 5.13-3). Impacts are less than significant.

Facts in Support of Findings: There are 40.8 acres of existing parks within the TVSP area and 424.2 acres of parks within the City of Redlands. In addition, the Project area at full buildout would provide an additional 280,000 SF (6.4 acres) of open space and park area which would bring the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area).

In addition to parks, the City operates numerous recreational community centers and facilities, and has a joint use agreement with RUSD allowing public access to school recreational facilities. Other recreational opportunities include open spaces such as San Timoteo Canyon, Live Oak Canyon, Crafton Hills, and approximately 27.58 acres of recreational trails. At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents.

Without the development of new parks and recreational facilities, future increases would place additional physical demands on existing parks and facilities. The GP2035 provides for new parkland, recreational facilities, and trails to serve the City's population as it grows. The City's mechanism for addressing parkland and recreational facility needs are its development impact fees as set forth in RMC Chapter 3.32. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. The development impact fee program is set forth in Government Code Sections 66000-66025. In the City, development impact fees are collected at the time a building permit is issued for the purpose of further alleviating the impacts caused by new development on the City's infrastructure. Fees are used to finance the acquisition, construction, and improvement of public facilities needed because of new development. A separate funding structure has been established to account for the impact of new development on each of the following types of public facilities: open space, parks and

recreational facilities, public facilities (including public safety, library and general government facilities), transportation, water, solid waste, and sewer.

Individual development projects under the Project would be subject to the payment of these development impact fees to the City, which includes fees specific to TOD, as currently set forth in City Resolution No. 7951. The addition of 6,360 new residents as a result of the Project would increase the use of recreational facilities and would require approximately 31.8 acres of new parkland based on the parkland/recreational space standard of 5.0 acres per 1000 residents. Here, the proposed Project would provide 6.4 acres of parkland at full buildout which would result in a total of 430.6 acres of parkland and 77,873 residents. The Project would therefore result in a ratio of parkland acres per 1000 residents of 5.5 acres per 1,000 residents, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents. Thus, the Project would not significantly increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated. Impacts would be less than significant.

Plans, Programs, or Policies:
PPP PS-2: Park Fees. As listed previously.

Impact REC-2 Finding: The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Draft EIR at p. 5.13-4). Impacts are less than significant.

Facts in Support of Findings: The recreational trail and open space network, which is conceptually planned as part of the TVSP, would provide a contiguous green space connecting the TVSP villages. The proposed Zanja Greenway is located along a historic existing irrigation feature that traverses the TVSP area from Sylvan Boulevard in the University Transit Village southwest past the New York Street/Esri Transit Village. The TVSP would install riparian landscaping along the Zanja Greenway, which also runs parallel to the Orange Blossom Trail. The TVSP also includes an open space plaza at State Street/Third Street, a midtown greenbelt in the Downtown Transit Village, a central park in the University Transit Village, and a neighborhood park in the New York Street/Esri Transit Village. The precise timing of open space or other public improvements are not known with certainty, as improvements would likely depend on the timing of future developments, buildout of private development projects, future availability and amounts of public grant funding or other public funds, and other factors. The development of future parkland and recreational facilities would be subject to existing building and construction regulations that would ensure that future construction activities have a minimal effect on the surrounding environment. Furthermore, individual recreational projects within the TVSP would be subject to the mitigation measures included throughout this EIR and the Redlands General Plan policies established to protect cultural resources, paleontological resources, air quality, and water quality. Adherence to existing regulations and mitigation measures included in this EIR would ensure that the Project would not result in construction or expansion of recreational facilities which might have an adverse impact on the environment, and impacts would be less than significant.

Recreation Cumulative Findings: The Project would not result in cumulative impacts related to public services (Draft EIR at p. 5.13-5).

Facts in Support of Findings: The geographic area in which cumulative impacts to recreation could occur is the nearby locations within portions of City of Redlands and San Bernardino County that the residents from the project would recreate a majority of the time. Recreational needs of the future residents within the proposed project and other cumulative development within the City of Redlands would add to local and regional demand for parks and recreational facilities. However, each project within the City is required to comply with the City's open space and park fees as contained in the Chapter 3.32.040 of the City's Municipal Code included as PPP PS-1. As individual developments within the TVSP would pay open space and park fees, the proposed Project would not contribute to a cumulatively considerable impact related to recreation. Furthermore, individual recreational facility and park projects would be required to undergo CEQA review,

which would ensure that no significant impacts would occur from development of future parkland or recreational facilities. Cumulative impacts related to recreation would be less than significant.

Q. Transportation

Impact TR-1 Finding: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Draft EIR at p. 5.14-7). Impacts are less than significant.

Facts in Support of Findings:

Roadway Network: The TVSP area includes a variety of roadway types. The TVSP identifies multiple potential circulation network improvements such as transforming New York Street, Orange Street, and University Street into gateway streets; introducing new streets to promote walkability and to reestablish Redlands' traditional street and block pattern; changing State Street between Orange Street and 7th Street into a two-way street; introducing a traffic signal at the intersection of Orange Street and Shoppers Lane; and upgrading crosswalks along University Street, among others. Implementation of these recommended roadway improvements would improve the circulation network within the TVSP area. Therefore, the proposed Project would not conflict with a plan, ordinance, or policy addressing roadway circulation, and impacts would be less than significant.

Transit Facilities: As described previously, the TVSP area is served by Omnitrans Routes 8 and 15 and the newly constructed Arrow line. These existing transit services would continue to serve their ridership in the area and would serve residents, employees, and visitors within the TVSP area. The TVSP includes recommendations for transit facility upgrades such as rerouting of certain bus routes through the Downtown Village to provide more effective bus stops and providing bus routes through the University Village. While the TVSP provides certain recommendations for improving existing transit throughout the TVSP area, the proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Brookside Avenue, Olive Avenue, and Cajon Street have Class II bike lanes. Citrus Avenue, Tennessee Street, and Colton Avenue have Class III bike lanes. Both the Redlands General Plan 2035 and TVSP identify New York Street and Church Street for Class III bike lanes and Tennessee Street, Redlands Boulevard, Colton Avenue, New York Street, Texas Street, Eureka Street, Citrus Avenue, Orange Street, Sixth Street, University Street, State Street, and Grove Street for Class II bike lanes. Furthermore, both the Redlands General Plan 2035 and TVSP identify extending the Orange Blossom Trail, a multi-use/Class I bike trail, westward from Grove Street to 9th Street through the TVSP area. Connection to the existing Class I portion of the Orange Blossom Trail in the New York Street Village, west of Texas Street, would be provided by a proposed Class II bike lane along Redlands Boulevard. Implementation of the Specific Plan would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist on streets throughout the majority of the TVSP area. However, the TVSP identifies multiple issues with existing pedestrian facilities throughout the TVSP area such as mega blocks, inadequate underpasses and intersections, and missing and deficient sidewalks. To enhance pedestrian facilities within the TVSP area, the TVSP provides recommendations for pedestrian-scaled blocks through the development of new streets that form blocks less than 500 feet by 500 feet; intersection improvements such as bulb-outs and pedestrian priority signal intervals; improvements for mid-block intersection crossings using pedestrian activated caution lights; and new signals at the intersection

of Shoppers Lane and Orange Street; improved I-10 underpasses; a pedestrian crossing for the railroad tracks at the Downtown Village; and new sidewalks along University Street and Redlands Street.

Implementation of the Specific Plan would include roadway improvements within the TVSP area that would provide for new sidewalks where none exist currently or provide for sidewalk improvements, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Specific Plan would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

Impact TR-3 Finding: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Initial Study at p. 90). Impacts are less than significant.

Facts in Support of Findings: The Project would introduce roadway and streetscape designs that would facilitate multi-modal streets that conveniently and safely accommodate a variety of users, including pedestrians, bicyclists, transit riders, and motorists. The Project roadway network would include, among other considerations, roadways designed according to the adjacent building intensities and uses, traffic calming offsets, and narrow lane widths and tight curb radii. These design considerations would not constitute a design hazard but would serve to slow automobile travel speeds and require heightened driver awareness of the surroundings to enhance the safety of bicyclists and pedestrians as well as safety of other motorists. The Project land uses represent urban TOD and would not create hazards from incompatible uses in the Project area or with the surrounding area. Future individual development projects under the Project would be subject to the typical development review process, which includes planning and engineering review, and compliance with standard engineering design requirements will ensure no hazardous design conditions. Therefore, impacts from Project implementation would be less than significant.

Impact TR-4 Finding: The Project would not result in inadequate emergency access (Initial Study at p. 90). Impacts are less than significant.

Facts in Support of Findings: The Project would introduce roadway and streetscape designs that would facilitate multi-modal streets that conveniently and safely accommodate a variety of users, including pedestrians, bicyclists, transit riders, and motorists. The transportation network design in the Project also considers emergency access and accommodates emergency vehicles. As the Project would break up the superblocks in the Project area by introducing new roadways in a more traditional grid pattern, the improved connectivity would benefit emergency vehicles by increasing turning movement options and routes. Moreover, construction of development projects under the Project would require the presence of construction equipment and materials adjacent to roadways. Construction activities would be required to ensure emergency access in accordance with California Fire Code Section 503 (CCR Title 24, Part 9), which would be confirmed and approved through the City's standard development review and permitting process. Therefore, impacts from Project implementation would be less than significant.

R. Utilities and Service Systems

Wastewater

Impact UT-4 Finding: The Project would not result in a determination by the wastewater treatment provider that would serve the Project that it has inadequate capacity to serve the projects projected demand in addition to the providers existing commitments. (Draft EIR at p. 5.16-11). Impacts are less than significant.

Facts in Support of Findings: Buildout of the proposed Specific Plan would result in an increase of 2,400 residential units, 265,000 SF of commercial retail, 238,000 SF of office uses, and 220 hotel rooms.

Wastewater demand associated with the buildout of the TVSP would be typical of residential and commercial wastewater usage in the City of Redlands. The proposed Project would generate a demand for approximately 551,134 gallons per day (gpd). The operational buildout of the proposed TVSP would generate approximately 551,134 gallons per day (0.55 mgd) of wastewater that would be conveyed to the City's Wastewater Treatment Plant for disposal. The treatment plant currently treats approximately 5.8 mgd and has the capacity to treat 9.5 mgd. Thus, the addition of 551,134 gallons per day (0.55 mgd) from buildout of the TVSP would be accommodated by the existing facilities and would not result in a capacity constraint related to serving the proposed Specific Plan in addition to the existing commitments. Thus, impacts related to wastewater treatment plant capacity would be less than significant.

Solid Waste

Impact UT-6 Finding: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (Draft EIR at p. 5.16-17). Impacts are less than significant.

Facts in Support of Findings:

Construction

Construction for implementing projects within the TVSP area would require demolition of various buildings located through the TVSP area. The majority of waste generated during demolition and construction activities by implementing projects would be building materials (e.g., concrete, dirt, and waste generated by construction workers). Nonhazardous waste from construction activities would be recycled to the extent feasible. As stated in the City's Municipal Code Section 13.66.040, C*onstruction and Demolition Recycling Requirements*, no demolition permit or building permit shall be issued for any development activity subject to this chapter unless the construction and demolition recycling plan has been approved by the municipal utilities director. Thus, implementing projects pursuant to the TVSP would be required to meet the City's waste diversion requirements as they pertain to project construction. Furthermore, construction waste is anticipated to be minimal compared to waste generated from peak operations at full buildout of the TVSP area as construction waste would only be generated during occasional construction activities for future implementing projects and operational waste would be generated continuously.

Operation

Full buildout pursuant to the TVSP would include development and operation of an additional 2,400 residential dwelling units, 265,000 SF of commercial retail, 238,000 SF of office space, and 220 hotel rooms. It is anticipated that operations at full buildout of the TVSP would generate a total of approximately 3.49 tons of solid waste per day (94 tons per year) during operation with adherence to AB 341, which requires a diversion of 75% of waste from landfills.

As the California Street Landfill has the capacity to process an additional 683 tons of solid waste per day and the San Timoteo Sanitary Landfill has the capacity to process an additional 1,228 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. The solid waste generated by full buildout of the TVSP would represent approximately 0.5 percent of the excess capacity of the California Street Landfill and 0.3 percent of the excess capacity of the excess capacity at the San Timoteo Sanitary Landfill each day. Furthermore, the California Street Landfill is permitted to operate through buildout of the TVSP. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

Impact UT-*7* Finding: The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste (Initial Study at pp. 94-95). Impacts are less than significant.

Facts in Support of Findings: The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 (2011) amended AB 939 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 requires California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal.

According to the City's General Plan Sustainable Community Element, future solid waste reduction strategies include improved commercial recycling diversion rates, enhanced food waste diversion, and exploring the potential to generate energy using biomethane from the City's landfill and wastewater treatment plant, among other strategies.

Individual development projects proposed under the Project would be required comply with RMC Section 13.66.040, Construction and Demolition Recycling Requirements, which requires that no demolition permit or building permit shall be issued for any development activity unless the construction and demolition recycling plan has been approved by the municipal utilities director. In addition, individual development projects under the Project would be required to comply with all federal, state, and local regulations related to solid waste, and toward that end, the Project would comply with all applicable standards related to solid waste diversion, reduction, and recycling during construction and operation. Therefore, implementation of the Project would result in less than significant impacts related to potential conflicts with federal, state, and local management and reduction statutes and regulations pertaining to solid waste.

SECTION III

IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City hereby finds that mitigation measures have been identified in the EIR that would avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the mitigation measures that would reduce them to a less than significant level are detailed in the EIR and summarized below.

A. Aesthetics

Impact AE-2 Finding: The Project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. (Draft EIR at p. 5.1-9). Impacts are less than significant with mitigation.

Facts in Support of Findings: There are no officially designated state scenic highways traversing the TVSP area; however, State Route 38 is an eligible state scenic highway. State Route 38 traverses the Downtown Transit Village area as Orange Street north of the I-10 to Lugonia Avenue. State Route 38 then continues outside of the Project area easterly as Lugonia Avenue, which then turns into Mentone Boulevard and Mill Creek Road as the highway continues into the San Bernardino Mountains. Parcels along the eligible portion of Orange Street include two undeveloped parcels, commercial uses, one- to two-story single-family residences, a gas station, and the Redlands Unified School District buildings. Per the City of Redlands General Plan, most parcels along the eligible portion of Orange Street are designated for Commercial (C) and a few parcels for Public/Institutional (PI) uses. Additionally, the parcels along the eligible portion of Orange Street are zoned Highway Commercial (C-4) and Educational (E).

Upon implementation of the TVSP parcels along Orange Street north of the I-10 to Lugonia Avenue would be designated as Village General (VG), Village Corridor (COR), and Special District 1 (SD1). Individual development projects proposed under the Project could be built along State Route 38 per the design guidelines and standards set forth in the TVSP. The TVSP would guide infill development, which would alter the existing visual character of the State Route 38 corridor over the plan implementation period (through 2040) by introducing additional commercial, residential, and/or mixed-use development to the Orange Street area. However, as previously discussed, the majority of the State Route 38 corridor along Orange Street is already developed with commercial, residential, and institutional uses, and all of the parcels along the corridor area already designated for Commercial or Public/Institutional development by the City of Redlands General Plan. As discussed above, parcels along the eligible portion of Orange Street are zoned Highway Commercial (C-4), which does not prescribe a building height limit, and Educational (E), which does not prescribe a building height limit and requires a Conditional Use Permit for structures over 35 feet. The TVSP would designate these parcels as Village General (VG), which prescribes an average building height of three stories, Village Corridor (COR), which prescribes a building height of two stories maximum, and Special District 1 (SD1). The majority of parcels along the eligible portion of Orange Street, besides those adjacent to the freeway, would be designated as Village Corridor (COR), which would limit height of new development to two stories, consistent with existing building heights. Therefore, structures resulting from the TVSP would be generally within the heights of the existing developed parcels, as allowed by the Redlands General Plan and Municipal Code, along State Route 38 and would not block views of scenic resources, such as the San Bernardino foothills, as implementing project structures would be consistent with views presently found in the area. As shown on Figure 2-1 of the City of Redlands General Plan, three properties along the State Route 38 corridor within the TVSP Area are Local Historic Landmarks/Resources. Any future development projects that might affect or alter historic or scenic resources must first be reviewed and approved by the City's Historic and Scenic Preservation Commission.

Moreover, the City has designated numerous roadway segments as scenic highways, drives, and historic streets subject to special development standards (GP2035 EIR, p. 3.1-11). Portions of Brookside Avenue, Olive Avenue, and Cajon Street, which are designated by the City as scenic roadways are within the Project Area. Additionally, a portion of Sylvan Boulevard, which is being considered by the City for scenic designation, is within the TVSP area. As shown on General Plan Figure 2-1, one property along Sylvan Boulevard is a Local Historic Landmark/Resource (Redlands Lawn Bowling Club within Sylvan Park). Three properties along Cajon Street are Local Historic Landmarks/Resources. Six properties along Olive Avenue are considered Local Historic Landmarks/Resources. Any future development projects that might affect or alter historic or scenic resources must first be reviewed and approved by the City's Historic and Scenic Preservation Commission.

As such, the adoption of the TVSP would not substantially damage scenic resources, trees, rock outcroppings within a state scenic highway, but could potentially result in substantial changes to historic buildings if future development projects are proposed on those properties. Implementing projects would be required to adhere to Mitigation Measure CUL-1, which requires preparation of historical resource assessments for any implementing project which impacts buildings over 50 years old. Furthermore, pursuant to TVSP Section 4.1.2 F, all rehabilitations and additions to historic buildings within the TVSP area must first be reviewed and approved by the city's Historic and Scenic Preservation Commission, and shall conform to the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and the *Redlands Historic Architectural Design Guidelines* (both of which are incorporated by reference in the TVSP Chapter 4). Therefore, with implementation of the historic design standards that would be implemented as part of the TVSP (provided as PPP CUL-1) and Mitigation Measure CUL-1, impacts related to damaging historic resources within a state scenic highway would be less than significant.

Plans, Program and Policies:

PPP CUL-1: The City of Redlands Historic Architectural Design Guidelines shall apply to all projects within the TVSP area. The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* may also be applicable to properties or projects that may affect historic buildings and resources.

Mitigation Measures:

Mitigation Measure CUL-1: Historical Properties. Prior to issuance of a permit for a development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;

- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

Impact AE-4 Finding: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Draft EIR at p. 5.1-13). Impacts are less than significant with mitigation.

Facts in Support of Findings: Light and glare sensitive uses include the existing residences, motorists, and pedestrians and the proposed residences, motorists, and pedestrians that are located within the TVSP area.

Construction

Limited, if any, nighttime lighting would be needed during construction projects allowed by the Project because RMC Section 8.06.120 limits construction activities to the hours of 7:00 a.m. and 6:00 p.m. on a weekday and Saturdays. Construction activities may be permitted outside of those limitations identified in the case of urgent necessity or upon a finding that such approval will not adversely impact adjacent properties and the health, safety and welfare of the community if a temporary exception is granted. Thus, most construction activity would occur during daytime hours, and construction-related low-level illumination would be used for safety and security purposes only, as provided by Mitigation Measure AES-1. In addition, construction activities do not include any materials or machinery that would generate offsite glare. Therefore, with implementation of Mitigation Measure AES-1, impacts related to lighting and glare during construction activities would be less than significant.

Operation

Lighting

The proposed TVSP area is urbanized and includes a mix of residential, commercial, industrial, and office land uses. The majority of the TVSP area is developed with few vacant parcels. Sources of light include interior and exterior building lighting, parking lot lighting, vehicular lighting, street lighting, and landscape lighting. Implementation of the proposed Project would increase overall nighttime lighting because it would result in greater intensity and density of land uses than currently exists. New lighting would accompany all new development, including exterior lighting for streetlights, parking lots, signs, walkways, and interior lighting, which could be visible through windows to the outside. In addition, existing and proposed residential uses, considered light-sensitive receptors, would be located throughout the TVSP area.

Section 4.11 of the TVSP sets requirements related to lighting and shielding of light sources limit the potential for increased lighting on sensitive uses. Light emanating from new uses within the TVSP area would be required to be shielded to focus lighting and prevent lighting from spilling onto adjacent sensitive uses, such as residential, or from streaming directly into streets, which could impair views of drivers on streets at night. With compliance with the TVSP, which would be checked by the City through the building plan check and project permitting process, impacts related to increased sources of light would be less than significant.

Glare

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare from reflective surfaces could occur if development uses large expanses of glass, metal, and other reflective surfaces for building façades. However, the TVSP area is currently developed with similar urban land uses, and implementation of the Project would not result in a substantial net increase in daytime glare, even though an increase in building area would occur over current conditions, due to proposed design criteria set forth in the TVSP. Implementation of the TVSP's design criteria, Section 4.7.E, *Design Standards* would encourage use of traditional materials including brick, stone, and wood and discourage the use of reflective materials. Furthermore, all implementing projects would require design review, which would ensure that reflective surfaces that would result in glare are not used in projects implemented pursuant to the proposed TVSP. Section 4.11 of the TVSP sets requirements related to lighting and requires shielding of light sources to minimize glare. Thus, with compliance with the TVSP's design criteria that are checked by the City through the design review, plan check and development permit process, and compliance with the Redlands Municipal Code, impacts related to increased sources of glare would be less than significant.

Mitigation Measures:

Mitigation Measure AES-1: Construction Lighting. The developer and construction contractors shall install all temporary construction lighting such that: (a) lamps and reflectors do not illuminate upon areas beyond the implementing project site, including any off-site security buffer areas; (b) lighting does not cause excessive reflected glare; (c) direct lighting does not illuminate the nighttime sky; (d) illumination of the project site and its immediate vicinity is minimized; and (e) lighting is directed toward construction work areas and shielded from offsite areas.

Aesthetics Cumulative Findings: The Project would not result in cumulative impacts related to aesthetics (Draft EIR at pp 5.1-14 through 5.1-15).

Facts in Support of Findings:

Visual Character

The cumulative aesthetics analysis area for the proposed TVSP area is the viewshed that the TVSP area lies within. Like the TVSP area, the cumulative analysis area has been long developed with urban uses and is defined by a grid system of roadways. Thus, cumulative development would be characterized as infill, and would primarily consist of increasing existing development intensities. As a result, cumulative development would reinforce the existing urban and developed character of the area. Future cumulative development would result in changes to the existing development intensities through conversion of vacant land to developed uses, as well as through the conversion of existing land uses to higher development intensities. However, because the General Plan, Municipal Code, and TVSP set forth policies to protect the character of existing development (as previously listed), it is anticipated that cumulative projects adopted in a manner consistent with those General Plan, Municipal Code, and TVSP policies would not cumulatively degrade the existing character of area land uses. As a result, there would be no significant cumulative impact to which implementation of the proposed Project could contribute.

The cumulative change in visual condition that would result from the proposed Project, in combination with nearby projects, would not be considered adverse because, as described previously, the proposed Project would provide design criteria with respect to architecture, landscaping, parking, and other related items. The design criteria have the goal of improving the visual quality of the TVSP area by providing requirements and guidelines to ensure consistent, quality development. Thus, with implementation of the proposed TVSP's associated development standards and design criteria (and the Redlands Municipal Code where the TVSP is directing and/or silent), implementation of the proposed Project would result in a less than significant cumulatively considerable impact related to degradation of the existing visual character or quality of the site and its surroundings.

Light and Glare

The cumulative study area for light and glare for the proposed TVSP area is immediately adjacent to lands that could receive light or glare from new development within the TVSP area or could generate daytime glare or nighttime lighting that would be visible within the TVSP area. All such areas contain a variety of sources of nighttime lighting, such as roadways, vehicle lights, exterior security lighting, as well as sources of daytime glare, such as glass windows on buildings. Because cumulative projects would result in more intense development than currently exists, the proposed Project in combination with past, present, and reasonably foreseeable future projects could create potentially significant cumulative nighttime lighting and daytime glare impacts. However, application of the Redlands Municipal Code regulations and the TVSP's design criteria would avoid potentially significant effects. These regulations state that lighting shall be shielded to prevent light from shining onto adjacent properties and exclude features that could create excessive glare. With implementation of the existing City regulations and the TVSP's development and design standards, the future developments that could occur by the implementation of the Project would not result in a cumulatively considerable contribution of light and glare. Thus, the cumulative effects of development from the Project in combination with cumulative projects related to light and glare are less than significant.

B. Air Quality

Impact AQ-3 Finding: The Project would not result in exposure of sensitive receptors to substantial pollutant concentrations (Draft EIR p. 5.2-22). Impacts are less than significant with mitigation.

Facts in Support of Finding:

Construction

A localized significance threshold (LST) analysis can only be conducted at a development project level, and quantification of LST's is not applicable for the program-level environmental analysis contained in the Draft EIR. However, implementation of developments pursuant to the TVSP could result in localized emissions that exceed air quality standards. Thus, implementation of the TVSP could result in a significant impact related to LST's. As a result, Mitigation Measure AQ-9 is included, which requires development projects to provide modeling of the regional and the localized emissions (NO_X, CO, PM_{10}, and $PM_{2.5}$) associated with the maximum daily grading activities for the proposed development; and requires grading activity to be limited to ensure that there would be no impacts related to LST's. Therefore, impacts related to localized construction air quality impacts would be less than significant with implementation of Mitigation Measure AQ-9.

Toxic Air Contaminants

CARB has issued advisory recommendations for siting new sensitive land uses in proximity to sources associated with Toxic Air Contaminants (TAC's) and recommends performing site specific environmental evaluations. However, it is currently unknown what development projects that could include a sensitive receptor would be proposed next to an existing TAC, such as warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day. Therefore, consistent with CARB guidance, Mitigation Measure AQ-10 is included to require a site-specific evaluation prior to approving any sensitive land use in proximity to an existing TAC within the TVSP area. Implementation of Mitigation Measure AQ-10 would reduce potential impacts related to TACs to a less than significant level.

CO Hotspots

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a CO hot spot.

Operation of the proposed Project at buildout during AM peak hour would result in a total of 1,896 trips throughout the TVSP area and a total of 1,816 trips in the PM peak hour throughout the TVSP area. These trips distributed throughout the TVSP area would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO "hot spot". Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

Mitigation Measures:
Mitigation Measure AQ-9: Localized Emissions. For implementing projects within the TVSP area, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. During the City's review process of development applications in the TVSP area, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions.

Mitigation Measure AQ-10: Toxic Air Contaminants. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{10} concentrations exceed 2.5 microgram per cubic meter ($\mu g/m^3$), $PM_{2.5}$ concentrations exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).

C. Cultural Resources

Impact CUL-1 Finding: The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. (Draft EIR at p. 5.3-12) **Impacts are less than significant with mitigation.**

Facts in Support of Findings: The TVSP area contains 25 historic properties are listed in the California Register of Historical Resources and the National Register of Historic Places. In addition, other structures are eligible or potentially eligible for a historic designation (however, application for local designation would require the property owner's authorization). Also, the Specific Plan would be built out through 2040, and over that time additional buildings and/or structures in the city could become 50 years of age or more, and therefore potentially historic resources if certain criteria are met.

Recognizing the important role of historic resources in Redlands, the proposed TVSP intends to preserve the City's historic resources and enhance their role in future development styles by implementing historic architectural styles and reestablishing the historic downtown street layout of Redlands. As described in the proposed TVSP, development within the TVSP area shall be based on the historic architectural styles found throughout the proposed villages. Furthermore, buildings adjacent to historic structures shall be designed in a manner that safeguards the prominence and integrity of the historic structure, as detailed in the Secretary of the Interior's Standards and the City's design guidelines for historic resources. Additionally, the proposed TVSP sets forth restrictions for historic residential structures, as listed below to support the preservation of historic resources.

Historic residential structures are subject to the following provisions:

1. All rehabilitations and additions to historic buildings shall conform to the applicable recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and/or the *Redlands Historic Architectural Design Guidelines*.
2. Buildings on project sites located immediately adjacent to lots (i.e., that share side or rear property lines) that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings s* and/or the *Redlands Historic Architectural Design Guidelines*.

In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission, as described previously. Although no historically significant buildings are planned for alteration or demolition, and the proposed TVSP aims to ensure preservation of historic resources, implementation of site-specific development projects pursuant to the proposed TVSP could cause a substantial adverse change in the significance of a historical resource by altering a historical resource's physical characteristics, which convey its historical significance. Adherence to Redlands Municipal Code Section 2.62.200 and Certificate of Appropriateness procedures, would address unidentified, potential historical resources (buildings, structures, and features aged 50 years and older) and would ensure preservation of known historic resources as new development within the TVSP area occurs. A project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* is considered to have a less than significant impact. Furthermore, Mitigation Measure CUL-1 is included to require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 50 years of age. Therefore, with implementation of the historic design standards that would be implemented as part of the proposed TVSP, Mitigation Measure CUL-1, and Redlands Municipal Code Section 2.62.200 (provided as PPP CUL-1), impacts related to a substantial adverse change in the significance of a historic resource would be less than significant.

Plans, Program and Policies:

PPP CUL-1, as listed previously.

Mitigation Measures:

Mitigation Measure CUL-1, as listed previously.

Impact CUL-2 Finding: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. (Draft EIR at p. 5.3-14) Impacts are less than significant with mitigation.

Facts in Support of Findings: The records search conducted for the Project identified that 53 cultural resources investigations have been previously completed within a 0.5-mile radius of the TVSP area. Of these, 33 of the previously conducted investigations are directly within the TVSP area (MCC 2022). The records search conducted for the Project identified one previously recorded prehistoric archaeological resource, one historic archaeological resource with a prehistoric component, and twenty-four historic archeological resources within TVSP area (MCC 2022).

The Specific Plan is located in an urbanized area, with a limited number of vacant parcels that have been previously disturbed by past development activities. While the TVSP area has been previously disturbed and developed, future site-specific development projects pursuant to the TVSP could involve grading and excavation to greater depths than previously undertaken. In addition, infill development would occur on vacant parcels, some of which may not have been previously exposed to ground disturbing activities, and therefore could result in the disturbance of unknown archaeological resources.

Because future site-specific development pursuant to the proposed TVSP could involve grading and excavation to greater depths than was previously undertaken, such future development could disturb buried archaeological resources. Thus, Mitigation Measures CUL-2 through CUL-9 are included to reduce the potential for archaeological resources to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of these mitigation measures, impacts related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

Mitigation Measures:

Mitigation Measure CUL-2: Desktop Review. During environmental review for future projects located within the TVSP area, a qualified archaeologist will prepare a brief letter report to determine the likelihood for the project site to contain archaeological resources. This letter report will contain the results of background research and will tier off the research conducted in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments prepared by Material Culture Consulting, Inc. Additional reference material will be reviewed, including project area specific historic photographs, topographic maps and existing historic information. The background information provided in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments will be valid for five (5) years, after which time an updated search of the CHRIS will be required and submitted as an addendum to the original document. If there is any evidence that the project site has an increased sensitivity for archaeological or tribal cultural resources, based on existing onsite historic-age buildings or structures, or if previously identified resources are present within the project area or vicinity, then Mitigation Measure CUL-4 through Mitigation Measure CUL-6 shall be implemented.

Mitigation Measure CUL-3: Native American Coordination. Where a recorded Native American archaeological site is identified, the City shall initiate coordination with identified California Indian tribes. It should be noted that during the coordination process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a prehistoric archaeological site, which could be considered a historic tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Mitigation Measure CUL-4: Phase 2 Archaeological Site Testing. If previously identified archaeological resources are present within the project area, a Phase 2 Archaeological Site Testing program shall be recommended, which would include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Results of the testing program, in tandem with the Native American coordination process required by Mitigation Measure CUL-3 will determine the historic significance of the resource.

When appropriate, the final testing report must be submitted to the City for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document, should one be required. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then development of a mitigation and monitoring program is required.

Mitigation Measure CUL-5: Data Recovery Program. If significant cultural resources are present within a given Project Area, preferred mitigation for significant cultural resources is avoidance through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Data Recovery Program is required, which includes a Collections Management Plan. The program and plan will be subject to City review and approval prior to implementation. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City Development Services Department.

Mitigation Measure CUL-6: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given TVSP area, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) will be required. In this case, the ARMP should include the following, at a minimum:

At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor has been retained. Monitors will report to the Project Archaeologist for the Project and may work in collaboration with Native American monitors for tribal cultural resources that may be a historical resource as defined in Public Resources Code section 5020.1(k).

- The Project Archaeologist shall meet the U.S. Secretary of the Interior Standards.
- Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.

- The Project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:

    a. Project grading and development scheduling;

    b. The development of a schedule in coordination with the permittee/owner/consulting Native American tribes and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,

    c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to a archaeological resources evaluation.

- A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.

A. Pregrading Conference

The Project Archaeologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of archaeological resources, general archaeological items, including the archaeology and culture history of the area, as well as pictures of typical artifacts, sites, and resources that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the TVSP area. The Project Archaeologist and Native American monitors shall be called to assess the find to determine if additional monitors should be mobilized to the TVSP area to examine and evaluate the resources.

B. Archaeological Monitoring

An adequate number of qualified archaeological monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored, including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Archaeological monitoring will include inspection of exposed cut surfaces and spoils piles. Monitors maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Artifact Collection log, as relevant

to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Artifact Collection Log and/or Photograph Log comprise the field notes. These notes shall be filed weekly with the Project Archaeologist and be made available to the Proponent and City upon request.

C. *Monitor's Authority to Temporarily Halt Project Activities*
Archaeological monitors have the authority to initiate a temporary work stoppage of construction activities to assess and/or recover a potentially significant discovery. It is important that all earthmoving contractor personnel recognize the authority of the monitor(s) to redirect Project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of significant discovery, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for cultural materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Archaeologist. If phone communication is problematic, the monitor will demarcate a 50-ft buffer zone around the specimen using flagging pins until the find is assessed and potential impacts to archaeological resources are avoided, minimized, or mitigated.

D. Unanticipated Discovery Protocol
If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Archaeologist shall assess the significance of such resources and shall meet and confer with the City Development Services Department and designated Native American monitors from consulting tribes regarding the mitigation for such resources.

E. Data Recovery Plan for Archaeological Resources
The following plan identifies protocol for assessing newly discovered resources. This section follows state guidelines for management of archaeological resources, as well as current best practices and industry standards for cultural resource management professional. Please note that when inadvertent discoveries of Native American archaeological resources occur, coordination with consulting Native American tribes/affiliations should be completed prior to removal or treatment of these resources, to ensure proper treatment and disposition, as outlined in Mitigation Measures TCR-3. The Project Archaeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits.

F. Isolates
Less than three artifacts in one location are defined as isolates. These may consist of, for example, a single projectile point, a culturally modified animal bone, or a glass bottle. When isolates are discovered, the monitor carefully examines the surrounding area to ensure that other artifacts are not present. Subsequently, the monitor photographs the isolate with a scale bar, obtains GPS coordinates of the location and records the isolate using standard California Department of Parks and Recreation (DPR) series 523 forms.

I. Archaeological Sites
Archaeological sites consist of more than three artifacts in one location. In addition, sites may have features such as rock ovens, burials, and other human-created alterations of the natural environment - with or without the presence of artifacts. Sites and features require evaluation to determine if they meet significance criteria as per CEQA. An archaeological site is considered significant if it is eligible or potentially eligible for listing in the CRHR. When an archaeological site is discovered during any Project activity, the archaeological monitor will divert construction away from the area at a minimum distance of 50 ft from the find and establish

an exclusionary zone (flagging pins/tape) around the resource. The archaeological monitor(s) will then notify the Project Archaeologist for direction on how to proceed. Regardless of the outcome of the significance and CRHR eligibility assessment, every feature and site require a standard set of data collection for analysis and recordation on standard DPR forms. Features or sites older than 50 years must be delineated and photographed, GPS coordinates must be taken, and features and site records are completed including production of field maps and sketch map drawings. Thorough mapping is required for all features or sites, and include an accurate elevation measurement, the depth the deposit extends below surface and true north reading.

Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository, at the Western Science Center in Hemet. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. All items found in association with Native American human remains shall be considered grave goods and sacred in origin and subject to special handling pursuant to Mitigation Measure TCR-4.

Mitigation Measure CUL-7: Human Remains. Procedures taken upon discovery of human remains will be consistent with State Law (California Health and Safety Code Section 7050.5; California PRC Section 5907.98) and CR-3. If human remains are encountered during project grading, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The monitor(s) will immediately divert work a minimum of 100 feet and place an exclusion zone (flagging pins) around the burial. In-place preservation and protection from further disturbance shall always be the preferred approach. If the San Bernardino County Coroner determines the remains to be Native American, the NAHC shall be contacted within a twenty-four (24) hour timeframe. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant (MLD) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98. According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052).

If the coroner determines the remains represent a historic-era, non-Native American burial, standard non-invasive analysis of the skeletal remains and any artifacts will be performed on any burials removed. Reburial in place is preferred, but if burials are removed, they will be reinterred in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Reburial locations will be formally recorded on standard DPR forms as an Archaeological Redeposit. The site record will include maps of the original and reburial locations. The record will include dates of excavation and interment and a list of individuals (with affiliation) present during reburial. A burial treatment report will be prepared separately from any other reports and will be a confidential document. Copies will be filed with the Eastern Information Center, the MLD and the NAHC (latter two for Native American burials only). Any skeletal analysis or artifact analysis will be included in the final monitoring compliance report for the Project.

Mitigation Measure CUL-8: Monitoring Compliance Report. The Project Archaeologist shall prepare a final archaeological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard

guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any artifacts recovered, an inventory of any resources recovered, updated DPR forms, if any, and any other site(s) identified, final disposition of the resources, and any additional recommendations. A final copy shall be submitted to the City of Redlands Development Services Department and the South Central Coast Information Center (SCCIC).

Mitigation Measure CUL-9: Curation of Archaeological Resources. All archaeological materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation and Monitoring Program.

The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as further stipulated in Mitigation Measures TCR-3 and TCR-4.

Arrangements for long-term curation of all recovered artifacts, with the exception of tribal cultural resources, must be established between the applicant/property owner and the consultant prior to the initiation of the Phase 2 Archaeological Site Testing Program. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79.

Cultural Resources Cumulative Findings: The Project would not result in cumulative impacts related to cultural resources (Draft EIR at pp 5.3-14 through 5.3-15).

Facts in Support of Findings:

Historic Resources

Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal and state laws and regulations protect historical resources when feasible. However, it is not always feasible to protect historical resources, particularly when an historic building has deteriorated beyond repair. For this reason, the cumulative effects of development on historical resources from cumulative projects in the region are considered significant.

However, the proposed TVSP requirements and special use restrictions include provisions related to preservation of historic resources, as described above. In addition, projects within the TVSP area are required to adhere to the City of Redlands Historic Architectural Design Guidelines, described previously. Furthermore, implementation of PPP CUL-1 would avoid demolition of historically significant structures and would ensure that adaptive reuse of historically significant structures comply with Secretary of the Interior Standards and thereby protect the historic integrity of the structure's façade. Furthermore, Mitigation Measure CUL-1 requires preparation of historical resource analyses for future developments that have the

potential of impacting a building over 50 years in age. Thus, with the application of PPP CUL-1 and Mitigation Measure CUL-1, and the applicable Specific Plan design criteria, the proposed Project's contribution to the cumulative effect to historic resources in the region would be less than cumulatively considerable.

Archaeological Resources

As described above, there is a possibility that ground-disturbing activities during future construction may uncover or disturb unknown archaeological resources. However, the Project has included Mitigation Measures CUL-2 through CUL-9 that would reduce the potential impact to unknown resources. The likelihood of uncovering multiple currently unknown resources within the previously developed area that is sufficient to create a significant cumulative impact is low given the built nature of the TVSP area and few archaeological resources that have been found in the area to date. Thus, the cumulative effects of development on archaeological resources from implementation of the proposed Project in combination with other projects would be less than significant.

D. Geology & Soils

Impact GEO-6 Finding: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Draft EIR at p. 5.5-3). Impacts are less than significant with mitigation.

Facts in Support of Findings:

Unique Geologic Feature

Notable geological features in the Valley Region of San Bernardino County include the San Andreas Fault at the southwest foot of the San Bernardino Mountains, the San Jacinto Fault at the southwest edge of the San Bernardino Basin, and the Cucamonga Fault at the southern foot of the San Gabriel Mountains. However, there are no unique geological features in the vicinity of the Specific Plan Area (PlaceWorks, 2019). As such, construction of implementing projects pursuant to the TVSP would not result in impacts to unique geologic features.

Paleontological Resources

The paleontological record search did not yield any fossil localities within the Specific Plan Area and no fossil localities within one mile of the Specific Plan Area. However, nine fossil localities from similar sedimentary deposits have been recorded within a 70-mile radius of the Specific Plan Area. The closest fossil locality from the LACM Records Search is LACM IP 437, located approximately 20-miles east of the Specific Plan Area. The locality came from an unknown Pleistocene formation and consisted of invertebrates at an unknown depth. Additional literature was consulted, including the University of California Museum of Paleontology (UCMP)'s Miocene Mammal Mapping Project (MioMap), resulting in eight fossil localities from the San Timoteo Formation located approximately five miles south-southeast of the Specific Plan. These eight localities are the closest fossils to the Specific Plan Area. Additionally, 11 localities from the San Timoteo Formation and 13 localities from the Mount Eden Formation are located approximately 13 to 18 miles southeast of the Specific Plan Area, near the city of Beaumont (MCC 2022).

Additionally, Older Quaternary alluvium, similar to the old alluvial-fan and very old axial-valley deposits mapped within the Specific Plan Area, have produced significant Pleistocene fossils throughout Southern California. While the younger deposits typically do not contain significant fossils within the uppermost layers, it is likely they are underlain by older Quaternary deposits and, potentially, Plio-Pleistocene San Timoteo Formation. Therefore, excavations have the potential to impact paleontologically sensitive sediments throughout the Specific Plan Area (both at the surface and in the subsurface) and potentially destroy the fossil resources contained within. Therefore, Mitigation Measure GEO-1 is included to require preparation

of paleontological resources management program (PRMP) for future projects that propose subsurface disturbance greater than five feet deep within areas mapped as low sensitivity or any subsurface disturbance within an area mapped as a high sensitivity geologic unit. With implementation of Mitigation Measure GEO-1, impacts related to paleontological resources would be less than significant.

Mitigation Measures:

Mitigation Measure GEO-1: Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within an area mapped as a high sensitivity geologic unit (i.e., older alluvial deposits), or subsurface disturbance greater than 5 feet deep within an area mapped at the surface as a low sensitivity geologic unit (i.e., younger alluvial deposits), a paleontological resource management program (PRMP) is required unless a qualified paleontologist retained by a Project Proponent provides a letter to the City verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP will be reviewed and approved by the City prior to the issuance of a grading permit. The PRMP will be designed and implemented prior to any ground disturbance activities to monitor, salvage, and curate any recovered fossils associated with the project area, should these be unearthed. It is recommended that, if necessary, a project's PRMP implement the following standard procedures:

1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities. As per Society of Vertebrate Paleontology (SVP) guidelines, a qualified paleontological monitor is an individual who has demonstrated sufficient paleontological training and field experience to have acceptable knowledge and experience of fossil identification, salvage and collection methods, paleontological techniques, and stratigraphy. An undergraduate degree in geology or paleontology is preferable but is less important than documented experience performing paleontological monitoring. The paleontological monitor must work under the direction of the Project Paleontologist.

2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

    a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable.

    b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains.

e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate.

f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions.

A. Pregrading Conference

The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils.

B. Paleontological Monitoring

Paleontological monitoring of earthmoving activities within older Quaternary alluvial deposits will be initially conducted on a full-time basis, and earthmoving activities below five feet within younger Quaternary alluvial deposits will be conducted on a part-time (spot-checking) basis by the paleontological monitor. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request.

C. *Monitor's Authority to Temporarily Halt Project Activities*

Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 50-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated.

D. Data Recovery Plan for Paleontological Resources

If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. Scientifically significant fossils of microscopic size consisting of vertebrates, invertebrates, plants, or trace fossils, may be in sediments that produce significant finds. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality.

Construction activities shall continue outside of a 50-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes.

F. Monitoring Compliance Report

The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations.

G. Curation of Paleontological Resources

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Development Services Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks.

At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.

Paleontological Resources Cumulative Findings: The Project would not result in cumulative impacts related to paleontological resources (Draft EIR at p. 5.5-4).

Facts in Support of Findings: Impacts to paleontological resources are also site-specific rather than cumulative. Soils within the Valley Region of San Bernardino County, including the Specific Plan Area, are sensitive for paleontological resources. However, with incorporation of Mitigation Measure GEO-1, which protects paleontological resources from loss or destruction and requires that new development within the Specific Plan Area include appropriate measures to preserve the quality and integrity of these resources, avoid them when possible, and salvage and preserve them if avoidance is not possible, cumulative impacts would be less than significant.

E. Greenhouse Gas Emissions

Impact GHG-2 Finding: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Draft EIR at p. 5.6-10). Impacts are less than significant with mitigation measures.

Facts in Support of Findings:

Construction

Construction activities would occur at different sites throughout the TVSP area through the Plan's estimated 18-year build out. The site-specific development projects that would occur pursuant to the TVSP would be temporary at any one location, but numerous site-specific development projects are anticipated to occur pursuant to buildout of the proposed TVSP. Construction of site-specific development projects would create new sources of GHG and could contribute to global climate change. Construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Total estimated construction related GHG emissions from build out of the proposed TVSP were amortized over 30 years per SCAQMD methodology and would equal approximately 554.66 MT/yr CO_2E per year.

Operation

Long-term operations of uses included in the TVSP would generate GHG emissions from the following primary sources:

Area Source Emissions. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.

Energy Source Emissions. GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

Mobile Source Emissions. The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the TVSP area, truck trips associated with the proposed uses, and trips related to residential uses. Trip characteristics from the Trip Generation (Appendix H) were utilized to quantify the GHGs from operation of the TVSP at buildout.

Water Supply, Treatment, and Distribution. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project water demand.

Solid Waste. The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project generation of solid waste.

Service Population. Based on the 2035 General Plan estimates of 2.65 persons per household, buildout of the TVSP would generate approximately 6,421 people; and the estimate of 1 employee per 500 square feet would generate 1,039 employees, which would result in a total service population of 7,460. Construction and operation of the Project would generate a CO2e per service population of 2.84, which would not exceed the threshold of 4.0. Thus, operational impacts would be significant. Additionally, Mitigation Measure AQ-7 would be implemented to require development projects in the TVSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-8 would require enhanced water conservation for TVSP development projects. These measures are designed to reduce Project operational-source emissions of GHGs. However, it should be noted that there is no way to quantify these reductions in the CalEEMod. Therefore, to provide a conservative disclosure of Project emissions, no reductions in emissions are assumed to occur even with implementation of the below measures. As the Project total GHG emissions per service population would not exceed the screening threshold of 4.0 $MTCO_2e$ per service population per year, Project related GHG emissions would be less than significant.

Mitigation Measures:

Mitigation Measure AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Mitigation Measure AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline

water demand (total expected water demand without implementation of the Water Conservation Strategy)[1]. Development proposals within the TVSP area shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
- Use of recycled water when available.

Greenhouse Gas Emissions Cumulative Findings: The Project would not result in cumulative impacts related to greenhouse gas emissions (Draft EIR at p. 5.6-20).

Facts in Support of Findings: GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a TVSP in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated GHG emissions from development and operation of the proposed TVSP at buildout would not exceed the service population threshold of 4.0 MTCO2e per year. Therefore, the contribution of the TVSP to significant cumulative GHG impacts is less than significant and not cumulatively considerable.

F. Noise

Impact NOI-1 Finding: The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Draft EIR at p. 5.10-19). Impacts are less than significant with mitigation.

Facts in Support of Findings:

Construction

The timing of development and various construction activities pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with

[1] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer and include different project specific construction activities.

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach noise levels ranging from approximately 68 dBA to more than 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e., construction equipment).

Section 8.06.090(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and not on Sundays and Federal holidays. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, in order to determine if construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria threshold detailed above has been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence.

Because the TVSP includes development of residential uses and existing residential units are located throughout the TVSP area, construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors, and temporary intermittent construction noise impacts could occur. Therefore, Mitigation Measures NOI-1 through NOI-4 have been included to provide construction measures to reduce potential impacts to a less than significant level.

Operation

Ambient Traffic Noise Impacts to Proposed Sensitive Receptors. The proposed TVSP would consist of infill and redevelopment of new mixed uses, including residential, within the Project area. The primary source of noise impacts to the new development within the TVSP would be from the Arrow commuter rail line, and traffic-related noise from the I-10 Freeway, and key arterial roadways such as New York Street, Eureka Street, Orange Street, Church Street, Grove Street, Judson Street, Colton Avenue, Park Avenue, Redlands Boulevard, State Street, and Citrus Avenue.

New noise sensitive land uses adjacent to the Arrow commuter rail line, the I-10 Freeway and these key arterial roadways would experience future unmitigated exterior noise levels greater than 65 dBA CNEL, which represents normally incompatible for residential uses based on the General Plan Noise/Land Use Compatibility Matrix. Therefore, based on the proximity of future noise sensitive land uses, traffic-related noise impacts at future residential uses within the TVSP would be potentially significant and require noise mitigation to reduce potential impacts to less than significant level. Mitigation Measure NOI-5 requires that prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the General Plan 60 dBA CNEL exterior noise level standard, such as through an acoustical analysis.

Interior Noise Impacts to Proposed Sensitive Receptors. The proposed TVSP would consist of infill and redevelopment of lands within the Project area that would provide new residential units that could be within mixed-use buildings adjacent to an arterial roadway or the Arrow commuter rail line.

Typical building construction provides a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." The use of central air conditioning provides noise reduction benefits by permitting windows to kept closed. Typical noise reducing construction methods include: 1) weather-stripped solid core exterior doors; 2) upgraded dual glazed windows; 3) mechanical ventilation/air conditioning; and 4) exterior wall/roof assembles free of cut outs or openings. Each of these

methods are included in State Title 24 construction standards that are verified as implemented by the City during the construction permitting process.

Because the exterior noise levels from future noise sensitive land uses adjacent to the arrow commuter rail line, the I-10 Freeway and key arterial roadways exceed 60 dBA CNEL, detailed interior noise analysis based on site-specific architectural floor plans and elevations would be required for future developments that include residential uses to satisfy the City of Redlands General Plan Noise Element, Table 7-11, 45 dBA CNEL interior noise level standard for residential dwelling units. Therefore, Mitigation Measure NOI-6 is included to require new development projects to demonstrate compliance with the 45 dBA CNEL interior noise level standard, such as through provision of an acoustical analysis, to ensure that impacts would be less than significant.

Non-Residential Noise Generation. Implementation of the proposed TVSP would include a combination of noise sources related to the proposed residential, commercial, recreation, and other uses included in the TVSP. Buildout of the TVSP would result in noise sources that would include air conditioning units, loading dock activities, parking lots, trash enclosures, and outdoor activities in park and recreation areas. These Project-related noise sources are consistent with existing noise sources observed in the TVSP area. However, new operation of non-residential uses developed pursuant to the TVSP could result in nuisance noise source activity that could increase the ambient noise levels at sensitive receptors. Therefore, Mitigation Measure NOI-7 is included to ensure future project compliance with Municipal Code Section 8.06.090(F), through conduct of a noise impact analysis, which would ensure that operational noise impacts would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-1: Construction Equipment: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.

Mitigation Measure NOI-2: Construction Staging: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.

Mitigation Measure NOI-3: Construction Noise Levels: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall demonstrate that all construction activity within the TVSP will satisfy the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g., residential).

Mitigation Measure NOI-4: Construction Noise Barriers: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the TVSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall:

- Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;

- Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and
- Be removed and the site appropriately restored upon the conclusion of the construction activity.

Mitigation Measure NOI-5: Residential Exterior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 60 dBA CNEL exterior noise level standard as defined by Table 7-11 of the City of Redlands General Plan Healthy Community Element through preparation of an acoustical analysis. The outdoor environment is limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area as intended by the General Plan Healthy Community Element.

Mitigation Measure NOI-6: Residential Interior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 45 dBA CNEL interior noise level standard as defined by Table 7-11 of the General Plan Healthy Community Element and by Title 24, Part 2, of the California Building Code through preparation of an acoustical analysis.

Mitigation Measure NOI-7: Non-Residential Developments: Prior to the issuance of a building permit for a non-residential development within the TVSP that has the potential to impact noise sensitive residential land uses, the project plans and specifications shall demonstrate compliance with Municipal Code Section 8.06.090(F).

Impact NOI-2 Finding: The Project would not generate excessive groundborne vibration or groundborne noise levels (Draft EIR at p. 5.10-21). Impacts are less than significant with mitigation.

Facts in Support of Findings:

Construction

Construction activities for the infill and redevelopment projects that would occur pursuant to the TVSP are anticipated to include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. Vibration impacts from these construction activities would typically be created from the operation of heavy off-road equipment. Because the TVSP includes development of residential uses and existing residential units are located throughout the TVSP area, construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors.

As described previously Section 8.06.090(F) of the City's Municipal Code limits construction to occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, which also limits the time that construction vibration could occur. Also, Section 8.06.020 identifies the vibration threshold as 0.01 in/sec RMS.

Draft EIR Table 5.10-8 lists that anticipated construction related vibration levels at distances ranging from 25 to 150 feet from construction activity. As shown, construction vibration levels would range from 0.004 to 0.063 in/sec RMS that would exceed the perceptible vibration threshold of 0.01 in/sec RMS at distances of less than 100 feet. Therefore, Mitigation Measures NOI-8 and NOI-9 are included to reduce potential vibration impacts to below the vibration threshold of 0.01 in/sec RMS, which would reduce impacts to a less than significant level.

Operation

The proposed Project would consist of infill and redevelopment within the TVSP with new residential, commercial, and mixed-use projects. The on-going operation of these types of land uses do not include the operation of any vibration sources other than typical onsite vehicle and truck operations. Therefore, impacts related to operational vibration would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-8: Construction Vibration: Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Redlands Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project Applicant/Developer shall demonstrate compliance with Municipal Code, Section 8.06.020 vibration perception threshold as 0.01 inches per second (in/sec) RMS.

Mitigation Measure NOI-9: Construction Vibration Near Fragile Historic: Any site-specific development project within 25 feet of an extremely fragile historic building shall engage a qualified structural engineer to conduct a pre-construction assessment of the structural integrity of the nearby historic structure(s) and submit evidence to the City of Redlands Building and Safety Division detailing that the operation of vibration-generating equipment associated with the new development would not result in structural damage to the adjacent historic building(s). If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required.

Noise Cumulative Findings: The Project would not result in cumulative impacts related to noise (Draft EIR at pp. 5.10-22 through 5.10-23).

Facts in Support of Findings: Buildout of the TVSP in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Municipal Code Section 8.06.090(F) requires construction activities to not occur within the hours of 6:00 p.m. and 7:00 a.m. on weekdays or anytime on Sundays and federal holidays. Also, construction noise and vibration are localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to TVSP construction activity. As the timing of development and various construction activities pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer. Thus, its currently unknown if construction projects would occur adjacent to one another. However, implementation of the construction and vibration mitigation measures provided herein would reduce the potential of noise and vibration levels from different construction projects combining to become cumulatively considerable to a less than significant level. Therefore, with implementation of mitigation, cumulative noise and vibration impacts associated with construction activities would be less than significant.

Development anticipated by the TVSP in combination with other nearby projects would result in an increase in ambient noise. However, all development projects would be subject to the operational noise standards established by the General Plan and Municipal Code, which would ensure that noise from new uses in the TVSP area would stay below City standards and therefore not combine with other development projects to be cumulatively significant. Thus, operational noise from new land uses in the proposed Specific Plan area would result in less than significant cumulative noise impacts.

Also, as described above, the TVSP area is located outside of the 60 dBA CNEL noise contour boundaries of the San Bernardino International Airport, and developments within the proposed TVSP area would not result in exposure of people residing or working in the area to excessive noise levels from operation of an airport and would not result in an impact that could cumulatively combine. Hence, cumulative impacts related to airport noise would not occur.

G. Tribal Cultural Resources

Impact TCR-1 Finding: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (Draft EIR at p. 5.15-5). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Mill Creek Zanja, which is considered a tribal cultural resource by multiple area tribes, is listed on the California Register of Historical Resources and the National Register of Historic Places (MCC 2022). SB 18 and AB 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on TCRs. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). The NAHC's Sacred Lands File search was positive for sacred lands within 0.5-mile of the TVSP area, and the City sent letters to Native American Tribes notifying them of the proposed Project in accordance with SB 18 and AB 52. In response, San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians, California Native American tribes, requested consultation and the City of Redlands met with representatives of the San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians. The Mill Creek Zanja was identified as a tribal cultural resource during the consultation. Due to the presence of portions of the Mill Creek Zanja within the TVSP area, the Soboba Band of Luiseño Indians described that there is a potential of encountering historic and prehistoric resources near the Zanja.

Implementation of the proposed TVSP would not directly result in physical construction that could impact tribal cultural resources. However, development and redevelopment projects pursuant to the TVSP could involve grading and excavation to greater depths than previously undertaken that could disturb unknown buried TCRs. Thus, Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4 are required for implementing projects and would reduce the potential for tribal cultural resources to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

Mitigation Measures:

Mitigation Measures CUL-2 through **CUL-9**, as listed previously.

Mitigation Measure TCR-1: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, for any ground disturbing activities within 300 feet of the Mill Creek Zanja, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) and tribal monitoring shall be required. In this case, the ARMP should include the following, at a minimum:

- At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring

experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor and a Native American monitor from the consulting tribe(s) have been retained. Archaeological monitors will report to the project Archaeologist for the project and may work in collaboration with Native American monitors from consulting tribes. The project Archaeologist shall meet the U.S. Secretary of the Interior Standards.

- Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.
- The project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:
  a. Project grading and development scheduling;

  b. The development of a schedule in coordination with the permittee/owner, consulting Native American tribes, and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,

  c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to an archaeological resources evaluation.

- A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.

Mitigation Measure TCR-2: Inadvertent Discovery of Tribal Cultural Resources. In the event that Native American tribal cultural resources are inadvertently discovered during the course of grading for any project being developed under the Transit Villages Specific Plan, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process. Construction staff should also be provided with cultural sensitivity training, including identification of possible in situ tribal cultural resources.

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Redlands with evidence of same:

a. Accommodate the process for onsite reburial of the discovered items with the interested Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.

b. A curation agreement with an appropriate qualified repository within San Bernardino County or Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The

collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County or Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the Project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum (or similar appropriate qualified repository able and willing to accept the tribal cultural resources) by default.

d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City of Redlands documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grading meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Redlands, CHRIS, and consulting tribe(s).

Mitigation Measure TCR-3: Treatment and Disposition of Tribal Cultural Resources. In the event that tribal cultural resources, including historic and pre-contact materials, are discovered during the course of ground disturbance for any project being developed under the Transit Villages Specific Plan, the following procedures shall be implemented:

1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by an archaeologist meeting the Secretary of the Interior's standards. Work on the other portions of the project, outside of the buffered area, may continue during this assessment period.

2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

4. Treatment and Final Disposition: The Applicant shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains discovered during construction of the proposed project. The Applicant shall relinquish the cultural resources through one or more of the following methods and provide the City of Redlands with evidence of same:

a. Accommodate the onsite reburial of the discovered cultural resources in consultation with the consulting Native American tribe(s) or band(s). The reburial area shall be protected from any future impacts. All reburials are subject to a reburial agreement that shall be developed between the landowner and the consulting tribes outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis-a-vis project plans, conservation/preservation easements, etc.). Reburial shall not occur until all cataloguing and recordation have been completed.

b. In the event that reburial is infeasible, and/or if more than one Native American tribe or band is involved with the proposed project and cannot come to a consensus as to the disposition of cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated. The landowner shall relinquish all ownership and rights to this material and confer with the consulting tribes to identify an American Association of Museums (AAM)-accredited

facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility.

c. Within 60 days following the completion of ground-disturbing activities, a Monitoring Compliance Report shall be submitted to the City of Redlands. The Monitoring Report shall document monitoring activities conducted by the Project Archaeologist and Native Tribal Monitor(s) including: any impact to cultural resources discovered on the project site; how each mitigation measure was fulfilled; the type of cultural resources recovered and the disposition of such resources; evidence of completion of pre-grading cultural sensitivity training required for the construction staff; and daily/weekly monitoring notes from the archaeologist in a confidential appendix. The Monitoring Compliance Report shall be submitted to the City of Redlands, the South Central Coastal Information Center, and the consulting tribe(s).

Mitigation Measure TCR-4: Discovery of Human Remains. In the event that human remains are encountered on any project site of any project being developed under the Transit Villages Specific Plan, the construction contractors, Project Archaeologist, and designated Native American Tribal Monitor (if any) shall immediately stop all work within 100 feet of the discovery. The Applicant shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). State Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center and/or NAHC.

According to the California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Sections 5097.98(e) and 5097.94(k)).

Impact TCR-2 Finding: The Project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe (Draft EIR at p. 5.15-6). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Specific Plan is located in an urbanized area; however, future site-specific development projects pursuant to the Specific Plan could involve grading and excavation to greater depths than previously undertaken that could disturb buried archaeological resources, including tribal cultural resources. Thus, Mitigation Measures CUL-2 through CUL-9 are included to reduce the potential for

archaeological resources, which include tribal cultural resources, to be impacted during earthmoving activities and provides for preservation of any identified resources. Furthermore, as a result of SB 18 and AB 52 tribal consultation, Mitigation Measures TCR-1 through TCR-4 are included to require tribal monitoring for sites that are sensitive for tribal cultural resources and provisions for inadvertent discoveries of tribal cultural resources. With implementation of Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

Mitigation Measures:

Mitigation Measures CUL-2 through **CUL-9**, as listed previously.

Mitigation Measures TCR-1 through **TCR-4**, as listed previously.

Tribal Cultural Resources Cumulative Findings: The Project would not result in cumulative impacts related to tribal cultural resources (Draft EIR at p. *5.15-7*).

Facts in Support of Findings: The cumulative study area for tribal cultural resources includes the Southern California region, which contains the same general tribal historic setting of the Gabrieleño, Cahuilla, and Serrano, as detailed previously in Section *5.15.3, Environmental Setting*. Other projects in the vicinity of the TVSP area would involve ground disturbances that could reveal buried TCRs.

As described above, there is a possibility that ground-disturbing activities in native soils may uncover or disturb unknown tribal cultural resources. However, the Project has included Mitigation Measure CUL-1 and TCR-1 through TCR-4 that would reduce the potential impact to unknown resources, and cumulative development would be required to undergo environmental review, which would establish requirements for avoidance or mitigation of impacts potential resources. Thus, the cumulative effects of development on tribal cultural resources from implementation of the proposed Specific Plan in combination with other projects would be less than significant.

H. Utilities and Service Systems

Water

Impact UT-1 Finding: The Project would not require or result in the relocation or construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects (Draft EIR at p. *5.16-5*). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Specific Plan would redevelop the 947-acre TVSP area with residential, commercial, office, and hotel uses, which is currently served by the MUED's water infrastructure. As discussed above, the Specific Plan contains multiple water pipelines ranging in size from 1-inch to 36-inches in diameter. These water pipelines currently provide water supplies to the Specific Plan and surrounding adjacent areas. However, the Specific Plan's projected water demand increase of 639 AFY would require upgrades to some of the existing water mains in the TVSP area due to insufficient transmission capacity for the water demands or required fire flow at buildout of the TVSP. To accommodate the increase in capacity, buildout of the TVSP would include construction of the following potable water main upgrades:

- Upgrading the existing water main in Colton Avenue to a 12-inch main between Texas Street and Orange Street
- Upgrading the existing water main in Stuart Avenue to a 12-inch main west of Texas Street

- Upgrading the existing water main in Eureka Street to a 12-inch water main between Oriental Avenue and Redlands Boulevard
- Upgrading the existing water main in Redlands Boulevard to a 12-inch water main between Orange Street and Sixth Street
- Upgrading the existing water main on Ninth Street to an 8-inch water main between E. Central Avenue and State Street
- Upgrading the existing water main on Church Street to a 12-inch water main between Colton Avenue and Citrus Avenue
- Upgrading the existing water main on University Street to a 12-inch water main between Colton Avenue and E. Central Avenue
- Upgrading the existing water main on E. Central Avenue to a 12-inch water main between University Street and Judson Street

These improvements are consistent with MUED's 1981 Water Master Plan and would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP. Additionally, buildout of the TVSP would include the installation of new 12-inch non-potable waterlines in New York between Colton Avenue and State Street that would connect to future non-potable pipelines, ultimately connecting to the existing non-potable pipeline in Lugonia Avenue. The Project proposes to install a new 8-inch non-potable waterline in Orange Street and Redlands Boulevard that would connect to a proposed non-potable pipeline in State Street, ultimately connecting to the proposed non-potable pipeline in New York Street, and the Project would include a new 8-inch non-potable line in University Street and Colton Avenue that would connect to the existing non-potable line in Colton Avenue. The Project also proposes the construction of various other new non-potable waterlines.

The new onsite water systems would convey potable and non-potable water supplies to the proposed residential, commercial, office, and hotel uses, and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite water infrastructure and new connections to the water system that could include improvements to aged water pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the water demand of such new development.

Under the City's development review procedures for site-specific development projects, the City determines water system design requirements and the needs for any improvements to existing infrastructure that would be required by the TVSP and Water Master Plans. Needed improvements would be referenced directly in the design plans for the proposed development to assure adequate capacity. The water design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) regarding requirements for design and operation of water distribution facilities.

The construction of any needed water system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way and would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4.. These requirements would ensure that construction related impacts remain less than significant. As a result, potential impacts related to build out of

the proposed TVSP would not result in construction of new or expanded wastewater facilities that could result in a significant environmental effect, and impacts would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-10**, **CUL-1** through **CUL-9**, **GEO-1**, **NOI-1** through **NOI-4**, **NOI-8** through **NOI-9**, **and TCR-1** through **TCR-4**, as listed previously.

Impact UT-2 Finding: The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years (Draft EIR at p. 5.16-6). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Project would redevelop the 947-acre TVSP area with an additional 2,400 residential dwelling units, 265,000 SF of commercial retail uses, 238,000 SF of office uses, 220 hotel rooms, and approximately 280,000 SF of open space. The Water Supply Assessment (WSA) prepared for the Specific Plan estimated the Proposed Project's water demands using the developed acreage attributed to each use type (including landscape irrigation and parking area requirements). The total developed area was prorated based on the building square footage for each use type. Water demands were then estimated for the Project using land use-based water demand factors from the City of Redlands' "Water and Sewer Demands Spreadsheet". The land use demand factors are applied to gross estimated acreage for each land use.

The proposed Specific Plan would result in a total demand of 1,996 AFY by the year 2040, which would be a 639 AFY increase in comparison to the current TVSP area water demands from existing development within the TVSP area. The MUED's 2020 UWMP assumed that the MUED's total water supply would increase from 28,098 AF in 2020 to 35,544 AF in 2045, which constitutes an increase of 7,446 AF. Additionally, the projected MUED normal year water demand would increase from 26,866 AF in 2020 to 30,908 AF in 2045.

The UWMP assessed the projected water demand and supply in the service area and concluded that MUED has an adequate water supply to meet all demands within its service area to 2045. As shown in Draft EIR Table 5.16-4, the Project's additional demands of 639 AFY is less than the assumed increase in demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2045 projected demands for the MUED. Additionally, implementing projects in the TVSP area would be required to implement Mitigation Measure AQ-8, which requires projects to incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, recycled water, and implementation of Mitigation Measure AQ-8, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for MUED's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

Mitigation Measures:

Mitigation Measure AQ-8, as listed previously.

<u>Wastewater</u>

Impact UT-3 Finding: The Project would not require or result in the relocation or construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. (Draft EIR at p. 5.16-10). Impacts are less than significant with mitigation.

Facts in Support of Findings: The TVSP area contains a network of sewer lines that range from 6-inches to 48-inches in diameter and operate well within capacity. Buildout pursuant to the TVSP would result in an increase of wastewater flows within the TVSP area. To accommodate the increase in wastewater flows, buildout of the TVSP would include construction of the following wastewater upgrades:

- Replacing the 8-inch sewer in University Street from Park Avenue to the I-10 Freeway with a new 12-inch sewer (or adding an additional 8-inch sewer line)
- Replacing the 15-inch sewer in Citrus Avenue from Central Avenue to Church Street with a new 18-inch sewer (or adding an additional 8-inch sewer line)
- Adding a new 12-inch sewer line in State Street from Eureka Street to First Street, then north on First Street to Redland Boulevard, then west on Redlands Boulevard to Texas Street.

These improvements would be evaluated on an as needed, project-by-project basis as development occurs pursuant to the TVSP. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite sewer infrastructure and new connections to the sewer system that could include improvements to aged sewer pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the wastewater generation of such new development.

Under the City's development review procedures for site-specific development projects, the City determines sewer system design requirements and the needs for any improvements to existing infrastructure that would be required by the City's construction permit and referenced directly in the design plans for the proposed development to assure adequate capacity. The sewer design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) regarding requirements for design and operation of sewer collection facilities.

The construction of any needed wastewater system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way and would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. These requirements would ensure that construction related impacts remain less than significant. As a result, potential impacts related to build out of the proposed Specific Plan would not result in construction of new or expanded wastewater facilities that could result in a significant environmental effect, and impacts would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-10**, **CUL-1** through **CUL-9**, **GEO-1**, **NOI-1** through **NOI-4**, **NOI-8** through **NOI-9**, **and TCR-1** through **TCR-4**, as listed previously.

Stormwater

Impact UT-5 Finding: The Project would not require or result in the relocation or construction of new drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. (Draft EIR at p. 5.16-14). Impacts are less than significant with mitigation.

Facts in Support of Findings: The majority of the TVSP area is fully developed. However, there are multiple vacant parcels within the TVSP area. As such, buildout pursuant to the TVSP could result in a greater amount of impermeable surfaces within the TVSP area. The TVSP Infrastructure Plan includes improvements to divert flows away from undersized segments of the existing drainage system, such as the undersized Zanja channel

through the University Transit Village, and the undersized Mission Creek channel through the New York Street/Esri Transit Village, among other flood-related strategies, in line with the strategies set forth by the 2014 Redlands Master Plan of Drainage. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the TVSP area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling included as Appendix A to the TVSP in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations
- Implement the 2014 Master Plan of Drainage (MPD) Alternative 1 for the Downtown Village
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Development under the TVSP would allow for redevelopment of the TVSP area that could result in the generation of increased stormwater volumes in areas that are currently largely pervious. Increased flows could in turn create a need for new infrastructure in order to accommodate infiltration of stormwater or to convey stormwater to detention basins to prevent flooding, particularly where there are already stormwater capacity problems, such as the Downtown Village. Development under the TVSP would largely focus on infill development, allowing future projects to take advantage of the existing stormwater drainage infrastructure. In most cases, parcels that may be developed or redeveloped within the TVSP area are already disturbed or developed with impervious surfaces, and future development would be unlikely to significantly increase runoff.

Stormwater drainage improvements would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP and the 2014 Master Plan of Drainage. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite stormwater drainage infrastructure and new connections to the existing stormwater drainage system. Such improvements would be required to be sized to accommodate the stormwater generation of such new development.

Under the City's development review procedures for site-specific development projects, the City determines stormwater system design requirements and the needs for any improvements to existing infrastructure that would be required by the City's construction permit and referenced directly in the design plans for the proposed development to assure adequate capacity. The stormwater system design specifications for each site-specific development project would be required to comply with City standards and implementing projects would be required to prepare a Water Quality Management Plan (WQMP).

The construction of any needed drainage system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way. Additional, large-scale stormwater drainage improvements pursuant to the 2014 Redlands Master Plan of Drainage and implementing project site-specific stormwater drainage improvements would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. Additionally, policies within the TVSP seek to minimize the volume of stormwater entering the drainage system, reduce the need for system expansions, and limit potential impacts from system expansion on the environment. Policies within the TVSP require that new development provide landscaping, maximize pervious surfaces, promote onsite stormwater management solutions such as

low-impact development utilizing best management practices, promote stormwater capture and reuse onsite, and ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. As a result, potential impacts related to build out of the proposed Specific Plan would not result in construction of new or expanded stormwater drainage facilities that could result in a significant environmental effect, and impacts would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-10**, **CUL-1** through **CUL-9**, **GEO-1**, **NOI-1** through **NOI-4**, **NOI-8** through **NOI-9**, **and TCR-1** through **TCR-4**, as listed previously.

Utilities and Service Systems Cumulative Findings: The Project would not result in cumulative impacts related to utilities and service systems (Draft EIR at p. *5.15-7*).

Facts in Support of Findings:

Water

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, purchased or imported water, and recycled water. During buildout of the Specific Plan, water lines would be installed as needed to serve implementing projects. The continued regular assessment, maintenance, and upgrades of the water system by the Redlands MUED pursuant to the City's Water Master Plans would reduce the potential of development projects to result in a cumulatively substantial increase in water such that new or expanded facilities would be required.

As discussed above, the Specific Plan would result in an increase in water demand of 639 AFY. It is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, and recycled water, plus water conservation methods included in Mitigation Measure AQ-8, would be sufficient to meet the Specific Plan's demand at buildout, in addition to forecast demand for MUED's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

Wastewater

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system and the conveyance system through wastewater disposal at the City of Redlands Wastewater Treatment Plant. During buildout of the Specific Plan, sewer lines would be installed as needed to serve implementing projects. The continued regular assessment, maintenance, and upgrades of the sewer system by the City MUED would reduce the potential of development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

Additionally, the City of Redlands Wastewater Treatment Plant have an average flow of 5.8 mgd and a treatment capacity of 9.5 mgd (MUED 2021). Due to this volume of excess capacity that is designed by MUED to accommodate future regional growth, the increase in wastewater flow from cumulative projects would not significantly impact the Wastewater Treatment Plant facilities. As a result, impacts related to cumulative projects wastewater treatment and conveyance capacity would be less than significant.

Stormwater

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the TVSP area, from capture of runoff through final

discharge points. Pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur from implementing projects. Regional Water Quality Control Board (RWQCB) Permit conditions and the Redlands Municipal Code Municipal Code require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

Solid Waste

The geographic scope of cumulative analysis for landfill capacity is the service area for the California Street Landfill and San Timoteo Sanitary Landfill, which serve the TVSP Area. Both landfills serve the Valley portion of San Bernardino County. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. As described previously, the California Street Landfill design capacity is 11.4 million cubic yards, and its maximum permitted throughput is 829 tons per day. It has a remaining capacity of 5,168,182 cubic yards. In 2020, the California Street Landfill received an average throughput of 146 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the California Street Landfill has an approximate extra capacity of 683 tons per day. The San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size and is permitted to operate through 2039. It has a permitted capacity of 23,685,785 cubic yards and a maximum permitted daily throughput of 2,000 tons. It has a remaining capacity of 12,360,396 cubic yards. In 2020, the San Timoteo Sanitary Landfill received an average throughput of 772 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the San Timoteo Sanitary Landfill has an approximately extra capacity of 1,228 tons per day. The 3.49 tons per day from operation of the TVSP area at full buildout would be approximately 0.5 percent of the excess capacity of the California Street Landfill and 0.3 percent of the excess capacity of the excess capacity at the San Timoteo Sanitary Landfill each day. Furthermore, combined, the landfills have a total remaining capacity of 17,528,587 cubic yards. Therefore, the landfills would have sufficient capacity to serve the Project and the increase is solid waste from full buildout of the TVSP area would be less than cumulatively considerable and less than significant.

SECTION IV

SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Public Resources Code section 21002 states that "it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

Section 15364 of the State CEQA Guidelines defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The City Council hereby finds that, despite the incorporation of feasible measures outlined in the Final EIR, the following impacts cannot be fully mitigated to a less than significant level. Despite these significant and unavoidable impacts, the City nevertheless approves the Project because of the benefits described in the Statement of Overriding Considerations included herein.

A. Air Quality

Impact AQ-1 Finding: The Project would conflict with or obstruct implementation of an applicable air quality plan (Draft EIR at p. 5.2-18) at both the project and cumulative levels. Impacts are significant and unavoidable.

Facts in Support of Findings: The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed TVSP area. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed TVSP includes amending the GP2035 to establish a new TVD land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. This includes a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists.

Buildout of the proposed TVSP would allow development of 2,400 residential units and 613,000 square feet of retail commercial, hotel, and office space, representing a population of approximately 6,360 persons and 1,226 employees at buildout and full occupancy (maximum impact condition). Development pursuant to the proposed TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Because the employment land designated areas in the TVSP area are existing and would not change with implementation of the TVSP, the 1,226 jobs expected in the TVSP area are included in the SCAG projections.

The SCAG 2020 RTP/SCS projections for the City of Redlands anticipate a 32.2 percent increase in employment in the City between 2016 and 2045 (an increase of 13,700 jobs). The 1,226 jobs that are anticipated to occur within the TVSP area would be approximately 8.9 percent of the anticipated job growth, and within the growth assumptions of the SCAG AQMP.

The housing added by the Specific Plan would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. The provision of housing within walking distance to the three new Arrow stations and community retail would reduce vehicle miles traveled and the related air quality emissions. In addition, the TVSP implements infill development, located in an urbanized area with existing infrastructure, near transit, and implements bicycle and pedestrian infrastructure; all of which are intended to reduce vehicle miles traveled and vehicular emissions. This is consistent with the SCAG objective to "Encourage patterns of urban development and land use that reduce costs in infrastructure construction and make better use of existing facilities." Thus, the proposed TVSP would support AQMP objectives to reduce trips, promote infill development, and balance jobs and housing, and would not conflict with implementation of the AQMP. As a result, the proposed TVSP would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below, the Project would result in regional operational-source emissions that would exceed the thresholds of significance for CO, VOC, and NO_X emissions after implementation of regulatory requirements and Mitigation Measures AQ-8 through AQ-10; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would result in an impact related to Consistency Criterion No. 2.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality emissions that would exceed thresholds. Therefore, the proposed TVSP would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

Mitigation Measures:

Mitigation Measure AQ-1: Tier 3 Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

Mitigation Measure AQ-2: Low VOC Paints. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that "Super-Compliant" low VOC paints shall be utilized that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

Mitigation Measure AQ-3: Electric Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that contract specifications for construction activities rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.

Mitigation Measure AQ-4: Alternative Fueled Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement to use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.

Mitigation Measure AQ-5: Construction Equipment Maintenance. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that construction equipment be maintained in good operating condition pursuant to manufacturer specifications to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.

Mitigation Measure AQ-6: Construction Vehicle Management Plan. Prior to the issuance of any grading permits for developments within the TVSP area, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Redlands denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.

Mitigation Measure AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;

- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
  Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Mitigation Measure AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy)[2]. Development proposals within the TVSP area shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
- Use of recycled water when available.

Impact AQ-2 Finding: The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Draft EIR at p. 5.2-19; Final EIR, p. 3-1) at both the project and cumulative levels. Impacts are significant and unavoidable.

Facts in Support of Findings:

Construction

Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the TVSP area; (3) delivery and hauling of construction supplies to, and debris from, the TVSP area; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

The timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer. Due to the uncertainty of the specific timing and methods of construction activities related to TVSP development projects, the maximum daily emissions are based on a very conservative scenario that construction could occur throughout the TVSP implementation period, based on maximum equipment use, and multiple future TVSP development projects overlapping. The maximum daily construction emissions for the proposed TVSP were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113. Project construction would result in maximum emissions of VOC at 590.61 lbs/day, of NO_x at 385.10 lbs/day, of CO at 532.02 lbs/day, of SO_x at 1.45 lbs/day, of PM_{10} at 94.37 lbs/day, and of

[2] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

$PM_{2.5}$ at 40.27 lbs/day. Emissions of CO, SO_x, PM_{10}, and $PM_{2.5}$ would be below SCAQMD thresholds. However, emissions from construction would exceed thresholds established by the SCAQMD for emissions of VOCs and NO_X.

Development projects would be required, through City review and construction permitting, to implement SCAQMD rules, including: Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 (described previously) that would reduce construction related emissions. Also, Mitigation Measures AQ-1 through AQ-6 are included to require the construction activities to utilize "Super-Compliant" low VOC paints that have no more than 10g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD's Rule 1113, require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, use of electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NOx from construction activities would be reduced and emissions from most TVSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the potential overlap of development projects and construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. As shown in Table 5.2-7, VOC emissions have the potential to be 7.9 times higher than the threshold, and NO_X emissions have the potential to be over 3.8 times higher than the threshold, with this level of potential emissions exceedances during overlapping construction projects, construction emissions could continue to exceed thresholds with implementation of Mitigation Measures AQ-1 through AQ-6. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Operation

Development pursuant to the proposed TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Additionally, the residential development that would occur would help to meet housing demands from projected employment growth in the City and be in the proximity to transit and commercial uses that would reduce dependence of vehicles and result in a reduction in vehicle miles traveled.

The new development identified by the TVSP would generate in long-term emissions of criteria air pollutants from area sources generated by vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products, which are typical of residential, commercial, and office uses. Development pursuant to the TVSP would result in maximum emissions of 117.49 lbs of VOC/day, 82.78 lbs of NO_x /day, 615.20 lbs of CO/day, 1.13 lbs of SO_x/day, 120.48 lbs of PM_{10}/day, and 32.78 lbs of $PM_{2.5}$/day. Emissions of SO_x, PM_{10}, and $PM_{2.5}$ would be below SCAQMD thresholds. However, emissions from construction would exceed thresholds established by the SCAQMD for emissions of VOCs, NO_X, and CO.

As a result, Mitigation Measure AQ-7 would be implemented to require development projects in the TVSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-8 would require enhanced water conservation for TVSP development projects. However, similar to the analysis presented in the General Plan EIR, even with implementation of Mitigation Measures AQ-7 and AQ-8, emissions would continue to exceed regional thresholds of significance established by the SCAQMD, and impacts would be significant and unavoidable.

It is important to note that the majority of VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable SCQMD thresholds.

Additionally, it should be noted that the majority of the Project's CO and NO_X emissions are derived from vehicle usage. Since neither future project applicants nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

Health Impacts of Exceeded Criteria Pollutant Emissions. The Draft EIR identifies a significant and unavoidable impact with respect to CO, NOx, and VOC emissions, due largely to the use of consumer products and vehicle trips. NOx is a "criteria" pollutant, a pollutant that is regulated by the US EPA pursuant to the federal Clean Air Act. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The SJVAPD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The SJVAPD further noted that "…the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional" cumulative impacts.

It should also be noted that CO, NOx, and VOCs are "precursor" pollutants, which makes analysis of potential health impacts even more difficult. CO, NOx, and VOCs are precursors to ozone, which is formed in the atmosphere from the chemical reaction of CO, NOx, and VOCs in the presence of sunlight. As explained by the SCAQMD in its amicus curiae brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Given this, "…it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region." Therefore, SCAQMD opined that while it "may be feasible" for large, regional projects with very high emissions of CO, NOx, and VOCs to conduct an accurate health impact analysis, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by CO, NOx, or VOC emissions from relatively small projects.

Thus, the difficulties with preparing potential health impact analysis related to the Project's CO, NOx, and VOC emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, CO, NOx, and VOCs are precursor emissions and concentrations of CO, NOx, and VOC are impacted by regional atmospheric conditions. CO, NOx, and VOCs emitted by the Project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the SJVAPD. It should also be noted that the EIR does identify health concerns related to CO and NOx emissions. Table 5.2-1 of the Draft EIR includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision making.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-8**, as listed previously.

Air Quality Cumulative Findings: The Project would not result in cumulative impacts related to air quality (Draft EIR at p. 5.2-24).

Facts in Support of Findings: Per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction of the proposed Project could exceed SCAQMD's threshold for VOC and NOx after implementation of SCAQMD Rules and mitigation measures if several development projects within the TVSP area overlap.

Also, emissions from operation of the proposed Project at buildout would exceed SCAQMD's threshold for CO, VOC, and NOx after implementation of mitigation measures. Because the large majority of operational-source CO and NOx emissions (by weight) would be generated by project vehicles, and the VOC emissions would be generated by consumer products that neither future project applicants nor the City have the ability to reduce emissions of. Therefore, similar to the analysis presented in the General Plan EIR, operational-source CO, VOC, and NOx emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

B. Transportation

Impact TR-1 Finding: The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) regarding vehicle miles traveled (Draft EIR at p. 5.14-8) at the project level. Impacts are significant and unavoidable.

Facts in Support of Findings:

TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101

Screening Criteria 1 – TPA: As shown in Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a large portion of the TVSP area, and its respective TAZs, is located within a TPA. As shown in Draft EIR Table 5.14-2, 29 of the TAZs within the TVSP area are fully within a TPA, five are partially within a TPA, and three are not within a TPA. Implementing projects that are within the TVSP area and in TPAs, as shown on Figure 5.14-1, would be presumed to have a less than significant on VMT so long as they have a FAR of greater than 0.75 and provide less parking than required by the City of Redlands Municipal Code. However, at this time, specific development within this TAZ is unknown. Therefore, implementing projects consistent with the TVSP and consistent with the Screening 1 Criteria within TPAs would be presumed to have a less than significant impact on VMT. As TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, and 53839101 are located fully within a TPA, implementing projects pursuant to the TVSP within these TAZs would result in less than significant impacts related to VMT. Additionally, portions of TAZs 53834401, 53834502, 53837201, 53835202, and 53837101 are located within a TPA. Implementing projects within a TPA within those TAZs would result in a less than significant impact related to VMT.

Screening Criteria 2 – Low VMT Area: As shown in Draft EIR Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZs 53834401, 53835301, 53835302, 53837201, 53835201, 53835202, 53837101, 53835203, and 53839101 are located within Low VMT

areas. Therefore, implementing projects pursuant to the TVSP within these TAZs would have a less than significant impact on VMT.

Screening Criteria 3 – Land Use Type: Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 3; however, specific implementing developments are unknown at this time.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4. Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 4; however, specific implementing developments are unknown at this time.

Overall, TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101 would all screen out of further VMT analysis based on the City's Screening Criteria 1 or 2 and implementing projects within these TAZs pursuant to the TVSP would result in a less than significant VMT impact.

TAZ 53834601

TAZ 53834601 is located in the southwest portion of the TVSP within the Downtown Village. Most of the implementing projects within this TAZ would fall within a TPA. However, there are five parcels that are not within the TPA (the addresses of the non-screened parcels are 15, 21, 23, 25 and 29 Kendall Street). These parcels are currently fully developed with single-family residences, and, when combined would total 1.06 acres in size.

Screening Criteria 1 – TPA: As shown in Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53834601 is located within a TPA. Implementing projects within TAZ 53834601 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53834601 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Draft EIR Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53834601 is not located within a low VMT area. Therefore, 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Based on the residential nature of the TAZ located outside of the TPA, implementing projects within these portions of the TAZ 53834601are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

In order for projects within TAZ 53834601 to be presumed to have a less than significant VMT impact, developments located within TAZ 53834601 must adhere to the land use quantities presented in Screening Criteria 4 – Land Use Quantities. As discussed above, the parcels that do not screen out within TAZ 53834601 are currently fully developed with single-family residences and are not expected to be redeveloped with a denser use. Furthermore, based on the small size of the portion of TAZ 53834601 that does not screen out via Screening Criteria 1, it can definitively be assumed that based on the design and development guidelines within these parcels, implementing development pursuant to the TVSP would not result in more than 167 single-family dwelling units, 232 low-rise multi-family dwelling units, 299 mid-rise multi-family dwelling units, 59,100 SF of office space, 112,400 SF (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF of warehousing uses, and 74,600 SF of light industrial uses. As such, it can be reasonably presumed that any future development pursuant to the TVSP within the portion of TAZ 53834601 located outside of a TPA would meet the criteria set forth in Screening Criteria 4. Therefore, implementing projects pursuant to the TVSP within TAZ 53834601 would result in less than significant VMT impacts via Screening Criteria 1 or Screening Criteria 4.

TAZ 53827101

As shown in Draft EIR Figure 5.14-1, TAZ 53827101 is located toward the western portion of the TVSP area by the Tri City Center. As shown in Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels,* two parcels within TAZ 53827101 are vacant and the rest are considered non-conforming. As such, it can be reasonably presumed that these parcels will be developed or redeveloped pursuant to the TVSP prior to buildout. However, at this time, specific development within this TAZ is unknown.

Screening Criteria 1 – TPA: As shown in Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53827101 is located within a TPA. Implementing projects within TAZ 53827101 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53827101 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Draft EIR Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53827101 is not located within a Low VMT area. Therefore, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Implementing projects within TAZ 53827101 are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If a implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units of fewer, 232 low-rise multi-family

dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

As discussed above, parcels outside of a TPA within TAZ 53827101 do not meet Screening Criteria 1, 2, or 3. In order for projects within TAZ 53827101 to be presumed to have a less than significant VMT impact, developments located within TAZ 53827101 must adhere to the land use types presented in Screening Criteria 3 – Land Use Types or land use quantities presented in Screening Criteria 4 – Land Use Quantities. The parcels that are not located within a TPA in TAZ 53827101 are currently developed with commercial uses associated with the Tri City Center and total approximately 40 acres. Therefore, there is potential that a large development, above the land use quantities presented in Screening Criteria 4 could be developed within the area located outside of the TPA and could potentially result in a VMT impact.

However, Mitigation Measure TR-1 is included to require implementing projects within a TPA and within TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the criteria set forth in Screening Criteria 4, it is also possible that an implementing project would include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO2e of GHG emissions per year. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT would be significant and unavoidable.

Mitigation Measures:

Mitigation Measure TR-1: VMT Screening. Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in in the City of Redlands CEQA Assessment VMT Analysis Guidelines.

If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as:

- Modifying the project's build environment characteristics to reduce VMT generated by the project
- Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project
- Participating in an available VMT fee program and/or VMT mitigation exchange or banking program, if any exist, to reduce VMT from the project or other land uses to achieve acceptable levels
- Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas)
- Constructing bicycle network improvements along the project's frontage consistent with the TVSP

Transportation Cumulative Findings: The Project would not result in cumulative impacts related to transportation (Draft EIR at p. 5.14-16).

Facts in Support of Findings:

Roadway, Transit, Bicycle, and Pedestrian Networks

The TVSP provides a comprehensive framework that would improve the street, transit, bicycle, and pedestrian networks throughout the TVSP area through buildout in 2040. This would include implementing roadway and circulation improvements, new bicycle and pedestrian facilities, and improving access to public transit. Overall, recommendations included in the TVSP would serve to improve the existing circulation networks with the TVSP area, and the City of Redlands as a whole, and cumulative impacts would be less than significant.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Redlands. As discussed in the City of Redlands CEQA Assessment VMT Analysis Guidelines, projects that are consistent with the Redlands General Plan 2035 would not have a cumulative impact on VMT as General Plan buildout has been found to be consistent with the City's threshold of VMT per capita that is 15 percent below baseline conditions. As substantiated within Section 5.9, *Land Use and Planning,* of this Draft EIR, the proposed Project would be consistent with the General Plan and the TVSP would serve as an implementing tool for City of Redlands General Plan 2035. Therefore, implementing projects would be consistent with the Redlands General Plan and would not result in cumulatively considerable VMT impacts. As such, the proposed Project would not result in cumulative impacts related to VMT.

SECTION V

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires that an EIR discuss "any significant irreversible environmental changes which would be involved in the proposed action should it be implemented." Generally, a project would result in significant irreversible environmental changes if one of the following scenarios is involved:

- The Project would involve a large commitment of nonrenewable resources.
- Irreversible damage can result from environmental accidents associated with the Project.
- The proposed consumption of resources is not justified (e.g., the Project results in the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

Energy Resources

While not implementing development under the TVSP would not involve the wasteful use of energy, new development under the TVSP would result in an increase of energy use. Residential, commercial, office, and mixed-use developments would use electricity, natural gas, and petroleum products for lighting, heating, and power. Additionally, vehicles traveling within and to and from the TVSP area would utilize both oil and gas. Use of these types of energy for development within the TVSP would result in an increase of use of nonrenewable energy resources, which represents an irreversible environmental change.

Construction Impacts

Construction of implementing development projects under the TVSP would result in the consumption of building materials, including lumber, sand, and gravel for construction. Depletion of non-renewable resources that supply building materials would represent an irreversible environmental change.

SECTION VI

GROWTH-INDUCING IMPACTS AND COMMITMENT OF RESOURCES

Section 15126.2(d) of the State CEQA Guidelines requires the EIR to address the growth-inducing impact of the Project. Draft EIR Section 5.17 evaluates the potential for the proposed Project to affect economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Employment Related Growth

The proposed TVSP would result in development of up to 613,000 square feet of retail commercial, hotel, and office space by 2045. SCAG estimates that employment in the City will increase from 42,600 jobs in 2016 to 56,300 in 2045, which is an increase of 13,700 jobs or a 32.2 percent increase (SCAG 2020 growth forecast). The employment anticipated by the proposed TVSP would generate approximately 1,226 new employees (see Draft EIR Section 5.11, *Population and Housing*), which represents 8.9 percent of the estimated job growth by 2045. The 1,226 jobs expected in the TVSP area are included in SCAG projections because the employment land in the TVSP area is included in the General Plan and is not changing with implementation of the TVSP. Thus, the employment that would occur within the TVSP area would be less than significant.

The new Project would accommodate the forecasted employment in an environmentally sustainable manner by providing for housing to maintain the jobs to housing balance, that would reduce vehicle miles traveled. Also, as listed below, the City of Redlands has had recent unemployment rates ranging between 3.0 and 7.5 percent (EDD, 2021).

- December 2021: 3.6 percent unemployment rate
- 2020 Annual Average: 7.5 percent unemployment rate
- 2019 Annual Average: 3.0 percent unemployment rate
- 2018 Annual Average: 3.3 percent unemployment rate
- 2017 Annual Average: 3.8 percent unemployment rate
- 2016 Annual Average: 4.5 percent unemployment rate

The jobs would provide new employment opportunities for people living in Redlands and the surrounding cities. Most of the new commercial and office jobs that would be created by the proposed TVSP would be positions that are anticipated to be filled by people who would already be living within Redlands and surrounding communities and would not induce an unanticipated influx of new labor into the region. As described indraft EIR Section 5.11, *Population and Housing*, buildout of the TVSP would result in maintenance and future improvement of the projected jobs-household ratio, which is a benefit of the proposed TVSP because a more balanced jobs-to-housing ratio could improve the environment by reducing vehicle miles traveled and emissions from motor vehicles. Overall, the proposed TVSP would accommodate forecasted employment growth consistent with SCAG's regional forecasts. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Infrastructure Obstacles to Growth

The TVSP area is a developed urban area that is connected to the City's existing infrastructure system. Water, sewer, drainage, and roadways provide service to all of the areas within the TVSP. As described in Draft EIR Section 5.16, *Utilities and Service Systems*, development projects pursuant to the TVSP would include installation of onsite infrastructure and new connections to the existing infrastructure systems, which include improvements to existing aged infrastructure such as increasing the size of water and sewer lines. However,

these improvements are sized to accommodate the TVSP buildout and not provide excess capacity. As described above, the TVSP area is urban and developed and the projects implemented by the TVSP would consist of infill and redevelopment of existing uses or development of vacant parcels that are in between developed parcels in the urban area. The TVSP related infrastructure and utility improvements do not involve extension of utilities into undeveloped areas. Therefore, the infrastructure improvements implemented by the Project would not result in unplanned growth.

The TVSP would also implement circulation improvements to street, pedestrian, and bicycle facilities, which would enhance local circulation and the use of transit. The circulation improvements provided by the TVSP would not extend circulation into a new area or provide excess circulation capacity that could induce growth. The improvements proposed by the TVSP would enhance circulation to provide for multi-modal transportation and implement use of transit. As a result, the circulation improvements would result in less than significant growth inducing impacts.

Land Development Regulation Obstacles to Growth

The proposed TVSP includes amending the GP2035 to establish a new Transit Village District (TVD) land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The proposed TVSP provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based through a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of buildings from larger to smaller to avoid incompatible buildings heights next to each other. The amount of square-footage and dwelling units listed at buildout of the proposed TVSP could be constructed at the present time under the current GP2035 land use designations and current zoning designations within the TVSP area. The difference is that with implementation of the Project, the new development would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits. Therefore, the proposed TVSP related changes to land use and zoning designations would not result in removing an obstacle to growth.

Also, SCAG household growth projections estimate that between 2021 and 2045 the number of households within the City will grow by 21.2 percent (5,395 households). Assuming that the maximum number of residential units in the proposed TVSP are developed and occupied (no vacancy), the 2,400 additional households in the TVSP area would consist of a 9.4 percent increase of households citywide, which is within the SCAG anticipated growth of both the City and the County. Likewise, as described previously, the employment anticipated by the TVSP would generate approximately 1,226 new employees (see Draft EIR Section 5.11, *Population and Housing*), which represents 8.9 percent of the estimated job growth by 2045. These jobs are included in SCAG projections because the employment land in the TVSP area is included in the General Plan and is not changing with implementation of the TVSP. Therefore, impacts related to growth from changes in existing regulations pertaining to land development would not occur.

Public Service Obstacles to Growth

The proposed Project is expected to incrementally increase the demand for fire protection and emergency response, police protection, and school services. However, as detailed in Draft EIR Section 5.12, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service. Based on service ratios and buildout projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not result in

significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

Other Activities Related to Growth

The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The development implemented pursuant to the TVSP would comply with all applicable City plans, policies, and ordinances. In addition, mitigation measures have been identified within this Draft EIR to ensure that the Project minimizes environmental impacts. The Project would not involve any precedent-setting action that could encourage and facilitate other activities that significantly affect the environment.

Impacts of Growth

All physical environmental effects from construction or development of the proposed TVSP have been analyzed in all technical sections of the Draft EIR and Initial Study prepared for the Project. For example, activities such as excavation, grading, and construction as required for the buildout of the TVSP have been evaluated in Draft EIR Sections 5.2, *Air Quality*, 5.3, *Cultural Resources*, 5.5, *Geology and Soils,* and 5.10, *Noise*. Also, all operational aspects of the TVSP have been analyzed in this Draft EIR and through implementation of existing regulations, including the General Plan and zoning ordinance, would not create an environmental impact of induced growth.

SECTION VII

ALTERNATIVES

The City of Redlands hereby declares that it has considered and rejected as infeasible the alternatives identified in the EIR and described below. Section 15126.6 of the State CEQA Guidelines requires an EIR to describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly achieve most of its basic objectives, but would avoid or substantially lessen any of the significant effects identified in the EIR analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible. In addition, an EIR should evaluate the comparative merits of the alternatives. Therefore, this section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the objectives of the Project, as required by CEQA.

Objectives

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.
2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.
3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.
4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces in line with the City of Redland's unique culture and history.
5. Transform streets and create neighborhood connectivity through pedestrian-oriented improvements.
6. Provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.
7. Provide for transit-oriented development around the three new Arrow Line stations in line with the City's General Plan.

Alternatives

Key provisions of the State CEQA Guidelines relating to the alternatives analysis (Section 15126.6 et seq.) are summarized below:

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more-costly.
- The "No Project" alternative shall be evaluated along with its impact. The "No Project" analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the Project is not approved.
- The range of alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

Rationale for Selecting Potentially Feasible Alternatives

The alternatives must include a no-project alternative and a range of reasonable alternatives to the project if those reasonable alternatives would attain most of the project objectives while substantially lessening the potentially significant project impacts. The range of alternatives discussed in an EIR is governed by a "rule of reason," which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

> . . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)([1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives, while significantly lessening any significant effects of the Project.

Alternatives Analysis

The goal for evaluating any alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed Project, while attaining most of the Project objectives. The City of Redlands has considered the following 5 alternatives:

- Alternate Site Alternative
- No Project/No Build Alternative
- No Project/Buildout of the Existing Zoning
- Reduced Specific Plan Area Alternative
- Reduced Intensity Alternative

Alternatives Not Selected for Analysis

Alternate Site Alternative: An alternate site for the proposed Project was eliminated from further consideration. The primary purpose of the proposed TVSP is to guide redevelopment of areas surrounding the three new Arrow Line stations by introducing additional residential and mixed use, and proposing circulation improvements for vehicles, pedestrians, bicyclists, and transit users. Since all of the Project objectives are related to the areas surrounding the three Arrow Line Stations in the New York Street Village, Downtown Village, and University Village, none of these objectives could be met in another location in the city. Therefore, the Alternative Site Alternative was rejected from further consideration.

Finding: The City of Redlands rejects the Alternative Site Alternative, on the following ground, which provides sufficient justification for rejection of this alternative: the alternative would fail to achieve any of the project objectives. Therefore, this alternative is eliminated from further consideration.

No Project/No Build Alternative. No development within the TVSP area was eliminated from further consideration as an alternative. Under the No Project/No Build Alternative, the current uses within the TVSP area would remain the same, and vacant or underutilized parcels would remain as such. The No Build Alternative would not allow developments to be constructed that are consistent with the existing General Plan land use designations and zoning. Since all of the Project objectives are related to redevelopment of the areas surrounding the three new Arrow Line Stations, none of these objectives could be met through no development within the TVSP area. Therefore, the No Project/No Build Alternative was rejected from further consideration.

Finding: The City of Redlands rejects the No Project/No Build Alternative on the following ground, which provides sufficient justification for rejection of this alternative: the alternative would fail to achieve any of the project objectives. Therefore, this alternative is eliminated from further consideration.

Description of Alternatives

Alternative 1: No Project/Buildout of the Existing Zoning. Under this alternative, the proposed Specific Plan would not be developed. In accordance with the CEQA Guidelines, the No Project/ Buildout of Existing Zoning Alternative will be the continuation of the existing plan, policy or operation into the future when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation. Section 15126.6(e)(3)(A) of the CEQA Guidelines states that, "typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan."

This alternative evaluates the environmental effects of buildout of the Specific Plan area according to the existing General Plan and zoning designations. Because the Specific Plan area is an urban area that is generally built out, most new development would occur as adaptive reuse of existing buildings, development on existing vacant sites, and infill or redevelopment of existing uses at the intensity allowed by the existing zoning. The majority of development under this alternative would similarly occur on vacant and non-conforming parcels as shown on Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels*. The addition of residential uses and mixed residential uses within the TVSP area would not occur, as proposed by the project. However, as described in Draft EIR Chapter 3.0, Project Description, the amount of square-footage and dwelling units projected under the TVSP could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized.

The Alternative 1: No Project/Buildout of Existing Zoning Alternative evaluation provides a comparison between the environmental impacts of the proposed Specific Plan in contrast to the result from not approving, or denying, the proposed Specific Plan. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

Alternative 2: Reduced Specific Plan Area Alternative. Under this alternative, the parcels located within Traffic Analysis Zone (TAZ) 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments in TPAs would meet the criteria under the City's Screening Criteria. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

Alternative 3: Reduced Intensity Alternative. Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

Evaluation of Alternatives

Alternative 1 – No Project/Buildout of Existing Zoning Alternative

under Alternative 1: No Project/Buildout of Existing Zoning Alternative, the proposed TVSP would not be implemented, and the TVSP area would be developed pursuant to the existing land use and zoning regulations. Limited new development would occur on vacant parcels and redevelopment of sites would occur pursuant to the existing zoning. However, the same amount of square-footage and dwelling units listed in Table 3-1 of the Draft EIR as proposed by TVSP could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized. Accordingly, Alternative 1: No Project/Buildout of Existing Zoning Alternative provides a comparison between the environmental impacts of the proposed Specific Plan and the result of not approving, or denying, the proposed Specific Plan.

The No Project/Buildout of Existing Zoning Alternative would not eliminate the significant and unavoidable impacts related to air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP, as buildout under this alternative would be consistent with that allowed under the TVSP. In fact, the No Project/Buildout of Existing Zoning Alternative would have more severe impacts related to

vehicle miles traveled. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. The analysis of the No Project/Buildout of Existing Zoning Alternative compares the impacts of the proposed Specific Plan to the impacts that would occur if the existing General Plan and zoning continue to be implemented.

Finding: The City of Redlands finds that the No Project/Buildout of Existing Zoning Alternative is infeasible based on several economic and social factors. A key consideration for the City is to provide a new form-based zoning standards for the TVSP area that will replace current zoning regulation. Regarding the ability to achieve Project objectives, the No Project/Buildout of Existing Zoning Alternative would not achieve most of the Project objectives, including Objectives 1, 3, 4, 5, 6, and 7, as it would not provide for new mixed-use, transit-oriented development within the vicinity of the new Arrow stations and would not provide a new form-based code. Development of the Specific Plan area under this alternative would partially achieve Objective 2, (Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area) if the Transit Village Overlay Zone within the City's General Plan is realized through another means in order to revitalize the TVSP area pursuant to the General Plan. The No Project/Buildout of Existing Zoning Alternative fails to avoid or reduce the Project's significant and unavoidable impacts relating to air quality and vehicle miles traveled, and in fact would result in increased impacts relating to vehicle miles traveled. The No Project/Buildout of Existing Zoning Alternative is rejected on that basis. Each of these reasons, separately and independently, is a sufficient basis upon which to reject this alternative.

Alternative 2 – Reduced Specific Plan Area Alternative

Under this alternative, the parcels located within TAZ 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments pursuant to the TVSP would either occur in TPAs and would meet the criteria under Screening Criteria 1 or would occur in Low VMT areas and would meet the criteria under Screening Criteria 2. Therefore, VMT impacts under Alternative 2 would be less than significant. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP, which would represent an approximately 2 percent smaller residential, 3 percent smaller retail commercial, and 18 percent smaller office buildout when compared to the proposed Project. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

The Reduced Specific Plan Area Alternative would not eliminate the significant and unavoidable impacts related to air quality that would occur from implementation of the proposed TVSP, as buildout under this alternative would be only slightly reduced in comparison to that allowed under the TVSP. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. However, this alternative would eliminate the Project's significant and unavoidable impact related to vehicle miles traveled.

Overall, although the volume of impacts would be less under the Reduced Specific Plan Area Alternative and the significant and unavoidable vehicle miles traveled impact would not occur in comparison to the proposed Specific Plan, the Reduced Specific Plan Area Alternative would not eliminate all of the significant and unavoidable impacts that would result from buildout of the proposed Specific Plan.

Finding: The City of Redlands finds that the Reduced Project Alternative is infeasible based on several economic and social factors. Implementation of the Reduced Specific Plan Area Alternative would achieve Objectives 1, 3, 4, 5, and 6, but at a much lesser extent than would be achieved by the proposed Specific Plan, as the alternative would provide for transit-oriented development and a form-code but would provide this to a smaller acreage. The Reduced Specific Plan Area Alternative would not meet Objectives 2 and 7, to apply the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area and to create transit oriented development around the three stations, as the portion of the TVSP area that would be excluded from the development area is currently underutilized. Additionally, the 25 percent reduction in development in the New York Street Village, compared to the proposed Specific Plan, would not fully achieve the vision of the Specific Plan pursuant to Objective 1. Overall, this alternative would meet most of the Project objectives, but not to the same extent as the proposed Project and would still require mitigation measures. The Reduced Project Alternative is rejected on that basis. Each of these reasons, separately and independently, is a sufficient basis upon which to reject this alternative.

Alternative 3 – Reduced Intensity Alternative

Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village, which would result in 60 percent less overall development than what is proposed under the TVSP. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

Although the Reduced Intensity Alternative would result in a 60% reduction in development intensity, it would not eliminate the significant and unavoidable impacts related to construction air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. However, this alternative would eliminate the Project's significant and unavoidable impact related to operational air quality emissions.

Overall, although the volume of impacts would be reduced by the Reduced Intensity Alternative and the significant and unavoidable operational air quality impact would not occur in comparison to the proposed Specific Plan, the Reduced Intensity Alternative would not eliminate all of the significant and unavoidable impacts that would result from buildout of the proposed Specific Plan.

Finding: The City of Redlands finds that the Reduced Intensity Alternative is infeasible based on several economic and social factors. The Reduced Intensity Alternative would meet Project Objectives 1, 4, and 5 as it would implement new street improvements and allow for transit-oriented development. The Reduced Intensity Alternative would partially meet Objectives 3 and 7 as it would limit the potential for sustainable mixed-use development around the Arrow Stations by limiting the potential buildout. This alternative would not meet Objective 6 to provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs or revitalize the TVSP area to the same degree. Additionally, the alternative would not meet Objective 2, as only 40 percent of the allowed growth under the TVSP, which was foreseen by the City's General Plan, would occur. Overall, this alternative would meet some of the Project objectives, but not to the same extent as the proposed Project and would still require mitigation measures. In addition, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts related to construction air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP. The Reduced Intensity Alternative is rejected on that basis. Each of these reasons, separately and independently, is a sufficient basis upon which to reject this alternative.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

The Environmentally Superior Alternative for the proposed Project would be the Reduced Intensity Alternative. The Reduced Intensity Alternative would avoid the significant impacts related to operational air quality emissions and would avoid mitigation measures associated with operational air quality emissions. Additionally, the Reduced Intensity Alternative would reduce potential construction air quality emissions. However, the Reduced Intensity Alternative would still be required to implement the mitigation measures that are identified in Chapter 5.0 of the Draft EIR EIR that are related to: construction air quality, cultural resources, geology and soils, noise, and tribal cultural resources. Moreover, this alternative would not meet all of the Project objectives, and the objectives it does meet would not be to the same degree as the proposed Project.

CEQA does not require the City of Redlands to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Based on the considerations described herein, the City of Redlands finds that the Reduced Intensity Alternative is infeasible based on these economic and social factors.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

Introduction

The City of Redlands is the Lead Agency under CEQA for preparation, review and certification of the EIR for The Redlands General Plan Transit Villages District and Specific Plan Project (Project). As the Lead Agency, the City is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant, and which can be mitigated through imposition of mitigation measures to avoid or minimize those impacts to a level of less than significant. CEQA then requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed Project. In making this determination the City is guided by CEQA Guidelines Section 15093, *Statement of Overriding Considerations*, which states:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal (sic) project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In addition, Public Resources Code Section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the public agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

Pursuant to Public Resources Code Section 21081(b) and the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed Project against the unavoidable adverse impacts associated with the Project and has adopted all feasible mitigation measures with respect to these impacts. The City also has examined alternatives to the proposed Project, none of which both meets the Project objectives and is environmentally preferable to the proposed Project for the reasons discussed in the Findings and Facts in Support of Findings.

The City of Redlands, as the Lead Agency for this Project, and having reviewed the EIR for the Redlands General Plan Transit Villages District and Specific Plan Project, and reviewed all written materials within the City's public record and heard all oral testimony presented at public hearings, adopts this Statement of Overriding Considerations, which has balanced the benefits of the Project against its significant unavoidable adverse environmental impacts in reaching its decision to approve the Project.

Overriding Considerations

The City, after balancing the specific economic, legal, social, technological, and other benefits of the Project, has determined that the unavoidable adverse air quality and vehicle miles traveled impacts identified above may be considered acceptable due to the following specific considerations which outweigh the unavoidable,

adverse environmental impacts of the Project, each of which standing alone is sufficient to support approval of the Project, in accordance with CEQA Section 21081(b) and CEQA Guideline Section 15093. The specific economic, legal, social, technological or other benefits of the Project are as follows:

- The Project implements the vision of the City of Redlands General Plan 2035.
- The Project improves the jobs-housing balance, providing a beneficial effect of providing multi-family housing in a jobs-rich area so that employees can easily travel to employment opportunities.
- The Project provides for additional housing to support the regionally forecasted increase in economic activities and employment increases.
- The Project transforms streets to create neighborhood connectivity through bicycle infrastructure and pedestrian-oriented improvements.
- The Project implements the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Land Use Policies related to population and housing by providing additional housing near transit.
- Consistent with the City's General Plan, the Project facilitates the economic development of the City by creating an expanded employment base by allowing for commercial and office building space, providing new diverse employment opportunities and attracting new businesses by allowing for the construction of residences, which will house future customers for the businesses.
- Provide new form-based zoning standards for the TVSP area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.

SECTION IX

CERTIFICATION OF THE EIR

The City of Redlands finds that it has reviewed and considered the Final EIR in evaluating the proposed Project, that the Final EIR is an accurate and objective statement that fully complies with CEQA, State CEQA Guidelines and that the Final EIR reflects the independent judgment of the City.

The City of Redlands declares that no new significant information as defined by State CEQA Guidelines, section 15088.5 has been received by the City after circulation of the Draft EIR that would require recirculation.

The City of Redlands certifies the EIR based on the entirety of the record of proceedings, including but not limited to the following findings and conclusions:

Findings:
The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Section IV of this Resolution but cannot be mitigated to a level of insignificance: air quality (project and cumulative level) and vehicles miles traveled (project level).

Conclusions:

1. Except as to those impacts stated above relating to historic resources, all significant environmental impacts from the implementation of the proposed Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance.

2. Other alternatives to the proposed Project, which could potentially achieve the basic objectives of the proposed Project, have been considered and rejected in favor of the proposed Project.

3. Environmental, economic, social and other considerations and benefits derived from the development of the proposed Project override and make infeasible any alternatives to the proposed Project or further mitigation measures beyond those incorporated into the proposed Project.

SECTION X

MITIGATION MONITORING AND REPORTING PLAN

Pursuant to Public Resources Code section 21081.6, the City of Redlands adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit A. In the event of any inconsistencies between the mitigation measures as set forth herein and the Mitigation Monitoring and Reporting Plan, the Mitigation Monitoring and Reporting Plan shall control.

SECTION XI

CONTENTS AND CUSTODIAN OF RECORDS

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Redlands Planning Division. The custodian for these records is the City of Redlands. This information is provided in compliance with Public Resources Code section 21081.6.

The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum:

1. The Initial Study for the Redlands General Plan Transit Villages District and Specific Plan Project;
2. The NOP and all other public notices issued by the City in conjunction with the Project;
3. All comments submitted by agencies or members of the public during the 45-day comment period on the Draft EIR;
4. The Final EIR for the Redlands General Plan Transit Villages District and Specific Plan Project, including comments timely received on the Draft EIR, responses to those comments, and technical appendices;
5. The Mitigation Monitoring and Reporting Plan for the Project;
6. All findings, resolutions and ordinances adopted by the City in connection with the Redlands General Plan Transit Villages District and Specific Plan Project, and all documents cited or referred to therein;
7. All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Redlands General Plan Transit Villages District and Specific Plan Project;
8. All documents submitted to the City by other public agencies or members of the public in connection with the Redlands General Plan Transit Villages District and Specific Plan Project up though Project approval.
9. Matters of common knowledge to the City, including, but not limited to Federal, State, and local laws and regulations;
10. Any documents expressly cited or referenced in these findings, in addition to those cited above; and
11. Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The following location is where review of the record may be performed:

City of Redlands, Development Services Department
35 Cajon Street, Suite 20
Redlands, CA 92373

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RESOLUTION NO. 8399

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ADOPTING THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN TRANSIT VILLAGES DISTRICT AND TRANSIT VILLAGES SPECIFIC PLAN (SPECIFIC PLAN NO. 65) PROJECT, AND APPROVING AND ADOPTING THE MITIGATION MONITORING & REPORTING PROGRAM.

WHEREAS, on August 31, 2021, the City of Redlands, acting as the Lead Agency under the California Environmental Quality Act (CEQA), published a Notice of Preparation and initiated work on a Draft Environmental Impact Report (DEIR) for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project for the City of Redlands; and

WHEREAS, on September 15, 2021, a public scoping meeting was conducted to receive input on the preparation of the DEIR; and

WHEREAS, on July 20, 2022, the DEIR was circulated for public review with a comment period from July 21, 2022, to September 6, 2022; and

WHEREAS, on October 5, 2022, the City of Redlands prepared the Final Environmental Impact Report (FEIR) for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project by incorporating therein the DEIR; comments received about the DEIR and responses to those comments; and changes, clarifications, and corrections to the DEIR; and, as required by CEQA, the FEIR was made available to those public agencies that commented on the DEIR, as well as all of the other commenters, on September 21, 2022; and

WHEREAS, the Environmental Impact Report, including the DEIR and the FEIR, is a program EIR that examines the potential effects resulting from implementing the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project; and identifies the broad, regional effects that may occur with the implementation of the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project; and

WHEREAS, on October 5, 2022, the Redlands Planning Commission reviewed the FEIR for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project ("CEQA Documentation") consisting of the DEIR dated July 2022, comments received on the DEIR, and the Response to Comments (FEIR) document dated September 2022; and reviewed the Findings of Fact and Statement of Overriding Consideration; and considered the City staff's verbal and written reports, and the written and verbal testimony submitted by members of the general public; and

WHEREAS, on October 5, 2022, the Redlands Planning Commission recommended that the

Redlands City Council adopt the Findings of Facts and Statement of Overriding Consideration and recommended that the FEIR for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project be certified pursuant to CEQA Guidelines section 15090; and

WHEREAS, on October 18, 2022, the Redlands City Council reviewed the FEIR for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project ("CEQA Documentation") consisting of the DEIR dated July 2022, comments received on the DEIR, and the Response to Comments Document dated September 2022; and

WHEREAS, on October 18, 2022, the Redlands City Council reviewed the Findings of Fact, Statement of Overriding Consideration, and Mitigation Monitoring & Reporting Program; and

WHEREAS, October 18, 2022, the Redlands City Council considered the City staff's verbal and written reports, and the written and verbal testimony submitted by members of the general public.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS, THAT BASED ON ITS REVIEW AND CONSIDERATION OF THE FOREGOING DOCUMENTS, THE CITY COUNCIL MAKES THE FOLLOWING SPECIFIC FINDINGS:

SECTION 1. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT: The Redlands City Council has received, reviewed, and considered the CEQA Documentation and other substantive and procedural components of CEQA compliance for the proposed General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project. The CEQA Documentation prepared for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project has been completed, and review procedures required by CEQA for a Lead Agency have been completed in conformance with CEQA as set forth in the recitals to this resolution.

Pursuant to CEQA, including without limitation, CEQA Guidelines section 15090, the Redlands City Council further finds, determines, and certifies that: the City of Redlands has complied with all of its duties as a Lead Agency for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project; the Findings of Fact and Statement of Overriding Consideration along with the FEIR was presented to the City Council; the Mitigation Monitoring & Reporting Program was presented to the City Council; and the City Council has reviewed and considered the information contained therein. Further, the City Council finds that the FEIR was completed in compliance with CEQA, specifically

1. That a Notice of Preparation was published on August 31, 2021, giving public agencies and members of the public until thirty (30) days after their receipt of the Notice of Preparation to review and respond to the proposed scope of the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) EIR; a copy of such notice was mailed to interested parties, surrounding cities and other public agencies; and a duly noticed public scoping session was held on September 15, 2021.

2. That the DEIR was prepared in compliance with CEQA Guidelines sections 15120 through 15132.

3. That the DEIR was published on July 20, 2022, and circulated for public review and comment until September 6, 2022, thus complying with the 45-day review period; and as part of this review period, a Notice of Availability was posted and mailed to interested parties, and to all surrounding cities and public agencies.

4. That the FEIR has been prepared consisting of: the comment letters received; the response to written comments; and a comprehensive list of changes, clarifications and corrections to the DEIR.

5. That the FEIR was distributed on September 21, 2022, to all persons, agencies, and organizations that submitted comments on the DEIR, and the FEIR was distributed at least ten (10) days prior to certifying the FEIR in accordance with CEQA Guidelines sections 15088 and 15089.

6. That a FEIR Findings of Fact and Statement of Overriding Considerations (attached hereto as Exhibit "A") was prepared in accordance with CEQA Guidelines section 15093.

SECTION 2. CERTIFICATION AND ADOPTION OF FINAL E.I.R. The FEIR reflects the Lead Agency's independent judgment and analysis. The City Council finds that the FEIR reflects the independent judgment and analysis of the City Council of the City of Redlands. The City Council specifically finds that at this time, the FEIR for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) project accurately and completely presents adequate information upon which to base future environmental decisions about the broad effects of implementing the General Plan Transit Villages District and the Transit Villages Specific Plan (Specific Plan No. 65), including specific actions, such as zoning regulations, zoning map amendments, design guidelines, specific plans, capital improvement programs, and projects that are consistent with the policies and implementation measures of the Transit Villages Specific Plan (Specific Plan No. 65). The City Council further confirms that no new information of substantial importance showing new significant environmental effects, or a substantial increase in the severity of previously identified significant environmental effects beyond those effects analyzed in the Draft EIR for the General Plan Transit Villages District and the Transit Villages Specific Plan (Specific Plan No. 65) project, were identified during the public comment period or during the preparation of the Final EIR (FEIR).

The City Council hereby approves the Findings of Facts and Statement of Overriding Consideration, a copy of which is attached hereto as Exhibit "A" to this resolution, and certifies the FEIR for the General Plan Transit Villages District and related Transit Villages Specific Plan (Specific Plan No. 65) pursuant to CEQA Guidelines section 15090.

SECTION 3. APPROVAL AND ADOPTION OF MIIGATION MONITORING AND REPORTING PROGRAM. Pursuant to Public Resources Code section 21081.6, the City Council hereby approves and adopts the Mitigation Monitoring & Reporting Program, a copy of which is attached hereto as Exhibit "B" to this resolution.

SECTION 4. CUSTODIAN OF RECORDS. The custodian of documents and other material which constitute the record of proceedings upon which its decision is based is the Development Services Director or designee, and all records are located in the City of Redlands Development Services Department.

ADOPTED, SIGNED, AND APPROVED this 18th day of October, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof, held on the 18th day of October, 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A
FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS

[Attached]

EXHIBIT B
MITIGATION MONITORING & REPORTING PROGRAM
TRANSIT VILLAGES SPECIFIC PLAN PROJECT E.I.R.

[Attached]

CEQA FINDINGS OF FACT
FOR THE
REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT
REDLANDS, CALIFORNIA
STATE CLEARINGHOUSE NO. 2021080622

Public Resources Code section 21002 states that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" Section 21002 further states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which would avoid or substantially lessen such significant effects."

Agencies demonstrate compliance with section 21002's mandate by adopting findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); State CEQA Guidelines § 15091, subd. (a).) The approving agency must make written findings for each significant environmental effect identified in an EIR for a proposed project and must reach at least one of three permissible conclusions.

- The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines § 15091, subd. (a)(1).)
- The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding" and that "[s]uch changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines § 15091, subd. (a)(2).)
- The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines § 15091, subd. (a)(3).)

Agencies must not approve a project with significant environmental impacts if feasible alternatives or mitigation measures would substantially lessen the significant impacts. Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." State CEQA Guidelines section 15364 adds "legal" considerations as another indicium of feasibility (See also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565). Project objectives also inform the determination of "feasibility." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417.) Further, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environ mental, social, and technological factors." (*Id.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) An agency need not, however, adopt *infeasible* mitigation measures or alternatives (State CEQA Guidelines § 15091, subds. (a), (b)). Further, environmental impacts that are less than significant do not require the imposition of mitigation measures (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347).

Notably, section 21002 requires an agency to "substantially lessen or avoid" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoid them, satisfy section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ("CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"); *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300, 309 ("[t]here is no

requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible").

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (State CEQA Guidelines § 15091, subds. (a), (b). The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors, supra,* 52 Cal.3d at p. 576).

The City of Redlands has determined that based on all the evidence presented, including, but not limited to, the Final EIR, written and oral testimony given at meetings and hearings on the Project, and submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are either:

(1) less than significant and do not require mitigation;

(2) potentially significant and each of these impacts would be avoided or reduced to a level of insignificance through the identified mitigation measures; or

(3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified mitigation measures.

SECTION I

ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The Final EIR includes the Draft Environmental Impact Report (EIR) dated July 2022, written comments on the Draft EIR that were received during the public review period, written responses to those comments and changes to the Draft EIR, and the Final EIR Errata making minor corrections and revisions to the Final EIR. In conformance with CEQA and the State CEQA Guidelines, the City of Redlands conducted an extensive environmental review of the Redlands General Plan Transit Villages District and Specific Plan Project that includes the following:

- Completion of an Initial Study (IS) by the City of Redlands, which concluded that an EIR should be prepared, and the Notice of Preparation (NOP), were released for a 30-day public review period from September 1, 2021, through September 30, 2021. The NOP was posted at the San Bernardino County Clerk of the Board's office on September 1, 2021. The notice was published in the August 31, 2021 issue of the Redlands Daily Facts, a newspaper of general circulation. The NOP was posted to the State Clearinghouse's ceqanet.opr.ca.gov for public review from September 1, 2021 to September 30, 2021. Copies of the IS were made available for public review at Redlands City Hall and the A.K. Smiley Public Library and it was available for download via the City's website at: https://www.cityofredlands.org/post/environmental-documents

- Completion of a scoping process, in which agencies the public was invited by the City of Redlands to participate. The agency scoping meeting for the EIR was held on September 15, 2021 at 4:00 p.m. via Zoom. The notice of an agency scoping meeting was included in the NOP distributed on September 1, 2021. The public scoping meeting for the EIR was held on September 15, 2021 at 5:00 p.m. via Zoom. The notice of the public scoping meeting was included in the NOP distributed on September 1, 2021.

- Preparation of a Draft EIR by the City of Redlands, which was made available for a 47-day public review period (July 21, 2022 through September 6, 2022). The Notice of Availability (NOA) for the Draft EIR was sent to all persons, agencies and organizations on the interested persons list and published in the July 21, 2022 edition of the Redlands Daily Facts. The NOA of the Draft EIR was posted to the State Clearinghouse's ceqanet.opr.ca.gov for public review from July 21, 2022 to September 6, 2022. The NOA was posted at the San Bernardino County Clerk of the Board's office on July 21, 2022. Copies of the Draft EIR were made available for public review at the Redlands City Hall and the A.K. Smiley Public Library and it was available for download via the City's website at: https://www.cityofredlands.org/post/environmental-documents

- The Final EIR contains comments on the Draft EIR, responses to those comments, revisions to the Draft EIR, if any, and appended documents. The Final EIR was released for a 10-day agency review period prior to certification of the Final EIR.

- After considering the EIR and in conjunction with making these findings, the City of Redlands hereby finds that pursuant to Section 15092 of the CEQA Guidelines that approval of the Project will result in significant effects on the environment, however, the significant effects will be eliminated or substantially lessened where feasible and has determined that remaining significant effects are found to be acceptable under Section 15093.

- The Mitigation Monitoring and Reporting Program is hereby adopted to ensure implementation of feasible mitigation measures identified in the EIR. The City of Redlands finds that these mitigation measures are fully enforceable and shall be binding upon the City and affected parties.

- The City of Redlands finds that the Project is in the public interest and is necessary for the public health, safety, and welfare.

- The City of Redlands hereby certifies the Final EIR in accordance with the requirements of CEQA.
- Pursuant to CEQA Guidelines Section 15095, staff is directed as follows: a) copy of the Final EIR and CEQA Findings of Fact shall be retained in the Project files; b) copy of the Final EIR and CEQA Findings of Fact shall be provided to all CEQA "responsible" agencies.

SECTION II

ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The City prepared an Initial Study that determined that potentially significant environmental effects could occur and that an EIR should be prepared for the Project. The scope of the EIR was determined based upon the Initial Study which is included as Appendix A to the Draft EIR. Based upon the Initial Study, the City determined that the Project would have no impact or a less than significant impact on the following environmental topic areas and that no further analysis of these topics was required in the EIR:

- Agriculture & Forest Resources
- Biological Resources
- Mineral Resources
- Wildfire

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as "less than significant" where no mitigation is required. These findings will nevertheless fully account for all such effects identified in the Initial Study and Draft EIR in this Section II. Thus, the City hereby finds that the following potential environmental impacts of the Project are less than significant and do not require the imposition of mitigation measures:

A. Aesthetics

Impact AE-1 Finding: The Project would not have a substantial adverse effect on a scenic vista (Initial Study at p. 45). Impacts would be less than significant.

Facts in Support of Findings: The terrain of the Project area slopes gently to the west at about two percent and does not include hilly topography. The Project area consists of an urbanized environment that does not include or provide scenic vistas. Land use changes that would occur under the TVSP are in or near already developed areas of the City and coincide with areas designated for development under the GP2035. Likewise, the Project advances the GP2035's intent to focus development within infill areas to relieve pressure on developing in open space and agricultural areas, while filling visual gaps in existing neighborhoods. Toward this end, the Project incorporates a TOD approach that is guided by form-based code, which means the physical form detailed in the TVSP's Development Code is the primary urban design principal in each zone followed then by the land use, instead of the land use determining the form. As such, changes resulting from the Project would be consistent with an urbanized environment and with the type of development appropriate for the center of the City as envisioned by the GP2035. Additionally, structures resulting from the Project would be generally within the heights of the existing developed areas and would not block views of or from these scenic vistas as the Project structures would be consistent with views presently found in the area.

Thus, implementation of the Project would not directly diminish the scenic quality of an existing scenic vista, block a view corridor, or vista of a scenic resource and impacts would be less than significant.

Impact AE-3 Finding: The Project is located in an urban area and would not conflict with applicable zoning and other regulations governing scenic quality. (Draft EIR at p. 5.1-11). Impacts would be less than significant.

Facts in Support of Findings: According to the California Department of Finance E-5 Population Estimates in January 2021, the City of Redlands has a current population of 71,154. Combined with the adjacent cities of Loma Linda, Highland, San Bernardino, and Yucaipa, the population exceeds 100,000 persons thus qualifying the City as being in an "Urbanized Area" (CDF, 2022). Therefore, a significant impact would occur if an implementing project under the TVSP conflicts with applicable zoning and other regulations governing scenic quality.

The proposed Project would guide infill development, which would alter the existing visual character of the TVSP area over the plan implementation period (through 2040) by introducing additional mixed-use development to the area. The proposed Project does not call for any substantial changes to land use or building design in comparison to existing Redlands Municipal Code architectural review criteria for most commercial districts and residential neighborhoods within the TVSP area and includes provisions to preserve or improve the existing visual character of the city. Proposed land use designations and policies would direct new development into underutilized or previously developed areas, where any proposed changes in land use and physical design are intended to increase visual quality. The TVSP provides design standards (including objective architectural design standards), which includes requirements and guidelines for specific development sites, new community amenities, and architectural designs specific to each of the regulating zones. The design standards in the TVSP provide for compatibility with existing uses to enhance the aesthetics and character of the TVSP area. Infill development in the area would be compatible with surrounding buildings to provide consistency in scale within the TVSP area and surrounding pre-World War II residential neighborhoods. The TVSP would create building height and development standards that would be substantially similar to the existing zoning standards. The TVSP provides design and development standards for streetscape improvements that includes a specified palette of street trees, street furniture (planters, benches, bicycle parking, trash receptacles, etc.), wayfinding signage, and open space areas. Implementation of the TVSP's design criteria with improvements to existing streetscapes, would enhance the existing visual character of the TVSP area as the TVSP's design standards would promote compatibility for new improvements with the area.

Redlands General Plan. The Redlands General Plan designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks. The proposed Project includes a General Plan Amendment to change the designation parcels within the TVSP area to a "Transit Village (TV)" District. The new Transit Village (TV) land use designation would encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within approximately 0.5 mile of each of these three new train stations.

California law (Government Code §65450-§65453) allows cities to develop and administer specific plans as an implementation tool for their General Plan. As a requirement of state law, specific plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed TVSP would implement General Plan policies related to infill development, providing for mixed use, transit-oriented development within the core area of the City and increasing use of alternative methods of transportation (especially walking, bicycling, bus and train, rideshare, electric vehicles, and other modes that reduce motor vehicle trips). Chapter 1 of the TVSP addresses the consistency of the TVSP with the City's General Plan and said analysis is incorporated by reference into this Draft EIR. As shown, the proposed Project would be consistent with the City's General Plan.

The Project would advance the Redlands General Plan's present Transit Village Strategy and Concept by amending the Redlands General Plan to establish the new Transit Village (TV) land use designation to encourage development in the center of town by providing a plan for introducing new residential and commercial uses located within 0.5 mile of each of these three new train stations. The proposed adoption of the Transit Village (TV) district, along with the implementing TVSP, will set regulations for the community's long-term vision for compact, efficient, responsible, and environmentally sustainable development. As a form-based code, the TVSP will emphasize building form, a mix and density of different uses, strong pedestrian orientation and transit-oriented development, and public realm improvements and amenities. Therefore,

implementation of the Project would not result in conflict with the City's General Plan, and impacts would not occur.

City of Redlands Municipal Code. Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Village bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI). The Downtown Specific Plan (Specific Plan No. 45), located in the proposed Downtown Village, governs the parcels in the downtown area (which is divided into Town Center, Town Center-Historic, and Service-Commercial districts within SP No. 45). The objective of the Downtown Specific Plan is to create a compact, pedestrian-oriented environment, although new mixed-use developments and transit-oriented developments have not come to fruition under the existing Downtown Specific Plan. The proposed Project would replace the current zones within the TVSP area with the "Specific Plan" zone, which then would implement the TVSP's Regulating Plan districts.

TVSP Chapter 4, Development Code, provides detailed regulations for development and new land uses within the TVSP area, and describes how these regulations would be used as part of the City's development review process. These provisions supersede and replace regulations under the City of Redlands Zoning Code (Title 18 of the Municipal Code). Where specific provisions are not set forth for development standards within the TVSP, or where otherwise applicable requirements of the Zoning Code are not covered by the TVSP Development Code, implementing projects within the TVSP area would be subject to current or future Municipal Code regulations. However, while regulations within the TVSP supersede regulations set forth by the current Municipal Code, the majority of regulations align with the development standards set forth throughout the Municipal Code. Therefore, the new building standards, such as those for building height, provided for by the TVSP would largely remain consistent with existing Municipal Code development standards.

The TVSP provides a road map for buildout of the TVSP area through 2040 and beyond. There are a number of vacant parcels located within the TVSP area, mostly concentrated along and near the railway right-of-way, as well as other developed or vacant parcels near the train stations. Full buildout of the TVSP area would potentially result in the development of up to 2,400 dwelling units, up to 265,000 SF of commercial space, up to 238,000 SF of office space, up to 220 hotel rooms, and up to 280,000 SF of parkland throughout all three transit villages. However, the TVSP as a form-based code would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options, and provide more public open space and amenities, among other aesthetic and community benefits. These goals also have associated environmental benefits and long-term reduction of cumulative environmental effects, as summarized in the City's certified *General Plan Update and Climate Action Plan Environmental Impact Report*. Implementing projects pursuant to the TVSP would undergo development review in order to ensure that the project would meet all applicable development standards pursuant to the Redlands General Plan, TVSP, and Redlands Municipal Code. Overall, the TVSP area is located within an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. Hence, the proposed Project would not degrade the visual character of the TVSP area and surrounding area; and impacts would be less than significant.

B. Agricultural & Forestry Resources

Impact AG-1 Finding: The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is urbanized and largely developed. There is no designated Prime Farmland, Unique Farmland, or Farmland of Local Importance within the Project area. Therefore, implementation of the Project would not convert existing designated farmland and no related impact would occur.

Impact AG-2 Finding: The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: None of the parcels within the Project area are currently zoned for agricultural use, nor is there any land under a Williamson Act contract within the Project area. Therefore, no impact would occur.

Impact AG-3 Finding: The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is an urbanized environment. None of the parcels within the Project are currently zoned as forest land, timberland, or Timberland Production. Therefore, no impact would occur.

Impact AG-4 Finding: The Project would not result in the loss of forest land or conversion of forest land to non-forest use (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is an urbanized environment. No forest land exists in the Project area, and implementation will not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impact would occur.

Impact AG-5 Finding: The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use (Initial Study at p. 49). No impacts would occur.

Facts in Support of Findings: The Project area is an urbanized environment. Implementation of the Project focuses on infill redevelopment pursuant to TOD planning principles, within an area where no farmland, agricultural land, or forest land exists. The Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest land, either directly or indirectly. Therefore, no impact would occur.

Agricultural and Forestry Resources Cumulative Findings: The Project would not result in cumulatively considerable impacts to agricultural or forestry resources.

Facts in Support of Findings: The Project area is an urbanized environment. Implementation of the Project focuses on infill redevelopment within an area where no farmland, agricultural land, or forest land exists. Therefore, the Project would not result in any cumulative impacts to agricultural or forestry resources.

C. Air Quality

Impact AQ-4 Finding: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Initial Study at pp. 51-52). Impacts would be less than significant.

Facts in Support of Findings: The Project would implement residential, commercial, retail, civic, and institutional development within the Project area. These types of land uses do not include activities that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by new and existing non-residential land uses are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. During construction, emissions from diesel equipment, use of VOCs from architectural coatings, and paving activities may generate some nuisance odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Therefore, impacts relating to both operational and construction activity odors would be less than significant.

D. Biological Resources

Impact BIO-1 Finding: The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Initial Study at pp. 53-54). No impacts would occur.

Facts in Support of Findings: As described by the City's GP2035 EIR, there are 19 species that are state or federally listed as rare, threatened, or endangered species that have been or were identified as potentially present within the City and its Sphere of Influence. Only eight species are known to either be present or have a moderate to high probability of occurring due to the presence of suitable habitat, mainly along the Santa Ana River, Mill Creek, or San Timoteo Creek. These areas are not within the Project (GP2035 EIR, Figure 3.4-12). The Project area is urbanized and developed. Implementation of the Project would implement infill development within an already highly-disturbed urban environment and would not result in any direct impacts to special status species, nor involve or result in any existing habitat modifications that could indirectly result in a substantial adverse effect on any special status species. Therefore, the Project would not result in impacts on species identified as candidate, sensitive, or special status. By focusing more future development in the future transit villages in the core area of the city (a primary strategy of the GP2035), it will result in preserving and protecting the open space and any potentially sensitive habitat areas around the periphery of the city.

Impact BIO-2 Finding: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service (Initial Study at p. 54). No impacts would occur.

Facts in Support of Findings: Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. Such areas, especially those with native vegetation adjacent to or immediately upstream of the Santa Ana River, Mill Creek, and San Timoteo Creek, are not within the Project area (GP2035 EIR, Figure 3.4-1).

The Project area is located in an area that contains a considerable amount of impervious surfaces (i.e., asphalt, cemented streets, parking lots, buildings, etc.) and non-native ornamental trees, shrubs, and ground cover; therefore, riparian habitat is not present nor another sensitive natural community present in the Project area. The Project would involve infill and redevelopment within an already highly-disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community. Therefore, the Project would not result in impacts on riparian habitats.

Impact BIO-3 Finding: The Project would not have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal, pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Initial Study at p. 54). No impacts would occur.

Facts in Support of Findings: The Project area does not contain protected wetlands (USFWS 2020). The Project area is a highly disturbed urban environment. Implementation of the TVSP would not have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur.

Impact BIO-4 Finding: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Initial Study at pp. 54-55). Impacts are less than significant.

Facts in Support of Findings: The GP2035 identifies potential wildlife corridors through the Live Oak Canyon and San Timoteo Canyon areas, and for the City to protect wildlife corridors connecting the San Bernardino National Forest, Santa Ana River Wash, Crafton Hills, San Timoteo and Live Oak canyons, the Badlands, and other open space areas (GP2035 EIR, p. 3.4-29). These areas are not located within or adjacent to the Project area.

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project area or in the surrounding area. However, mature trees are scattered throughout the area. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The U.S. Fish and Wildlife Service (USFWS) administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. Projects implemented under the Project would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur.

Impact BIO-5 Finding: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Initial Study at p. 55). Impacts are less than significant.

Facts in Support of Findings: The City has a Street Tree Policy and Protection Guidelines Manual (adopted January 2013) and a tree protection ordinance codified as RMC Chapter 12.52 for street trees and trees in public places. The GP2035 also includes tree protection policies consistent with said guidelines manual. Implementation of the Project is not anticipated to conflict with the provisions of these existing tree policies and guidelines. Future development, revitalization, and/or redevelopment activities that would be permitted under the Project would be required to be reviewed by the City for consistency with the exiting tree policies and guidelines. Additionally, the Project outlines standards and guidelines to ensure the proper management (e.g., planting, health, maintenance) of trees occurs. Therefore, implementation of the Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant.

Impact BIO-6 Finding: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Initial Study at pp. 55-56). No impacts would occur.

Facts in Support of Findings: The Project is within an urbanized area, and there are no adopted regional conservation plans in the City (CDFW 2019). There is, however, the Upper Santa Ana Wash Land Management and Habitat Conservation Plan, known also as the Wash Plan. The City, among other agencies, is a signatory to the Wash Plan and would participate in the implementation of the plan through a Certificate of Inclusion to receive coverage for planned projects. Implementation of the Wash Plan would result in permanent conservation and management of approximately 1,659.9 acres of native habitats that support slender-horned spine-flower, Santa Ana River woolly-star, cactus wren, California gnatcatcher, and San Bernardino kangaroo rat. The Wash Plan was adopted in 2020. The Project area is not within 6,000 feet (i.e., more than one mile) of the nearest Wash Plan boundaries, and implementation of the Project would not conflict or otherwise impact the Wash Plan policies or objectives. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan and no impacts would occur.

Biological Resources Cumulative Findings: The Project would not result in cumulatively considerable impacts to biological resources.

Facts in Support of Findings: The Project area is an urbanized environment. The proposed Project would not have potentially significant impacts related to special-status species, jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. Since the Project would result in no impacts or less than significant impacts to biological resources, the Project could not combine with other projects within the City in a manner that would result in cumulative impacts. Cumulative projects would be required to comply with applicable survey requirements and mitigation for biological resources. Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources.

E. Cultural Resources

Impact CUL-3 Finding: The Project would not disturb any human remains, including those interred outside of formal cemeteries (Initial Study at p. 58). Impacts are less than significant.

Facts in Support of Findings: There are no known human remains on or near the Project area, including formal cemeteries. Additionally, the Project area is within an urbanized environment. Because the area has already been previously disturbed and developed, it has been subject to construction and ground-disturbing activities. The likelihood that human remains may be discovered during further site clearing and grading activities is considered extremely low. However, ground-disturbing activities have the potential to disturb previously undiscovered subsurface human remains.

In the unlikely event that human remains are uncovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). This regulation is applicable to any project where ground disturbance would occur. Section 7052 of the California Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Therefore, compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less than significant levels.

F. Energy

Impact E-1 Finding: The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Draft EIR at p. 5.4-4). Impacts are less than significant.

Facts in Support of Findings:

Construction

During construction of the proposed Project, energy would be consumed in three general forms, petroleum-based fuels, electricity, and energy used in the production of construction materials. Construction activities related to the proposed mixed-use Project would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction would occur over the 18 year buildout period and the demand for construction-related electricity and fuels would be limited to those time frames.

Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Additionally, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment during the City's construction permitting process. Compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Draft EIR pages 5.4-4 through 5.4-10 detail that construction of the proposed Project is estimated to result in the need for 2,282,064 kWh of electricity and approximately 661,217gallons of diesel fuel. Construction workers would use approximately 864,212 gallons of fuel to travel to and from the Project area. Approximately 291,668gallons of fuel would be used by vendor trucks during construction of the proposed Project.

Construction contractors are required to demonstrate compliance with applicable CARB regulations and compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption on the Project site. Overall, construction activities would require limited energy consumption and would comply with all existing regulations. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the new developments within the TVSP area would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

Draft EIR pages 5.4-10 and 5.4-11 detail that the TVSP at full buildout is estimated to result in the annual use of 1,535,977 gallons of fuel. In addition, the proposed Project would use approximately 47,182,575 thousand British thermal units (kBTU) per year of natural gas, and approximately 20,065,361 kilowatt-hour (kWh) per year of electricity.

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

Impact E-2 Finding: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Draft EIR at p. 5.4-11) Impacts are less than significant.

Facts in Support of Findings: The development that would occur pursuant to the proposed TVSP would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of future development projects. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, as described in Draft EIR Section 5.2 *Air Quality*, the TVSP would be implemented to require development projects in the TVSP area to surpass state and local plans for energy efficiency and achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements, and enhanced water conservation (per Mitigation Measures AQ-7 and AQ-8). These mitigation measures would further ensure adherence to energy efficiency and renewable energy regulations. Furthermore, the TVSP would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The non-residential buildings would be solar ready and residences would have solar infrastructure as required by CCR Title 24 requirements. Thus, the TVSP would not obstruct use of renewable energy or energy efficiency. Overall, the TVSP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Energy Cumulative Findings: The Project would not result in cumulative energy consumption which would occur in a cumulatively wasteful, inefficient, or unnecessary (Draft EIR at pp. 5.4-11 through 5.4-11).

Facts in Support of Findings: The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed mixed uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

G. Geology and Soils

Impact GEO-1i Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Initial Study at p. 61). No impacts would occur.

Facts in Support of Findings: No known fault lines or Alquist-Priolo Fault Zones traverse the Project area or are within 50 feet of the Project area (GP2035 EIR, Figure 3.6-2). The nearest fault line to the Project area is the Redlands Fault of the Crafton Hills Fault Zone, located south of Highland Avenue/Fifth Avenue (i.e., approximately 3,300 feet to the south of the nearest boundary of the Project along East Citrus Ave.). Therefore, individual projects constructed within the Project area would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map. No impact would occur.

Impact GEO-1ii Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking (Initial Study at p. 61). Impacts are less than significant.

Facts in Support of Findings: The Project is located within a seismically active region of Southern California. The nearest fault line to the Project area is the Redlands Fault of the Crafton Hills Fault Zone, located south of Highland Avenue and Fifth Avenue (GP2035 EIR, Figure 3.6-2). New structures built in the City are required to be built in compliance with the California Building Code (CBC), as codified in RMC Chapter 15.04. CBC Section 1613 requires all structures be designed and constructed to resist the effects of earthquake motions in accordance with the Minimum Design Loads for Buildings and Other Structures established by the American Society of Civil Engineers. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Regulatory compliance with the CBC would minimize the potential for structures, including individual development projects under the TVSP, to sustain substantial damage during an earthquake as modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Development within the Project area would not directly or indirectly exacerbate seismic conditions in the Project area or elsewhere in the region. Therefore, impacts would be less than significant with respect to risk of loss, injury, or death involving strong seismic ground shaking.

Impact GEO-1iii Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction (Initial Study at p. 62). Impacts are less than significant.

Facts in Support of Findings: The Project area and immediate surroundings are in an area that is susceptible to liquefaction (GP2035 EIR, Figure 3.6-4). However, as described previously, the impacts from seismic ground failure, including liquefaction, from development under the Project would be addressed through site-specific geotechnical studies prepared in accordance with CBC requirements. Individual development projects within the Project area would also be required to adhere to local policies in the RMC that contain seismic safety requirements and help strengthen existing code requirements such as limiting the disturbance of natural terrain and vegetation to the minimum necessary to accommodate reasonable use of property. Therefore, the potential impact related to seismically related ground failure including liquefaction is less than significant.

Impact GEO-1iv Finding: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides (Initial Study at p. 62). No impacts would occur.

Facts in Support of Findings: The Project area and surrounding area consists of relatively flat terrain that gently slopes to the west at about two percent. There are no existing hillsides within or adjacent to the Project area. Also, the Project area is not located in an area known to be susceptible to landslides (GP2035 EIR, Figure 3.6-3) and not in the path of any known or potential landslides. Thus, as the Project does not propose substantial alteration to the existing topography and would not directly or indirectly exacerbate existing environmental conditions related to landslides, no impacts would occur.

Impact GEO-2 Finding: The Project would not result in soil erosion or the loss of topsoil (Initial Study at pp. 62-63). Impacts are less than significant.

Facts in Support of Findings: The Project area is in an urbanized environment and in an area that is relatively level, with minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the Project area. Generally, earthwork and ground-disturbing activities, unless below minimum requirements, require a grading permit, compliance with which minimizes erosion, and the City's grading permit

requirements ensure that construction practices include measures to protect exposed soils such as limiting work to dry seasons, covering stockpiled soils and use of straw bales and silt fences to minimize offsite sedimentation.

In addition, individual development projects that disturb more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of best management practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil, and the implementation of a stormwater pollution prevention plan (SWPPP). BMPs that are required under a SWPPP include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil. Generally, once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced. Therefore, the potential for adverse soil erosion and topsoil loss would be less than significant.

Impact GEO-3 Finding: The Project would not c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse (Initial Study at p. 63). Impacts are less than significant.

Facts in Support of Findings: The Project area is within a generally flat area that is not subject to landslides, and due to the flat topography, the potential for lateral spreading is also considered very low. The Project area is not identified as being located on a geologic unit or soil that is unstable, or that would become unstable because of development activities.

As described previously, future individual development projects proposed within the Project area would be required to implement CBC requirements and site-specific geotechnical investigations that are typically required for all new development. Therefore, compliance with the requirements of the California Building Code requires adherence to any and all geotechnical design recommendations that may be applicable to a particular project, which would be reviewed by the City for appropriate inclusion as part of the development review process and subsequent building plan check process, and would reduce potential impacts related to any unstable geologic unit or soil to a less than significant level.

Impact GEO-4 Finding: The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (Initial Study at pp. 63-64). Impacts are less than significant.

Facts in Support of Findings: Various soil types within the TVSP area include Ramona Sandy Loam (RmC), Hanford Sandy Loam (HaC), Tujunga Loamy Sand (TuB), and Greenfield Sandy Loam (GtC) (GP2035 EIR, Figure 3.6-1), which are not clay based soils, and not prone to expansion. Also, any potential hazards related to unstable soils would be addressed through the integration of geotechnical information and design recommendations in the design and construction process for future individual development projects in accordance with the CBC requirements which minimize the risk associated with soils hazards. Therefore, compliance with the requirements of the CBC, which would be verified as part of the development review process as well as the subsequent building plan check and permitting process, would reduce potential impacts related to expansive soil to a less than significant level.

Impact GEO-5 Finding: The Project would not e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (Initial Study at p. 64). No impacts would occur.

Facts in Support of Findings: The Project area is currently served by a sewer and wastewater treatment system. Future development projects would include connection to existing sewers mainlines and service lines. Future development under the Project would not include the use of septic systems. Therefore, no impact would occur.

Geology and Soils Cumulative Finding: The Project would not result in cumulatively considerable impacts to geology and soils.

Facts in Support of Findings: Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the California Building Code, Redlands Municipal Code, and site-specific geotechnical recommendations, which will be incorporated as part of future projects' design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects from the TVSP.

Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-2, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan, and SWPPP, as well as compliance with SCAQMD Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the TVSP would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

H. Greenhouse Gas Emissions

Impact GHG-2 Finding: The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs (Draft EIR at p. 5.6-12) Impacts are less than significant.

Facts in Support of Findings: The City of Redlands CAP was designed to reinforce the City's commitment to reducing GHG emissions and demonstrate compliance with the State's GHG emissions reduction standards. The CAP used the 2017 Scoping Plan recommended Plan Level emissions target of 6.0 MTCO2e per capita per year for 2030. The TVSP would result in GHG emissions per service population that would be less than 4.0 MTCO2e, and therefore would be consistent with the CAP emission goals. Also, the Project would implement CalGreen building standards, as verified through the City's permitting process, that include requirements such as solar photovoltaic systems, increased energy and water efficiency.

The TVSP development would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed TVSP would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017). CARB's Updated Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order S-3-05, and codified by AB 32.

The development resulting from the TVSP would include sustainable design features related to reduction of GHG emissions that would be consistent with CARB's Scoping Plans (the 2007 and 2017) that provide measures to reduce GHG emissions, which the Project is consistent with as discussed below and detailed in

Draft EIR Tables 5.6-4 and 5.6-5 and the requirements listed and described below. Thus, the TVSP would not conflict with the CARB Scoping Plans and related regulations.

Overall, implementation of the proposed Project would not result in conflict with any applicable plan, policy, or regulation that was adopted for the purpose of reducing GHGs. Thus, impacts would be less than significant.

I. Hazards and Hazardous Materials

Impact HAZ-1 Finding: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Initial Study at pp. 66-67). Impacts are less than significant.

Facts in Support of Findings: Implementation of the Project would provide for the development of land uses, including residential, mixed-use, recreational, commercial retail, office, institutional, and hotel uses that may require the routine use, transport, and disposal of hazardous material and waste. Additionally, construction activities associated with individual development projects under the Project may generate hazardous materials and waste, such as fuels and oils from construction equipment and vehicles.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. Regulations associated with using, transporting, or disposing of hazardous materials include Resource Conservation and Recovery Act (RCRA), Emergency Planning and Community Right-to-Know Act (EPCRA), Hazardous Materials Transportation Act (HMTA), California Health and Safety Code, CCR Title 22, CCR Title 27, Senate Bill 1889, and the Consolidated Fire Code. Locally, facilities requiring a hazardous materials permit would be subject to routing inspection by the San Bernardino County Fire Department (SBFD), acting as the state-designated Certified Unified Program Agency (CUPA) for the City of Redlands, which would also minimize foreseeable risks of an accident that could create a hazard to the public or environment.

Transportation of hazardous waste from construction and operations of development projects under the Project would be subject to U.S. Department of Transportation's (USDOT) requirements for hazardous materials transport and would require carriers to register with the California Department of Toxic Substances Control (DTSC). In addition, compliance with existing regulations require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan to inventory hazardous materials onsite and emergency response regarding potential release of materials. Additionally, existing regulations specify storage areas for hazardous materials to be designed to prevent accidental release and to protect against explosion hazard, high fire or physical hazard, or health hazards.

Implementation of the applicable federal, state, and local regulations would lessen the risk of death, injury, and/or property loss associated with the transport, use, or disposal of hazardous materials by promoting safe handling and storage, documentation and information sharing, and appropriate emergency planning and response. Therefore, compliance with the existing federal and state regulations would ensure the impact of routine use, transport, and disposal of hazardous materials associated with implementation of the Project would be less than significant.

Impact HAZ-2 Finding: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Initial Study at p. 68). Impacts are less than significant.

Facts in Support of Findings: Implementation of the Project would result in development of land uses that would involve the use, transportation, disposal, and storage of hazardous materials in the City. The Project does not propose industrial land uses. Depending on the age of the structure that would be demolished, asbestos-containing materials (ACMs) and lead-based paints (LBPs) may be present in the existing buildings.

Although the risk of upset and accident conditions involving the release of hazardous materials into the environment cannot be completely eliminated, it can be reduced to a manageable level. Existing regulations at the federal, state, and local levels serve to minimize the potential for upset during routine transportation, use, and disposal as discussed in the response above. Given existing regulations and programs that reduce the potential for hazardous materials upsets and promote the ability of emergency services to respond to incidents, impacts from Project implementation associated with the release of hazardous materials into the environment would be less than significant.

Impact HAZ-3 Finding: The Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Impact at pp. 68-69). Impacts are less than significant.

Facts in Support of Findings: The following schools are located within the TVSP area boundaries:

- University of Redlands (southern portion of the campus)
- Redlands Adventist Academy (private school)
- Orangewood High School (public continuation school)

The following schools are not within the Project area, but are located within a quarter mile:

- Arrowhead Christian Academy Upper School (private school)
- Crafton Elementary
- Franklin Elementary
- Grove School (private school)
- Lugonia Elementary
- McKinley Elementary School
- Moore Middle School
- Redlands Christian Lower School and Preschool (private school)
- Redlands Christian Middle (private school)
- Redlands High School
- Sacred Heart Academy (private school)

Implementation of the Project would allow land uses that would be reasonably expected to handle hazardous materials or generate hazardous emissions commensurate to residential, mixed-use, recreational, commercial retail and office, institutional, and hotel uses that are proposed. The Project does not propose industrial land uses. Operation of individual development projects under the Project would not produce hazardous emissions or handle acutely hazardous materials, substances, or wastes. However, construction phase for individual development projects would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. All potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and in compliance for applicable federal, state, and local regulations. As such, given that the use of such materials would not create a significant hazard to any nearby schools and the land uses proposed by the Project would not create a hazardous incompatibility with existing school sites. Therefore, impacts from Project implementation would be less than significant.

Impact HAZ-4 Finding: The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. (Draft EIR at p. 5.7-11). Impacts are less than significant.

Facts in Support of Findings: There are numerous sites in the TVSP area that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further

investigation (See Table 5.7-1). Several of the sites have reported releases to the ground resulting in soil and groundwater contamination and which are subject to various State and federal laws and regulators, including the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Environmental Protection Agency (EPA), DTSC, and the Regional Water Quality Control Board (RWQCB), and are in various stages of the cleanup process as stipulated by the relevant agencies. Redevelopment of sites with existing soil or groundwater contamination in accordance with the TVSP could potentially pose a significant hazard to the public or the environment through releases of hazardous materials into the environment. However, these sites are being regulated by existing federal and state policies and have been or in the process of being investigated and remediated pursuant to existing regulation. Existing regulations (such as CFR, Title 49, Chapter I; CCR, Title 8; CCR, Title 22; CFR, Title 40, Part 263 that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and the City of Redlands) and CUPA programs would also help by ensuring the reporting and documentation of any hazardous materials incidents in the TVSP area such that property owners could be aware of potential hazards. For future projects, CEQA requires developers to reference the Cortese List and discuss if the project would be located on a listed site. Additionally, the City's development review process would require preparation of Phase I Environmental Site Assessments (ESAs) for future projects that would identify potential hazardous materials onsite. If future redevelopment is proposed on listed sites, potential contamination at these sites, if not already remediated, would be addressed through the City's development review requirements and in compliance with applicable state and federal regulations. Compliance with these policies, regulations, and programs would reduce the impact to less than significant.

Impact HAZ-5 Finding: The Project would not result in a safety hazard or excessive noise for people residing or working in the project area (Initial Study at p. 69). Impacts are less than significant.

Facts in Support of Findings: The nearest airports to the Project area are Redlands Municipal Airport (approximately 1.5 miles to the northeast of the University Transit Village) and San Bernardino International Airport (approximately three miles northwest of the New York Street/Esri Transit Village). The Project area is not within the airport compatibility zones or airport influence areas for either the Redlands Municipal Airport or San Bernardino International Airport (GP2035 EIR, p. 3.7-2), nor is the TVSP area within the modeled noise contours for the Redlands Municipal Airport (GP2035 EIR, Figure 3.12-3) or San Bernardino International Airport (GP2035 EIR, Figure 3.12-4). Additionally, implementation of the Project would not result in structures that would pose a hazard to airport operations, flight patterns, or otherwise result in substantial aviation-related safety risks. Therefore, impacts would be less than significant.

Impact HAZ-6 Finding: The Project would not impair implementation of an adopted emergency response plan or emergency evacuation plan (Initial Study at pp. 69-70). Impacts are less than significant.

Facts in Support of Findings: Relevant emergency response or emergency evacuation plans include the San Bernardino County Emergency Operations Plan and, to the extent that they mitigate potential disasters in the City and TVSP area, the City's Hazard Mitigation Plan (HMP), and the San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Physical development under the Project, including new roadways and new intersections to break up superblocks and increased densities (e.g., to multi-story mixed-use buildings such as near the future train stations), is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. Emergency access and circulation during construction and operation of individual development projects under the Project would be part of each project's review and approval by the City. Therefore, as existing City development standards would require new development within the TVSP to be designed so as to not interfere with an adopted emergency response plan or emergency evacuation plan, impacts from Project implementation would be less than significant.

Impact HAZ-*7* Finding: The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (Initial Study at p. 70). Impacts are less than significant.

Facts in Support of Findings: The Project area, as with most of the City, is characterized as having a moderate fire threat level (GP2035 EIR, Figure 3.7-3). Areas with high, very high, and extreme fire threat levels are located on the periphery of the City. Areas of high to extreme fire threat levels are characterized by natural vegetation that can serve as fuel for wildland fires, and steeper topographies that can impede emergency access and facilitate the rapid spread of potential fire.

The Project area is an urbanized environment that does not contain wildlands. City policies require all development to adhere to safety standards provided in the CBC and California Fire Code, including construction and design methods that effectively reduce the risk of structure fires. The City's close coordination of the Redlands Fire Department with the fire services of neighboring jurisdictions ensures the safety of new development. Therefore, impacts would be less than significant.

Hazards and Hazardous Materials Cumulative Findings: The Project would not result in cumulative impacts related to hazards or hazardous materials (Draft EIR at p. 5.7-12).

Facts in Support of Findings: Cumulative land use changes within the city would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may be contaminated from either historic or ongoing uses. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous material users and transporters, as well as hazardous waste generators and disposers, are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on present or future project sites appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

J. Hydrology and Water Quality

Impact WQ-1 Finding: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (Initial Study at pp 71-72). Impacts are less than significant.

Facts in Support of Findings: Project implementation would have a significant environmental impact if it would violate water quality standards and waste discharge requirements set out in current NPDES and municipal permits issued by the Santa Ana RWQCB. Violation of these permits could occur if the individual development projects under the Project would substantially increase pollutant loading levels in the sanitary sewer system or in groundwater underlying the City, either directly through the introduction of pollutants, or indirectly through stormwater pollution. The NPDES permit is based on the federal Clean Water Act, compliance with the Porter-Cologne Water Quality Control Act (Division 7 of the Water Code, commencing with Section 13000), applicable state and federal regulations, all applicable provisions of statewide water quality control plans and policies adopted by the State Water Resources Control Board (SWRCB), the Santa Ana River Basin Plan adopted by the Santa Ana RWQCB, the California Toxics Rule, and the California Toxics Rule Implementation Plan. Regulatory compliance of development under the Project with the NPDES permit would, by extension, ensure compliance with these other applicable plans and regulations pertaining to water quality.

Implementation of the Project would implement additional development and redevelopment within the Project area that would increase impervious surfaces, and could therefore increase the amount of runoff and associated pollutants during both construction and operation of development. However, construction activities are required to comply with the NPDES Stormwater Discharge Permit. The City's Pretreatment and Regulation of Wastes Ordinance and its Storm Drains Ordinance further protect water quality in the City and would be

applicable to development projects under the Project. As a standard requirement in the City, individual development projects are required to demonstrate compliance with the applicable regulations prior to issuance of building or engineering permits.

Implementation of practices required by the NPDES permit would reduce the volume of runoff from impervious surfaces and increase the amount of natural filtration of pollutants from stormwater occurring onsite for the development projects, which would improve the quality of stormwater before it enters the City's stormwater system.

The Project includes stormwater management guidelines that require a Water Quality Management Plan (WQMP) that incorporates Low Impact Development (LID) design principles and provide water quality improvements. Moreover, the Project also includes street and streetscape design standards that require runoff from public right-of-way to be treated per water quality standards of the San Bernardino County Stormwater Program Water Quality Management Plan and as approved by the City. Compliance with federal, state, and local water quality regulations will ensure that water quality is protected to the maximum extent practicable. Therefore, impacts from Project implementation would be less than significant.

Impact WQ-2 Finding: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin (Draft EIR at p. 5.8-9). Impacts are less than significant.

Facts in Support of Findings: A Water Supply Assessment (WSA) was prepared for the Project in order to coordinate local water supply and land use decisions per Senate Bill 610 (SB 610). Future land uses within the TVSP will utilize water from the local groundwater from the San Bernardino Basin (SBB) (also known as Bunker Hill Basin) and surface water supplies from Mill Creek and the Santa Ana River. Supplemental water is purchased from the State Water Project for direct deliveries only when the local sources cannot provide it or is needed for water quality.

Under the TVSP, it is estimated that buildout of the Specific Plan area would include the development of an additional 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. In 2020, approximately 13,916 AF of groundwater was pumped from the Bunker Hill and Yucaipa basins. The change in land use proposed under the TVSP would result in a net increase of approximately 570,746 gallons per day, or 639 AFY, with a total demand of 1,996 AFY. In 2020, the volume of water pumped from the Bunker Hill Subbasin of the San Bernardino Basin (SBB) and Yucaipa Subbasin was 13,916 AFY.

Even with the additional demand of 639 AFY from the proposed TVSP land uses (639 AFY in addition to existing 13,916 AFY is approximately 14,555 AFY), the City will have surplus groundwater supplies available over the next 25 years. The WSA, included as Appendix F to the Draft EIR, includes an analysis of reliability of the City's water supplies and concludes with a sufficiency analysis of water supply during normal, single-dry, and multiple dry years. The WSA identifies programs and activities that the City is managing to enforce lowering water demand and assist with sustainable water supply for the future. The City, inclusive of the proposed TVSP Project, will have an adequate supply of water now and 25 years into the future. The Western Judgment would continue to monitor and ensure the basins, as adjudicated, are pumped and replenished in accordance with imposed allocations and rights.

Additionally, the proposed Specific Plan would allow for additional development and redevelopment within the city that would increase the area of impervious surfaces. However, projects proposed within the Specific Plan area would be required to comply with City policies, such as Policy 6-A.40 and Policy 6-A.43, that require post-development stormwater runoff of projects to not exceed pre-development rates and to maximize the amount of pervious surfaces for the percolation of urban runoff. Depending on the type or size of the project, each project would be required to provide a WQMP, or if no WQMP is required, comply

with other requirements which would include measures to collect and infiltrate stormwater in compliance with the requirements of the NPDES stormwater permit (NPDES Permit No. CAS618036 and RWCB Order R8-2010-0036 for San Bernardino County) and support the recharge of the underlying groundwater basins. Therefore, the Project would not substantially interfere with groundwater recharge, and impacts would be less than significant.

Impact WQ-3i Finding: The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site (Draft EIR at p. 5.8-11). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area is transected by the Mill Creek Zanja (The Zanja) and bordered by the Morey Wash (Morey Arroyo). The Mill Creek Zanja was built in 1819 to convey water from Mentone to the Assistencia de Mission San Gabriel. Today, it carries drainage water and stormwater runoff. It runs through University Street and New York Street. The Morey Arroyo is also an artificial ditch that conveys drainage water and stormwater runoff. The Project site is located within a floodplain. The main cause of the flooding is a lack of conveyance capacities in the Zanja Channel, the Redlands Boulevard storm drain, and the Oriental storm drain.

Construction

Construction of the proposed Project could result in demolition of the existing structures and vegetation removal, that would expose and loosen building materials and sediment, which has the potential to mix with storm water runoff and result in erosion or siltation off-site. However, the Specific Plan Area does not include any steep slopes, which reduces the erosion potential. Additionally, a large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities.

The existing NPDES Construction General Permit requires preparation and implementation of a SWPPP by a QSD for the proposed construction activities (included as PPP HYD-1). The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities.

In addition, all grading plans within the City of Redlands require an accompanying set of "stand alone" Erosion Control Plans to minimize water and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities implemented as part of the TVSP.

As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of the quality of receiving waters. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with the City of Redlands Municipal Code Chapter 13.54, Storm Drains, MS4 Permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that impacts of future development implemented as part of the TVSP impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

After completion of Project construction, the TVSP area would have a greater amount of impermeable surfaces. The increase in impervious surfaces could result in a potential increase in stormwater volume and peak runoff rates.

The TVSP area has historically experienced flooding during moderate storm events. Portions of the Project area, particularly the majority of the parcels within a quarter mile of the three stations, are located within the flood zone. Per the 2014 Master Plan of Drainage, the causes of the flooding in this area include both local and regional storm drain deficiencies. The main cause of flooding is lack of conveyance capacities in the Mission Zanja, the Redland Boulevard storm drain, and the Oriental storm drain. With a capacity of approximately 2,400 cubic feet per second (cfs), the Redlands Boulevard storm drain receives over 4,200 cfs from the Zanja and the Carrot storm drain, and 4,000 cfs from Reservoir Canyon and the Oriental storm drain. All four of these tributaries experience a confluence near the intersection of Redlands Boulevard and Ninth Street. Over the past three decades, the focus of several studies has been to reduce the flood potential from the Zanja and Reservoir Canyon storm drain. Several alternatives have been investigated and proposed as part of developing the draft TVSP, ranging from multiple detention basins to a downtown underground "bypass" pipeline that would direct Zanja flows around the Redlands Boulevard storm drain.

While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling, included as Appendix A to the TVSP, in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations;
- Implement the 2014 Master Plan of Drainage Alternative 1 for the Downtown Village;
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass; and
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Projects built pursuant to the Specific Plan would be required to comply with requirements included under Chapter 3.56 of the City's Municipal Code, Storm Drain Facilities Fees. Additionally, development applicants are required to pay development storm drain impact fees per Section 3.56.040, Storm Drain Fees, established for the purpose of constructing the storm facilities provided in the City's Master Storm Drain Plan.

Development proposed through the Specific Plan would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash. The Project could implement development that could result in substantial changes to existing drainage patterns within the Project area, through direct modification of existing storm drains or indirectly through the anticipated development of 2,400 dwelling units, 265,000 square feet of retail commercial, 238,000 square feet of office, 220 hotel rooms, and 280,000 square feet of open space and park area. However, drainage proposed as part of future development projects would comply with the City's Master Storm Drain Plan, which would facilitate improvements to the City's storm drain system.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2) that includes post-construction BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design limits the potential for erosion and siltation.

Overall, the proposed drainage system and adherence to the existing regulations would ensure that Project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

Plans, Program and Policies

PPP HYD-1 **National Pollutant Discharge Elimination System (NPDES).** Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs.

PPP HYD-2 **Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments

Impact WQ-3ii Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (Draft EIR at p. 5.8-13). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

Construction of the proposed Project could require demolition of the existing building structures, including foundations, floor slabs, and utilities systems. These activities could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific drainage issues related to construction and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to potential alteration of a drainage pattern or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the Project area contains areas of flood risk. Per the Redlands Floodplain Regulations, in a FEMA Flood zone any new "occupiable" finished floor must be at least two feet above the one percent (100-year) base flood elevation. Any floodplain cross-section modifications (earthen platforms) may not cause more than one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

The buildout of the Project is anticipated to increase impervious surfaces, which would result in an increase of stormwater runoff volume and peak flow rates. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Improvements would be implemented by the City as regional drainage improvements. However, projects proposed in implementation of the Specific Plan would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing NPDES permit regulations would ensure that Project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-3iii Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (Draft EIR at p. 5.8-14). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

As described in the previous response, construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff and polluted runoff if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The existing topography of the Specific Plan area is relatively flat and generally drains from the east to the west. The Project area drains to an existing storm drain network that is discharged to five drainage areas within the City, including Mission Zanja, Reservoir Canyon, Downtown, North City, and South City. The TVSP area has historically experienced flooding during moderate storm events. Development of the Project could increase impervious surface area within the TVSP area, which could result in additional stormwater runoff

that could further exceed the existing drainage system and contribute to additional sources of stormwater pollutants. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Proposed project design would be reviewed for consistency during design check by the City.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2), or if a WQMP is not required, comply with other measures that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, Project impacts related to the capacity of the drainage system and polluted runoff would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-3iv Finding: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows (Draft EIR at p. 5.8-16). Impacts are less than significant.

Facts in Support of Findings:

Construction

Construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff from development activities. Therefore, impacts would be less than significant.

Operation

As discussed previously, the Project area contains areas of flood risk. Per the Redlands Floodplain Regulations, in a FEMA zone any new "occupiable" finished floor must be at least two feet above the one

percent (100-year) base flood elevation. Any floodplain cross-section modifications (earthen platforms) may not cause more than one-foot water surface elevation increase upstream. These floodplain conditions create significant challenges to existing and new development, especially in commercial zones where zero-step entries are required.

The buildout of the Project is anticipated to increase impervious surfaces, which would result in an increase of stormwater runoff volume and peak flow rates. The City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Improvements would be implemented by the City as regional drainage improvements. However, projects proposed in implementation of the Specific Plan would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to address the City's flooding issues. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing NPDES permit regulations would ensure that Project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-4 Finding: The Project would not risk release of pollutants due to Project inundation within a flood hazard zone (Draft EIR at p. 5.8-17). Impacts are less than significant.

Facts in Support of Findings: The Specific Plan Area would consist of infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations, which is not anticipated to result in direct modifications to existing drainage channels, Mill Creek Zanja and the Morey Wash.

Construction

Construction of the proposed Project could require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased polluted runoff. However, as described previously, implementation of the Project requires a SWPPP (included as PPP HYD-1) that would address site specific pollutant and drainage issues related to construction of the Project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP HYD-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in runoff and pollution from development activities. Therefore, impacts would be less than significant.

Operation

The Project would facilitate the development of new residential uses within the TVSP area. Development of the Project could increase impervious surface areas and introduce additional residential uses within the TVSP area, which could result in additional sources of stormwater pollutants. The TVSP has historically experienced flooding and parts of the TVSP area are within a designated floodplain. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues through incorporation of new stormwater infrastructure and BMPs, such as construction of a large culvert adjacent to Redlands Boulevard and implementation of a bypass structure for the Zanja drainage system. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Division to ensure that the proposed drainage would accommodate the appropriate design flows. Proposed project design would be reviewed for consistency during design check by the City.

Additionally, the MS4 permit requires any new development project to prepare a WQMP (included as PPP HYD-2) that includes post-construction BMPs to reduce the potential of stormwater runoff pollution through site design and structural treatment control BMPs. As part of the permitting approval process for each project, proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design would adequately treat and capture onsite stormwater runoff. Overall, with compliance to the existing regulations as verified by the City's permitting process, Project impacts related to the release of pollutants due to project inundation would be less than significant.

Plans, Program and Policies
PPP HYD-1: National Pollutant Discharge Elimination System (NPDES). As listed previously.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously.

Impact WQ-5 Finding: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Initial Study at pp. 74-75). Impacts are less than significant.

Facts in Support of Findings: The City is within the Santa Ana RWQCB jurisdiction. The Santa Ana RWQCB adopted the Santa Ana Region Basin Plan which designates beneficial uses for all surface and groundwater within their jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As summarized below, the Project would comply with the applicable NPDES permits, and implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

Construction activity within the City is required to comply with the NPDES Stormwater Discharge Permit. The City's Pretreatment and Regulation of Wastes Ordinance and its Storm Drains Ordinance further protect water quality in the City and would be applicable to development projects under the Project. Implementation of practices required by the NPDES permit and verified through City construction and operational permitting would reduce the volume of runoff from impervious surfaces and increase the amount of natural filtration of pollutants from stormwater occurring onsite for the development projects, generally improving the quality of stormwater before it infiltrates into the groundwater basin.

The Project includes stormwater management guidelines that requires a WQMP, and street and streetscape standards that require runoff from public right-of-way to be treated per water quality standards of the San

Bernardino County Stormwater Program Water Quality Management Plan and as approved by the City. The Project in conjunction with City policies promote the protection of the City's natural water bodies, prevent water pollution, ensure preparation and implementation of applicable water quality plans, require incorporation of BMPs, and otherwise ensure compliance with the City's NPDES permit. As such, Project implementation would not result in water quality impacts that would conflict with the RWQCB's Santa Ana Region Basin Plan.

The Bunker Hill Basin, which underlies the City, stores approximately five million acre-feet of water and is recharged by rain, runoff from the surrounding mountains, and imported water. The Bunker Hill Basin provides water to the cities of Redlands, Highland, San Bernardino, Loma Linda, Colton, Rialto, Fontana, Grand Terrace, Riverside, and portions of unincorporated San Bernardino County. Regarding a sustainable groundwater management plan, in September, 2014, the California Legislature enacted the Sustainable Groundwater Management Act of 2014 (SGMA), which established a statewide framework, and granted new authorities and responsibilities to local agencies, for the sustainable management of groundwater resources. While adjudicated basins, such as the Bunker Hill Basin in the San Bernardino Basin Area (SBBA), are not subject to most provisions of the SGMA, local agencies, such as the City, are expected to responsibly manage the SBBA in accordance with common sustainability principles. Using SGMA as a model to achieve water supply reliability and long-term groundwater sustainability, in 2015, the City and other local water agencies began meeting to identify and develop a Groundwater Sustainability Council for the SBBA, which is presently known as the Groundwater Council (GC). The City is the second largest user of groundwater within the SBBA, and as a voting member of the GC, is a participant as critical SBBA sustainability decisions are made, and GC membership fees are used, to purchase water during "wet" years when supplies are less expensive and more readily available.

Early efforts in the development of the GC identified water resources to ensure a sustainable water supply into the future and to equitably share the cost of those resources among SBBA pumpers. Ultimately, the GC developed two (2) primary tools to sustain the SBBA: (i) method to allocate the costs of sustainable basin management, and (ii) a five-year agreement that establishes an organizational structure to administer the process, known as the San Bernardino Basin Groundwater Council Framework Agreement. The agreement is for a five-year initial term, and is currently in its third year. The fourth year budget was recently approved by the GC in January, 2021.

The GC provides the funding, integration, and agency coordination necessary to manage imported water, and associated groundwater replenishment facilities, within the SBBA. The GC partners collaborate to manage the SBBA, including accessing and applying imported water supplies to augment and complement native water supplies. The goal of the GC is to maintain the long-term yield of the SBBA by ensuring overdraft, or other negative impacts, are prevented in the future, and to take advantage of imported water replenishment opportunities as they arise.

Participation in the GC is open to groundwater producers in the SBBA. Current members include Redlands, the cities of Colton, Loma Linda, Rialto, and San Bernardino the East Valley Water District, West Valley Water District, San Bernardino Valley Municipal Water District, San Bernardino Valley Water Conservation District, West valley Water District and the Yucaipa Valley Water District, the Bear Valley Mutual Water Company and the Fontana water, and Loma Linda University.

The 2015 San Bernardino Valley Regional Urban Water Quality Control Management Plan (UWMP), amended in June 2017, also provides management strategies to meet targets for future water use, including groundwater supply from the Bunker Hill Basin. The WQMP for the Project addresses quality and quantity of stormwater runoff and provides BMPs for construction and operation to ensure compliance with the current General Stormwater Permit. The Project would also be consistent with the management strategy outlined by the UWMP for local surface water and groundwater in the San Bernardino Valley. Therefore, as Project implementation would not conflict with a water quality control plan or sustainable groundwater management plan, impacts would be less than significant.

Hydrology and Water Quality Cumulative Findings: The Project would not result in cumulative impacts related to hydrology and water quality (Draft EIR at p. 5.7-12).

Facts in Support of Findings:

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana Watershed because cumulative projects and developments pursuant to the proposed Project could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the City's Master Drainage Plan area, from capture of runoff through final discharge points. As described above, TVSP does not include specific drainage system improvements; however, the TVSP includes multiple recommendations related to drainage improvements within the Project Area. Additionally, the City's Master Drainage Plan outlines several alternatives that would reduce the City's flooding issues. Projects proposed in implementation of the TVSP would be required to be consistent with the City's drainage plans. Additionally, projects would be required to manage any increases of on-site runoff flows through either direct storm drain improvements, provided through direct modifications to storm drain facilities, or via payment of a storm drain development impact fee that will go towards funding storm drain projects to meet increased flows. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater Basin: The geographic scope for cumulative impacts related to the groundwater basin is the Bunker Hill Subbasin of the Upper Santa Ana Groundwater Basin. As described previously, the volume of water that would be needed by the Project is within the anticipated groundwater pumping volumes. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. As a result, the proposed Project would not generate impacts related to the groundwater basin that have the potential to combine with effects from other projects to become cumulatively considerable. Therefore, cumulative impacts related to the groundwater basin would be less than significant.

K. Land Use and Planning

Impact LU-1 Finding: The Project would not physically divide an established community (Initial Study at p. 77). No impacts would occur.

Facts in Support of Findings: The Project is anticipated to facilitate the development of a more cohesive community, and connectivity through focusing on improvements to roadways as corridors for multiple modes of travel (including pedestrians, bicycles, transit options, and motor vehicles). The Project would provide for infill and redevelopment of parcels within and around the Esri campus, Downtown, and southern portion of the University of Redlands (portions of which are currently bisected by the Interstate 10 freeway), which

would not physically divide an established existing community. The Project would also "break up" superblocks with the introduction of new streets, restoring a more pedestrian- and circulation-friendly grid pattern to the area, which would improve community connectivity and not physically divide the community. The Project public realm and landscaping plan would interconnect the three transit villages as well by providing connected open space and parks. The Project does not include any components that would physically divide the community. Therefore, no impacts would occur.

Impact LU-2 Finding: The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Draft EIR at p. 5.9-4). Impacts are less than significant.

Facts in Support of Findings:

2020 RTP/SCS. The 2020 RTP/SCS Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency. The proposed Project would be consistent with the applicable SCAG's 2020 RTP/SCS goals, as detailed in Draft EIR Table 5.9-1 on pages 5.9-4 through 5.9-5. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Land Use Consistency. the City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks. Areas south of the Project have a General Plan Land Use Designation of low density residential, medium density residential, high density residential, public institutional, commercial, and office. Areas to the north have a General Plan Land Use Designation of low density residential, medium density residential, low medium density residential, and commercial. Areas to the west have a land use designation of commercial/industrial and commercial. Areas to the east have a low density residential General Plan Land Use Designation.

California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed Specific Plan would implement General Plan policies related to infill development, providing a supply of non-residential development area within the City, provision of housing for employees, and increasing use of alternative methods of circulation. The proposed TVSP provides for infill development that would make use of the existing circulation and utility infrastructure and provide mixed-use and higher density housing opportunities that provide affordability. The TVSP addresses the consistency of the TVSP with the relevant City's General Plan and said analysis is incorporated by reference into the Draft EIR. Therefore, impacts related to land use inconsistency would be less than significant.

General Plan Goals, Policies, and Objectives. A detailed analysis of the proposed Project's consistency with the applicable goals, policies, and objectives of the City's General Plan that serve to avoid or mitigate environmental impacts is provided in Draft EIR Table 5.9-2. As described in the Table, the proposed Project would be consistent with the relevant goals, policies, and objectives of the City's General Plan that avoid or mitigate environmental impacts, and impacts related to conflict with a General Plan policy related to an environmental effect would be less than significant.

Municipal Code. Upon adoption of the proposed Specific Plan, the development regulations and design criteria within the Specific Plan would apply to the project area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the main land use implementation tool for the project area. In the event of any conflict between the requirements of the zoning code and the standards contained within the adopted Specific Plan, the requirements of the Specific Plan shall govern,

and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the City's Municipal Code shall apply. As such, the proposed Specific Plan would not result in conflicts with the City of Redlands zoning code, and impacts would be less than significant.

Land Use and Planning Cumulative Findings: The Project would not result in cumulative impacts related to land use and planning (Draft EIR at p. 5.9-23).

Facts in Support of Findings: The geographic context for this cumulative analysis includes the City of Redlands in relation to the City's General Plan. Cumulative development would result in intensity increases to existing land use patterns through implementation of mixed-use, infill and redevelopment. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Zoning Code. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole, would result in a more intensely developed built environment than currently exists, and would be required to be consistent with local General Plan policies.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses that require such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would not occur.

L. Mineral Resources

Impact MIN-1 Finding: The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (Initial Study at p. 78). Impacts are less than significant.

Facts in Support of Findings: Large areas in the northern portion of the City around the Santa Ana River wash are classified as MRZ-2, which contains high quality construction aggregates (e.g., sand, gravel, and crushed stone) that have been mined since the 1920s. Active mining in the Santa Ana River wash is located on both sides of the boundary between the cities of Redlands and Highland, and new areas are currently being proposed for mining along the northern boundary of the City. This mining operations in the Santa Ana River wash are not within or adjacent to the Project http://usrpt.com/area.

The northwestern portion of the New York Street/Esri Transit Village area is within MRZ-2 (GP2035 EIR, Figure 3.11-1). The Project area consists of the City's urban core, residential neighborhoods, civic uses, and parks. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, implementation of the Project would not result in the loss of availability of a known mineral resource of value to the region and state. Therefore, impacts would be less than significant from implementation of the Project.

Impact MIN-2 Finding: The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan (Initial Study at p. 79). Impacts are less than significant.

Facts in Support of Findings: The Project area does not include areas designated for mining in any land use plan. Also, as described previously, implementation of the Project would not result in the loss of availability of a known mineral resource recovery site. Therefore, impacts would be less than significant from implementation of the Project.

Mineral Resources Cumulative Findings: The Project would not result in cumulative impacts related to mineral resources.

Facts in Support of Findings: The Project area consists of the City's urban core, residential neighborhoods, civic uses, and parks. The Project area has not historically included mineral extraction, nor does the Project area currently support mineral extraction or have identified mineral resources. Thus, implementation of the Project would not result in significant impacts to mineral resources and impacts would not be cumulatively considerable.

M. Noise

Impact N-3 Finding: The Project would not expose people residing or working in the project area to excessive noise levels, for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport (Initial Study at p. 81). Impacts are less than significant.

Facts in Support of Findings: The nearest airports to the Project area are Redlands Municipal Airport, approximately 1.5 miles to the northeast of the University Transit Village, and San Bernardino International Airport, approximately three miles northwest of the New York Street/Esri Transit Village. The Project area is not within the airport compatibility zones for either the Redlands Municipal Airport or San Bernardino International Airport (GP2035 EIR, p. 3.7-2), nor is the Project area within the modeled noise contours for the Redlands Municipal Airport (GP2035 EIR, Figure 3.12-3) or San Bernardino International Airport (GP2035 EIR, Figure 3.12-4). There are no private airstrips in the vicinity of the Project area (AirNav 2020). Thus, individual development projects under the Project would not expose people residing or working in the Project area to excessive noise levels from airport operations. Therefore, impacts would be less than significant.

N. Population and Housing

Impact POP-1 Finding: The Project would not induce substantial unplanned population growth in an area, either directly or indirectly (Draft EIR at p. 5.11-6). Impacts are less than significant.

Facts in Support of Findings: The amount of new development proposed under the TVSP could currently be constructed in the Project area under the current GP2035 land use designations and zoning designations. Buildout pursuant to the TVSP would be within the buildout provided for within the GP2035. However, the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits. Therefore, the Project would not induce population growth, it would just provide for the form and function of future development.

Draft EIR Table 5.11-7 shows that based on the General Plan buildout estimates of 2.65 persons per household and one employee for every 500 square feet of non-residential space, buildout of the proposed TVSP would accommodate 6,360 residents and 1,226 employees.

Residential Development. Buildout of the proposed TVSP would result in a population increase of 6,360 residents, which is a citywide increase of 8.9 percent over the 2021 estimated population of 71,154. SCAG forecasts that the City's population will increase by 13.6 percent (9,646 residents) between 2021 and 2045. The additional 6,360 residents that would be accommodated by buildout of the proposed TVSP would not exceed the amount of growth anticipated to occur within the City. Also, SCAG household growth projections estimate that by 2045 the number of households within the City will grow by 21.2 percent (5,395 households), and that growth within the County will be higher at 34.8 percent. Assuming that the maximum number of residential units in the proposed TVSP are developed and occupied (no vacancy), the 2,400 additional households in the TVSP area would consist of a 9.4 percent increase of households citywide, which is within the SCAG anticipated growth of both the City and the County. Therefore, the Project would not induce unplanned population growth.

The residential development pursuant to the TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Development that would occur under the proposed TVSP would help the City accommodate and balance the land use of anticipated growth as opposed to substantially increasing growth. The residential development that would occur under the proposed Project would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. As further described below, implementation of the proposed TVSP would assist to balance the need for additional housing related to employment growth and to improve the future jobs-to-housing balance. Overall, impacts related to residential growth would be less than significant.

Non-Residential Development. Implementation of the TVSP would result in long-term employment opportunities that would be generated from approximately 265,000 square feet of new retail commercial, approximately 238,000 square feet of new office uses, and approximately 110,000 square feet of new hotel uses. Because the future tenants are unknown, the number of jobs generated from operation cannot be precisely determined. However, based on the General Plan estimate of one employee for every 500 square feet of non-residential uses, the Project is estimated to result in approximately 1,226 job opportunities. SCAG projects an increase of 13,700 jobs in the City by 2045. The jobs provided through the TVSP would accommodate 8.9 percent of the anticipated growth. Therefore, the Project would not induce unplanned business or employment growth.

Also, Draft EIR Table 5.11-6 shows that the number of new jobs is anticipated to outpace the number of new households by 2045. The residential units generated from the proposed Project would provide for a balanced ratio of jobs and housing and provide for housing near transit and in a walkable environment. Thus, the housing that would be accommodated by the proposed TVSP would result in a beneficial impact related to the balance of jobs and housing; and impacts related to the jobs-housing balance from implementation of the proposed TVSP would be less than significant.

Construction. Construction of projects that would occur as a result of the proposed TVSP would include a need for construction labor. Due to the employment patterns of construction workers in Southern California, and the large market for construction labor in San Bernardino County, construction workers are not likely to relocate their households as a consequence of the job opportunities presented by construction projects in the TVSP area. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often-lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.

- Many construction workers are specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

It is reasonable to assume that construction workers for developments that would occur pursuant to the proposed TVSP would be drawn from the existing labor force in the surrounding area, and, because a typical construction worker would be employed at several different construction sites during any given year, would not relocate their households' places of residence as a consequence of working at a particular construction site in the City of Redlands. Therefore, construction related employment that would be generated from implementation of the proposed TVSP would not induce substantial unplanned and impacts would be less than significant.

Infrastructure. The Project provides a framework for development of a walkable, mixed-use environment around the three new Arrow stations. A key component of this framework is a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists that includes various roadway improvements, pedestrian improvements, and bicycle route improvements. These circulation improvements do not provide accessibility in new areas that would result in additional growth; these improvements would enhance the existing circulation system to provide for multi-model transportation. The Project includes water system infrastructure improvements to potable and non-potable water mains due to age and size to provide reliable fire suppression and adding non-potable water mains to serve the New York Street/Esri and Downtown station areas. Similarly, sewer system improvements would include replacement of existing lines. The utility improvements included in the Project, do not provide for development in new areas that would result in additional growth. The utility improvements are needed due to aged infrastructure and to provide for the anticipated growth within the urban and developed area of the City on undeveloped and underdeveloped parcels that are within walking distance of transit and employment opportunities. Therefore, the proposed infrastructure included in the TVSP would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

Impact POP-2 Finding: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Initial Study at pp. 82-83). No impacts would occur.

Facts in Support of Findings: The Project would not result in the displacement of substantial number of existing housing, nor would it result in the displacement of substantial numbers of people within the Project area. The Project provides for infill development and redevelopment and would include a mix of residential, commercial (retail and office), hotel, and civic uses. Individual development projects pursuant to the Project may result in temporary displacement of residents during construction activities. However, development projects would occur at a parcel-by-parcel project level. The potential displacement of persons residing on an infill or redevelopment parcel (if any) would be short-term, and the Project would result in a greater number of residential units to house residents of the area. Therefore, impacts related to displacement of housing or persons that would require replacement housing elsewhere would not occur.

Population and Housing Cumulative Findings: The Project would not result in cumulative impacts related to population and housing (Draft EIR at p. 5.9-23).

Facts in Support of Findings: Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, SCAG's 2020-2045 RTP/SCS sets

forth land use strategies that help the region achieve state greenhouse gas emission reduction goals and assist the South Coast Air Quality Management District prepare its Air Quality Management Plan (AQMP) The Project would not exceed the SCAG population, housing, and employment growth projections for the City. Based on the growth projections analyzed in SCAG's 2020-2045 RTP/SCS, full buildout of the Project, including buildout of up to 2,400 additional dwelling units and 613,000 square feet of retail commercial, hotel, and office space would represent approximately 8.9 percent of projected employment growth and 9.2 percent of projected housing growth in the City through 2045. The project is within the growth projections used to prepare RTP/SCS) and AQMP. Thus, impacts related to cumulative growth would be less than significant and not cumulatively considerable.

O. Public Services

Fire Protection

Impact PS-1 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for fire protection services (Draft EIR at p. 5.12-6). Impacts are less than significant.

Facts in Support of Findings: Full buildout of the TVSP area pursuant to the TVSP would increase the demand for fire protection and emergency medical services. The threshold is whether the Project would result in inadequate staffing levels or require additional equipment, response times, and/or increase the demand for services that would then require the construction or expansion of fire station facilities that would have an adverse physical effect on the environment. Development within the TVSP area would be installed with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted as Chapter 15.20 of the Redlands Municipal Code, CBC, and other existing regulations regarding fire safety. Site access would be reviewed by City planning and the Redlands Fire Department to ensure that the proposed improvements would have adequate access for large fire trucks and vehicles. Future development within the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and county codes and requirements are implemented.

The General Plan EIR stated that the fire services have stated the needs for expansion in order to accommodate continued increase in population. However, development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities and the timely provision of new facilities as needed. The fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of additional facilities, if needed in the future. Furthermore, future developments pursuant to the TVSP would be required to meet fire and life safety standards, including smoke and carbon monoxide detectors, fire alarms, and residential fire sprinklers, among other building requirements. Their development plans would also be reviewed by City planning and fire departments to ensure state and City codes and requirements are implemented.

Whether the City chooses to construct new fire stations in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies that are designed to protect environmental resources as well as environmental review under CEQA, separate from this Project. Therefore, with the payment of development fees included as PPP PS-1, Project impacts to fire services would be less than significant.

Plans, Programs, or Policies:

PPP PS-1: Development Impact Fees. As a standard requirement for implementing projects within the TVSP area, and prior to issuance of any building permits for the implementing project, the project applicants/developers shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.

Police Services

Impact PS-2 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for police services (Draft EIR at p. 5.12-7). Impacts are less than significant.

Facts in Support of Findings: The service ratio for the City of Redlands is 1.1 officers per 1,000 residents. Based on the new resident population of 6,360, the City would need to hire approximately 7 new officers to maintain the service ratio in the City. The increased residential population and increased commercial uses from buildout of the TVPS could increase the frequency of emergency and non-emergency calls to the Redlands Police Department, as compared to existing conditions. Buildout of the TVSP is not expected to increase demand for police protection to the extent that new facilities would be required. However, payment of development impact fees included as PPP PS-1 would serve to ensure the maintenance of existing facilities, and if new facilities are required in order to decrease response times, these development impacts fees would ensure the timely provision of new facilities as needed. Therefore, impacts to police protection facilities would be less than significant.

Plans, Programs, or Policies:
PPP PS-1: Development Impact Fees. Listed previously.

School Facilities

Impact PS-3 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction fo which could cause significant environmental impacts (Initial Study at pp. 85-86). Impacts are less than significant.

Facts in Support of Findings: The City, including the Project area, is within the Redlands Unified School District (RUSD). RUSD has 16 elementary schools (grades K-5), four middle schools (grades 6-8), and three comprehensive high schools (grades 9-12), an alternative high school, an independent study program, home education learning program, and a grades K-12 online academy. Current enrollment at RUSD is approximately 21,233 students (RUSD 2020). As new residential units would be included in the Project, the school-aged population is expected to increase and increase enrollment at Redlands schools.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Development fees are required to be paid pursuant to development conditions of approval. Pursuant to SB 50, the payment of these school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities. That is to say, SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering approval or the establishment of conditions for the approval of a development project (Government Code 65996(a) and (b)).

Pursuant to California Government Code Section 65995.5-7, RUSD has instituted school facility fees that would apply to Project implementation, specifically fees for new residential construction and commercial construction based on square footage. Accordingly, project applicant(s) are required to pay school fees to RUSD to offset the impact of additional student enrollment at schools serving the individual development project site.

Pursuant to state law, payment of the school fees established by RUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the Project's impacts on schools' facilities. Thus, impacts on school facilities would be less than significant

Park Facilities

Impact PS-4 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts (Draft EIR at p. 5.12-7). Impacts are less than significant.

Facts in Support of Findings: Full buildout of the TVSP would result in the generation of up to 6,360 residents. Without the development of new parks, this population increase would place additional physical demands on existing parks and recreational facilities, which could result in deterioration of existing facilities. The City of Redlands has a ratio of 5.9 acres of parkland per 1,000 residents which exceeds the state law requirement of 5.0 acres per 1,000 residents. As such, buildout of the TVSP would result in a demand for 31.8 acres of parkland. According to the City's General Plan Parks and Recreational Open Space Element (Section 7.2), there are several different kinds of parks in Redlands, including community parks, neighborhood parks, and pocket parks. There are 4 existing parks totaling 40.8 acres within the TVSP area. The TVSP area at full buildout would provide an additional 280,000 SF (6.4 acres) of open space and park area which would bring the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area).

Furthermore, the City's mechanism for addressing parkland needs are its development impact fees as set forth in RMC Chapter 3.32 included as PPP PS-2. The funds would be used to maintain and operate the existing park facilities and construct additional facilities, as deemed warranted by the City. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. Any potential new facilities would be subject to the City's policies designed to protect environmental resources and environmental review under CEQA, which would be separate from this Project. Based on the TVSP's provisions for additional parkland and the existing parkland within the TVSP area and the incremental population increase resulting from buildout of the TVSP, the Project would not result in overuse of existing parks and facilities that would result in substantial deterioration of existing facilities. Additional City policies requiring maintenance and funding of existing and future recreational facilities would ensure that parks within the TVSP are in good physical condition. The development of future recreational facilities would be subject to existing building and construction regulations that would ensure that construction activities have a minimal effect on the surrounding environment. These, along with Redlands General Plan policies established to protect environmental resources, air quality, and water quality, would ensure that future park construction within the TVSP would have a less than significant impact.

Plans, Programs, or Policies:

PPP PS-2: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.

Other Services:

Impact PS-5 Finding: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, the construction of which could cause significant environmental impacts (Draft EIR at p. 5.12-8). Impacts are less than significant.

Facts in Support of Findings: Other public facilities and services provided by the City include library services and City administrative services. As with all developments, the Project would contribute to the incremental demand for expanded government services and facilities, including libraries, community recreation centers, public health facilities, and/or animal shelters. The policies set forth by the Redlands General Plan ensure

that within the city these public services are improved and expanded to meet demand as development occurs within the TVSP area. Future development of new public facilities would require project-level environmental review and site-specific mitigation measures as appropriate, ensuring that adverse environmental effects are avoided or mitigated. Additionally, the Project would generate new tax revenues that would contribute to and supplement existing revenue sources for the maintenance and enhancement of these facilities. Therefore, Project implementation would not adversely affect public facilities or require the construction of new or modified public facilities that are not already addressed in this document. Impacts would be less than significant.

Public Services Cumulative Findings: The Project would not result in cumulative impacts related to public services (Draft EIR at p. 5.12-8).

Facts in Support of Findings: The Project would not significantly increase the need for public services in Redlands, cities surrounding Redlands, or the region. As discussed above, the Project applicant would pay the required City Development Impact Fees and Park Fees included as PPP PS-1 and PPP PS-2. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

P. Recreation

Impact REC-1 Finding: The Project would not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Draft EIR at p. 5.13-3). Impacts are less than significant.

Facts in Support of Findings: There are 40.8 acres of existing parks within the TVSP area and 424.2 acres of parks within the City of Redlands. In addition, the Project area at full buildout would provide an additional 280,000 SF (6.4 acres) of open space and park area which would bring the City's total parkland acreage to 430.6 acres (not including any additional parkland that may be added in the future by the City outside the Project area).

In addition to parks, the City operates numerous recreational community centers and facilities, and has a joint use agreement with RUSD allowing public access to school recreational facilities. Other recreational opportunities include open spaces such as San Timoteo Canyon, Live Oak Canyon, Crafton Hills, and approximately 27.58 acres of recreational trails. At the estimated 2019 population of 71,513 residents, the ratio of existing parkland acres per 1,000 residents is 5.9, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents.

Without the development of new parks and recreational facilities, future increases would place additional physical demands on existing parks and facilities. The GP2035 provides for new parkland, recreational facilities, and trails to serve the City's population as it grows. The City's mechanism for addressing parkland and recreational facility needs are its development impact fees as set forth in RMC Chapter 3.32. Development impact fees are charged by local governments to defray all or a portion of the cost of public facilities related to development projects. The development impact fee program is set forth in Government Code Sections 66000-66025. In the City, development impact fees are collected at the time a building permit is issued for the purpose of further alleviating the impacts caused by new development on the City's infrastructure. Fees are used to finance the acquisition, construction, and improvement of public facilities needed because of new development. A separate funding structure has been established to account for the impact of new development on each of the following types of public facilities: open space, parks and

recreational facilities, public facilities (including public safety, library and general government facilities), transportation, water, solid waste, and sewer.

Individual development projects under the Project would be subject to the payment of these development impact fees to the City, which includes fees specific to TOD, as currently set forth in City Resolution No. 7951. The addition of 6,360 new residents as a result of the Project would increase the use of recreational facilities and would require approximately 31.8 acres of new parkland based on the parkland/recreational space standard of 5.0 acres per 1000 residents. Here, the proposed Project would provide 6.4 acres of parkland at full buildout which would result in a total of 430.6 acres of parkland and 77,873 residents. The Project would therefore result in a ratio of parkland acres per 1000 residents of 5.5 acres per 1,000 residents, which exceeds the GP2035's parkland/recreational space standard of 5.0 acres per 1,000 residents. Thus, the Project would not significantly increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated. Impacts would be less than significant.

Plans, Programs, or Policies:
PPP PS-2: Park Fees. As listed previously.

Impact REC-2 Finding: The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Draft EIR at p. 5.13-4). Impacts are less than significant.

Facts in Support of Findings: The recreational trail and open space network, which is conceptually planned as part of the TVSP, would provide a contiguous green space connecting the TVSP villages. The proposed Zanja Greenway is located along a historic existing irrigation feature that traverses the TVSP area from Sylvan Boulevard in the University Transit Village southwest past the New York Street/Esri Transit Village. The TVSP would install riparian landscaping along the Zanja Greenway, which also runs parallel to the Orange Blossom Trail. The TVSP also includes an open space plaza at State Street/Third Street, a midtown greenbelt in the Downtown Transit Village, a central park in the University Transit Village, and a neighborhood park in the New York Street/Esri Transit Village. The precise timing of open space or other public improvements are not known with certainty, as improvements would likely depend on the timing of future developments, buildout of private development projects, future availability and amounts of public grant funding or other public funds, and other factors. The development of future parkland and recreational facilities would be subject to existing building and construction regulations that would ensure that future construction activities have a minimal effect on the surrounding environment. Furthermore, individual recreational projects within the TVSP would be subject to the mitigation measures included throughout this EIR and the Redlands General Plan policies established to protect cultural resources, paleontological resources, air quality, and water quality. Adherence to existing regulations and mitigation measures included in this EIR would ensure that the Project would not result in construction or expansion of recreational facilities which might have an adverse impact on the environment, and impacts would be less than significant.

Recreation Cumulative Findings: The Project would not result in cumulative impacts related to public services (Draft EIR at p. 5.13-5).

Facts in Support of Findings: The geographic area in which cumulative impacts to recreation could occur is the nearby locations within portions of City of Redlands and San Bernardino County that the residents from the project would recreate a majority of the time. Recreational needs of the future residents within the proposed project and other cumulative development within the City of Redlands would add to local and regional demand for parks and recreational facilities. However, each project within the City is required to comply with the City's open space and park fees as contained in the Chapter 3.32.040 of the City's Municipal Code included as PPP PS-1. As individual developments within the TVSP would pay open space and park fees, the proposed Project would not contribute to a cumulatively considerable impact related to recreation. Furthermore, individual recreational facility and park projects would be required to undergo CEQA review,

which would ensure that no significant impacts would occur from development of future parkland or recreational facilities. Cumulative impacts related to recreation would be less than significant.

Q. Transportation

Impact TR-1 Finding: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Draft EIR at p. 5.14-7). Impacts are less than significant.

Facts in Support of Findings:

Roadway Network: The TVSP area includes a variety of roadway types. The TVSP identifies multiple potential circulation network improvements such as transforming New York Street, Orange Street, and University Street into gateway streets; introducing new streets to promote walkability and to reestablish Redlands' traditional street and block pattern; changing State Street between Orange Street and 7th Street into a two-way street; introducing a traffic signal at the intersection of Orange Street and Shoppers Lane; and upgrading crosswalks along University Street, among others. Implementation of these recommended roadway improvements would improve the circulation network within the TVSP area. Therefore, the proposed Project would not conflict with a plan, ordinance, or policy addressing roadway circulation, and impacts would be less than significant.

Transit Facilities: As described previously, the TVSP area is served by Omnitrans Routes 8 and 15 and the newly constructed Arrow line. These existing transit services would continue to serve their ridership in the area and would serve residents, employees, and visitors within the TVSP area. The TVSP includes recommendations for transit facility upgrades such as rerouting of certain bus routes through the Downtown Village to provide more effective bus stops and providing bus routes through the University Village. While the TVSP provides certain recommendations for improving existing transit throughout the TVSP area, the proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Brookside Avenue, Olive Avenue, and Cajon Street have Class II bike lanes. Citrus Avenue, Tennessee Street, and Colton Avenue have Class III bike lanes. Both the Redlands General Plan 2035 and TVSP identify New York Street and Church Street for Class III bike lanes and Tennessee Street, Redlands Boulevard, Colton Avenue, New York Street, Texas Street, Eureka Street, Citrus Avenue, Orange Street, Sixth Street, University Street, State Street, and Grove Street for Class II bike lanes. Furthermore, both the Redlands General Plan 2035 and TVSP identify extending the Orange Blossom Trail, a multi-use/Class I bike trail, westward from Grove Street to 9th Street through the TVSP area. Connection to the existing Class I portion of the Orange Blossom Trail in the New York Street Village, west of Texas Street, would be provided by a proposed Class II bike lane along Redlands Boulevard. Implementation of the Specific Plan would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist on streets throughout the majority of the TVSP area. However, the TVSP identifies multiple issues with existing pedestrian facilities throughout the TVSP area such as mega blocks, inadequate underpasses and intersections, and missing and deficient sidewalks. To enhance pedestrian facilities within the TVSP area, the TVSP provides recommendations for pedestrian-scaled blocks through the development of new streets that form blocks less than 500 feet by 500 feet; intersection improvements such as bulb-outs and pedestrian priority signal intervals; improvements for mid-block intersection crossings using pedestrian activated caution lights; and new signals at the intersection

of Shoppers Lane and Orange Street; improved I-10 underpasses; a pedestrian crossing for the railroad tracks at the Downtown Village; and new sidewalks along University Street and Redlands Street.

Implementation of the Specific Plan would include roadway improvements within the TVSP area that would provide for new sidewalks where none exist currently or provide for sidewalk improvements, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Specific Plan would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

Impact TR-3 Finding: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Initial Study at p. 90). Impacts are less than significant.

Facts in Support of Findings: The Project would introduce roadway and streetscape designs that would facilitate multi-modal streets that conveniently and safely accommodate a variety of users, including pedestrians, bicyclists, transit riders, and motorists. The Project roadway network would include, among other considerations, roadways designed according to the adjacent building intensities and uses, traffic calming offsets, and narrow lane widths and tight curb radii. These design considerations would not constitute a design hazard but would serve to slow automobile travel speeds and require heightened driver awareness of the surroundings to enhance the safety of bicyclists and pedestrians as well as safety of other motorists. The Project land uses represent urban TOD and would not create hazards from incompatible uses in the Project area or with the surrounding area. Future individual development projects under the Project would be subject to the typical development review process, which includes planning and engineering review, and compliance with standard engineering design requirements will ensure no hazardous design conditions. Therefore, impacts from Project implementation would be less than significant.

Impact TR-4 Finding: The Project would not result in inadequate emergency access (Initial Study at p. 90). Impacts are less than significant.

Facts in Support of Findings: The Project would introduce roadway and streetscape designs that would facilitate multi-modal streets that conveniently and safely accommodate a variety of users, including pedestrians, bicyclists, transit riders, and motorists. The transportation network design in the Project also considers emergency access and accommodates emergency vehicles. As the Project would break up the superblocks in the Project area by introducing new roadways in a more traditional grid pattern, the improved connectivity would benefit emergency vehicles by increasing turning movement options and routes. Moreover, construction of development projects under the Project would require the presence of construction equipment and materials adjacent to roadways. Construction activities would be required to ensure emergency access in accordance with California Fire Code Section 503 (CCR Title 24, Part 9), which would be confirmed and approved through the City's standard development review and permitting process. Therefore, impacts from Project implementation would be less than significant.

R. Utilities and Service Systems

Wastewater

Impact UT-4 Finding: The Project would not result in a determination by the wastewater treatment provider that would serve the Project that it has inadequate capacity to serve the projects projected demand in addition to the providers existing commitments. (Draft EIR at p. 5.16-11). Impacts are less than significant.

Facts in Support of Findings: Buildout of the proposed Specific Plan would result in an increase of 2,400 residential units, 265,000 SF of commercial retail, 238,000 SF of office uses, and 220 hotel rooms.

Wastewater demand associated with the buildout of the TVSP would be typical of residential and commercial wastewater usage in the City of Redlands. The proposed Project would generate a demand for approximately 551,134 gallons per day (gpd). The operational buildout of the proposed TVSP would generate approximately 551,134 gallons per day (0.55 mgd) of wastewater that would be conveyed to the City's Wastewater Treatment Plant for disposal. The treatment plant currently treats approximately 5.8 mgd and has the capacity to treat 9.5 mgd. Thus, the addition of 551,134 gallons per day (0.55 mgd) from buildout of the TVSP would be accommodated by the existing facilities and would not result in a capacity constraint related to serving the proposed Specific Plan in addition to the existing commitments. Thus, impacts related to wastewater treatment plant capacity would be less than significant.

Solid Waste

Impact UT-6 Finding: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (Draft EIR at p. 5.16-17). Impacts are less than significant.

Facts in Support of Findings:

Construction

Construction for implementing projects within the TVSP area would require demolition of various buildings located through the TVSP area. The majority of waste generated during demolition and construction activities by implementing projects would be building materials (e.g., concrete, dirt, and waste generated by construction workers). Nonhazardous waste from construction activities would be recycled to the extent feasible. As stated in the City's Municipal Code Section 13.66.040, C*onstruction and Demolition Recycling Requirements*, no demolition permit or building permit shall be issued for any development activity subject to this chapter unless the construction and demolition recycling plan has been approved by the municipal utilities director. Thus, implementing projects pursuant to the TVSP would be required to meet the City's waste diversion requirements as they pertain to project construction. Furthermore, construction waste is anticipated to be minimal compared to waste generated from peak operations at full buildout of the TVSP area as construction waste would only be generated during occasional construction activities for future implementing projects and operational waste would be generated continuously.

Operation

Full buildout pursuant to the TVSP would include development and operation of an additional 2,400 residential dwelling units, 265,000 SF of commercial retail, 238,000 SF of office space, and 220 hotel rooms. It is anticipated that operations at full buildout of the TVSP would generate a total of approximately 3.49 tons of solid waste per day (94 tons per year) during operation with adherence to AB 341, which requires a diversion of 75% of waste from landfills.

As the California Street Landfill has the capacity to process an additional 683 tons of solid waste per day and the San Timoteo Sanitary Landfill has the capacity to process an additional 1,228 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. The solid waste generated by full buildout of the TVSP would represent approximately 0.5 percent of the excess capacity of the California Street Landfill and 0.3 percent of the excess capacity of the excess capacity at the San Timoteo Sanitary Landfill each day. Furthermore, the California Street Landfill is permitted to operate through buildout of the TVSP. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

Impact UT-*7* Finding: The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste (Initial Study at pp. 94-95). Impacts are less than significant.

Facts in Support of Findings: The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 (2011) amended AB 939 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 requires California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal.

According to the City's General Plan Sustainable Community Element, future solid waste reduction strategies include improved commercial recycling diversion rates, enhanced food waste diversion, and exploring the potential to generate energy using biomethane from the City's landfill and wastewater treatment plant, among other strategies.

Individual development projects proposed under the Project would be required comply with RMC Section 13.66.040, Construction and Demolition Recycling Requirements, which requires that no demolition permit or building permit shall be issued for any development activity unless the construction and demolition recycling plan has been approved by the municipal utilities director. In addition, individual development projects under the Project would be required to comply with all federal, state, and local regulations related to solid waste, and toward that end, the Project would comply with all applicable standards related to solid waste diversion, reduction, and recycling during construction and operation. Therefore, implementation of the Project would result in less than significant impacts related to potential conflicts with federal, state, and local management and reduction statutes and regulations pertaining to solid waste.

SECTION III

IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City hereby finds that mitigation measures have been identified in the EIR that would avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the mitigation measures that would reduce them to a less than significant level are detailed in the EIR and summarized below.

A. Aesthetics

Impact AE-2 Finding: The Project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. (Draft EIR at p. 5.1-9). Impacts are less than significant with mitigation.

Facts in Support of Findings: There are no officially designated state scenic highways traversing the TVSP area; however, State Route 38 is an eligible state scenic highway. State Route 38 traverses the Downtown Transit Village area as Orange Street north of the I-10 to Lugonia Avenue. State Route 38 then continues outside of the Project area easterly as Lugonia Avenue, which then turns into Mentone Boulevard and Mill Creek Road as the highway continues into the San Bernardino Mountains. Parcels along the eligible portion of Orange Street include two undeveloped parcels, commercial uses, one- to two-story single-family residences, a gas station, and the Redlands Unified School District buildings. Per the City of Redlands General Plan, most parcels along the eligible portion of Orange Street are designated for Commercial (C) and a few parcels for Public/Institutional (PI) uses. Additionally, the parcels along the eligible portion of Orange Street are zoned Highway Commercial (C-4) and Educational (E).

Upon implementation of the TVSP parcels along Orange Street north of the I-10 to Lugonia Avenue would be designated as Village General (VG), Village Corridor (COR), and Special District 1 (SD1). Individual development projects proposed under the Project could be built along State Route 38 per the design guidelines and standards set forth in the TVSP. The TVSP would guide infill development, which would alter the existing visual character of the State Route 38 corridor over the plan implementation period (through 2040) by introducing additional commercial, residential, and/or mixed-use development to the Orange Street area. However, as previously discussed, the majority of the State Route 38 corridor along Orange Street is already developed with commercial, residential, and institutional uses, and all of the parcels along the corridor area already designated for Commercial or Public/Institutional development by the City of Redlands General Plan. As discussed above, parcels along the eligible portion of Orange Street are zoned Highway Commercial (C-4), which does not prescribe a building height limit, and Educational (E), which does not prescribe a building height limit and requires a Conditional Use Permit for structures over 35 feet. The TVSP would designate these parcels as Village General (VG), which prescribes an average building height of three stories, Village Corridor (COR), which prescribes a building height of two stories maximum, and Special District 1 (SD1). The majority of parcels along the eligible portion of Orange Street, besides those adjacent to the freeway, would be designated as Village Corridor (COR), which would limit height of new development to two stories, consistent with existing building heights. Therefore, structures resulting from the TVSP would be generally within the heights of the existing developed parcels, as allowed by the Redlands General Plan and Municipal Code, along State Route 38 and would not block views of scenic resources, such as the San Bernardino foothills, as implementing project structures would be consistent with views presently found in the area. As shown on Figure 2-1 of the City of Redlands General Plan, three properties along the State Route 38 corridor within the TVSP Area are Local Historic Landmarks/Resources. Any future development projects that might affect or alter historic or scenic resources must first be reviewed and approved by the City's Historic and Scenic Preservation Commission.

Moreover, the City has designated numerous roadway segments as scenic highways, drives, and historic streets subject to special development standards (GP2035 EIR, p. 3.1-11). Portions of Brookside Avenue, Olive Avenue, and Cajon Street, which are designated by the City as scenic roadways are within the Project Area. Additionally, a portion of Sylvan Boulevard, which is being considered by the City for scenic designation, is within the TVSP area. As shown on General Plan Figure 2-1, one property along Sylvan Boulevard is a Local Historic Landmark/Resource (Redlands Lawn Bowling Club within Sylvan Park). Three properties along Cajon Street are Local Historic Landmarks/Resources. Six properties along Olive Avenue are considered Local Historic Landmarks/Resources. Any future development projects that might affect or alter historic or scenic resources must first be reviewed and approved by the City's Historic and Scenic Preservation Commission.

As such, the adoption of the TVSP would not substantially damage scenic resources, trees, rock outcroppings within a state scenic highway, but could potentially result in substantial changes to historic buildings if future development projects are proposed on those properties. Implementing projects would be required to adhere to Mitigation Measure CUL-1, which requires preparation of historical resource assessments for any implementing project which impacts buildings over 50 years old. Furthermore, pursuant to TVSP Section 4.1.2 F, all rehabilitations and additions to historic buildings within the TVSP area must first be reviewed and approved by the city's Historic and Scenic Preservation Commission, and shall conform to the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and the *Redlands Historic Architectural Design Guidelines* (both of which are incorporated by reference in the TVSP Chapter 4). Therefore, with implementation of the historic design standards that would be implemented as part of the TVSP (provided as PPP CUL-1) and Mitigation Measure CUL-1, impacts related to damaging historic resources within a state scenic highway would be less than significant.

Plans, Program and Policies:

PPP CUL-1: The City of Redlands Historic Architectural Design Guidelines shall apply to all projects within the TVSP area. The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* may also be applicable to properties or projects that may affect historic buildings and resources.

Mitigation Measures:

Mitigation Measure CUL-1: Historical Properties. Prior to issuance of a permit for a development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;

- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

Impact AE-4 Finding: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Draft EIR at p. 5.1-13). Impacts are less than significant with mitigation.

Facts in Support of Findings: Light and glare sensitive uses include the existing residences, motorists, and pedestrians and the proposed residences, motorists, and pedestrians that are located within the TVSP area.

Construction

Limited, if any, nighttime lighting would be needed during construction projects allowed by the Project because RMC Section 8.06.120 limits construction activities to the hours of 7:00 a.m. and 6:00 p.m. on a weekday and Saturdays. Construction activities may be permitted outside of those limitations identified in the case of urgent necessity or upon a finding that such approval will not adversely impact adjacent properties and the health, safety and welfare of the community if a temporary exception is granted. Thus, most construction activity would occur during daytime hours, and construction-related low-level illumination would be used for safety and security purposes only, as provided by Mitigation Measure AES-1. In addition, construction activities do not include any materials or machinery that would generate offsite glare. Therefore, with implementation of Mitigation Measure AES-1, impacts related to lighting and glare during construction activities would be less than significant.

Operation

Lighting

The proposed TVSP area is urbanized and includes a mix of residential, commercial, industrial, and office land uses. The majority of the TVSP area is developed with few vacant parcels. Sources of light include interior and exterior building lighting, parking lot lighting, vehicular lighting, street lighting, and landscape lighting. Implementation of the proposed Project would increase overall nighttime lighting because it would result in greater intensity and density of land uses than currently exists. New lighting would accompany all new development, including exterior lighting for streetlights, parking lots, signs, walkways, and interior lighting, which could be visible through windows to the outside. In addition, existing and proposed residential uses, considered light-sensitive receptors, would be located throughout the TVSP area.

Section 4.11 of the TVSP sets requirements related to lighting and shielding of light sources limit the potential for increased lighting on sensitive uses. Light emanating from new uses within the TVSP area would be required to be shielded to focus lighting and prevent lighting from spilling onto adjacent sensitive uses, such as residential, or from streaming directly into streets, which could impair views of drivers on streets at night. With compliance with the TVSP, which would be checked by the City through the building plan check and project permitting process, impacts related to increased sources of light would be less than significant.

Glare

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare from reflective surfaces could occur if development uses large expanses of glass, metal, and other reflective surfaces for building façades. However, the TVSP area is currently developed with similar urban land uses, and implementation of the Project would not result in a substantial net increase in daytime glare, even though an increase in building area would occur over current conditions, due to proposed design criteria set forth in the TVSP. Implementation of the TVSP's design criteria, Section 4.7.E, *Design Standards* would encourage use of traditional materials including brick, stone, and wood and discourage the use of reflective materials. Furthermore, all implementing projects would require design review, which would ensure that reflective surfaces that would result in glare are not used in projects implemented pursuant to the proposed TVSP. Section 4.11 of the TVSP sets requirements related to lighting and requires shielding of light sources to minimize glare. Thus, with compliance with the TVSP's design criteria that are checked by the City through the design review, plan check and development permit process, and compliance with the Redlands Municipal Code, impacts related to increased sources of glare would be less than significant.

Mitigation Measures:

Mitigation Measure AES-1: Construction Lighting. The developer and construction contractors shall install all temporary construction lighting such that: (a) lamps and reflectors do not illuminate upon areas beyond the implementing project site, including any off-site security buffer areas; (b) lighting does not cause excessive reflected glare; (c) direct lighting does not illuminate the nighttime sky; (d) illumination of the project site and its immediate vicinity is minimized; and (e) lighting is directed toward construction work areas and shielded from offsite areas.

Aesthetics Cumulative Findings: The Project would not result in cumulative impacts related to aesthetics (Draft EIR at pp 5.1-14 through 5.1-15).

Facts in Support of Findings:

Visual Character

The cumulative aesthetics analysis area for the proposed TVSP area is the viewshed that the TVSP area lies within. Like the TVSP area, the cumulative analysis area has been long developed with urban uses and is defined by a grid system of roadways. Thus, cumulative development would be characterized as infill, and would primarily consist of increasing existing development intensities. As a result, cumulative development would reinforce the existing urban and developed character of the area. Future cumulative development would result in changes to the existing development intensities through conversion of vacant land to developed uses, as well as through the conversion of existing land uses to higher development intensities. However, because the General Plan, Municipal Code, and TVSP set forth policies to protect the character of existing development (as previously listed), it is anticipated that cumulative projects adopted in a manner consistent with those General Plan, Municipal Code, and TVSP policies would not cumulatively degrade the existing character of area land uses. As a result, there would be no significant cumulative impact to which implementation of the proposed Project could contribute.

The cumulative change in visual condition that would result from the proposed Project, in combination with nearby projects, would not be considered adverse because, as described previously, the proposed Project would provide design criteria with respect to architecture, landscaping, parking, and other related items. The design criteria have the goal of improving the visual quality of the TVSP area by providing requirements and guidelines to ensure consistent, quality development. Thus, with implementation of the proposed TVSP's associated development standards and design criteria (and the Redlands Municipal Code where the TVSP is directing and/or silent), implementation of the proposed Project would result in a less than significant cumulatively considerable impact related to degradation of the existing visual character or quality of the site and its surroundings.

Light and Glare

The cumulative study area for light and glare for the proposed TVSP area is immediately adjacent to lands that could receive light or glare from new development within the TVSP area or could generate daytime glare or nighttime lighting that would be visible within the TVSP area. All such areas contain a variety of sources of nighttime lighting, such as roadways, vehicle lights, exterior security lighting, as well as sources of daytime glare, such as glass windows on buildings. Because cumulative projects would result in more intense development than currently exists, the proposed Project in combination with past, present, and reasonably foreseeable future projects could create potentially significant cumulative nighttime lighting and daytime glare impacts. However, application of the Redlands Municipal Code regulations and the TVSP's design criteria would avoid potentially significant effects. These regulations state that lighting shall be shielded to prevent light from shining onto adjacent properties and exclude features that could create excessive glare. With implementation of the existing City regulations and the TVSP's development and design standards, the future developments that could occur by the implementation of the Project would not result in a cumulatively considerable contribution of light and glare. Thus, the cumulative effects of development from the Project in combination with cumulative projects related to light and glare are less than significant.

B. Air Quality

Impact AQ-3 Finding: The Project would not result in exposure of sensitive receptors to substantial pollutant concentrations (Draft EIR p. 5.2-22). Impacts are less than significant with mitigation.

Facts in Support of Finding:

Construction

A localized significance threshold (LST) analysis can only be conducted at a development project level, and quantification of LST's is not applicable for the program-level environmental analysis contained in the Draft EIR. However, implementation of developments pursuant to the TVSP could result in localized emissions that exceed air quality standards. Thus, implementation of the TVSP could result in a significant impact related to LST's. As a result, Mitigation Measure AQ-9 is included, which requires development projects to provide modeling of the regional and the localized emissions (NO_X, CO, PM_{10}, and $PM_{2.5}$) associated with the maximum daily grading activities for the proposed development; and requires grading activity to be limited to ensure that there would be no impacts related to LST's. Therefore, impacts related to localized construction air quality impacts would be less than significant with implementation of Mitigation Measure AQ-9.

Toxic Air Contaminants

CARB has issued advisory recommendations for siting new sensitive land uses in proximity to sources associated with Toxic Air Contaminants (TAC's) and recommends performing site specific environmental evaluations. However, it is currently unknown what development projects that could include a sensitive receptor would be proposed next to an existing TAC, such as warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day. Therefore, consistent with CARB guidance, Mitigation Measure AQ-10 is included to require a site-specific evaluation prior to approving any sensitive land use in proximity to an existing TAC within the TVSP area. Implementation of Mitigation Measure AQ-10 would reduce potential impacts related to TACs to a less than significant level.

CO Hotspots

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a CO hot spot.

Operation of the proposed Project at buildout during AM peak hour would result in a total of 1,896 trips throughout the TVSP area and a total of 1,816 trips in the PM peak hour throughout the TVSP area. These trips distributed throughout the TVSP area would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO "hot spot". Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

Mitigation Measures:
Mitigation Measure AQ-9: Localized Emissions. For implementing projects within the TVSP area, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. During the City's review process of development applications in the TVSP area, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NO_X], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM_{10}], and Particulate Matter 2.5 microns in diameter or less [$PM_{2.5}$]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions.

Mitigation Measure AQ-10: Toxic Air Contaminants. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{10} concentrations exceed 2.5 microgram per cubic meter ($\mu g/m^3$), $PM_{2.5}$ concentrations exceed 2.5 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).

C. Cultural Resources

Impact CUL-1 Finding: The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. (Draft EIR at p. 5.3-12) **Impacts are less than significant with mitigation.**

Facts in Support of Findings: The TVSP area contains 25 historic properties are listed in the California Register of Historical Resources and the National Register of Historic Places. In addition, other structures are eligible or potentially eligible for a historic designation (however, application for local designation would require the property owner's authorization). Also, the Specific Plan would be built out through 2040, and over that time additional buildings and/or structures in the city could become 50 years of age or more, and therefore potentially historic resources if certain criteria are met.

Recognizing the important role of historic resources in Redlands, the proposed TVSP intends to preserve the City's historic resources and enhance their role in future development styles by implementing historic architectural styles and reestablishing the historic downtown street layout of Redlands. As described in the proposed TVSP, development within the TVSP area shall be based on the historic architectural styles found throughout the proposed villages. Furthermore, buildings adjacent to historic structures shall be designed in a manner that safeguards the prominence and integrity of the historic structure, as detailed in the Secretary of the Interior's Standards and the City's design guidelines for historic resources. Additionally, the proposed TVSP sets forth restrictions for historic residential structures, as listed below to support the preservation of historic resources.

Historic residential structures are subject to the following provisions:

1. All rehabilitations and additions to historic buildings shall conform to the applicable recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and/or the *Redlands Historic Architectural Design Guidelines*.
2. Buildings on project sites located immediately adjacent to lots (i.e., that share side or rear property lines) that have designated or eligible historic structures on them shall be designed per the requirements of this Specific Plan and per the recommendations of the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings s* and/or the *Redlands Historic Architectural Design Guidelines*.

In addition, all implementing projects within the TVSP area are subject to the Redlands Historic Architectural Design Guidelines and any project altering a historic resource would be subject to a Certificate of Appropriateness application reviewed by the Historic and Scenic Preservation Commission, and a demolition permit application for a structure over 50 years of age is subject to review by the Redlands Historic and Scenic Preservation Commission, as described previously. Although no historically significant buildings are planned for alteration or demolition, and the proposed TVSP aims to ensure preservation of historic resources, implementation of site-specific development projects pursuant to the proposed TVSP could cause a substantial adverse change in the significance of a historical resource by altering a historical resource's physical characteristics, which convey its historical significance. Adherence to Redlands Municipal Code Section 2.62.200 and Certificate of Appropriateness procedures, would address unidentified, potential historical resources (buildings, structures, and features aged 50 years and older) and would ensure preservation of known historic resources as new development within the TVSP area occurs. A project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* is considered to have a less than significant impact. Furthermore, Mitigation Measure CUL-1 is included to require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 50 years of age. Therefore, with implementation of the historic design standards that would be implemented as part of the proposed TVSP, Mitigation Measure CUL-1, and Redlands Municipal Code Section 2.62.200 (provided as PPP CUL-1), impacts related to a substantial adverse change in the significance of a historic resource would be less than significant.

Plans, Program and Policies:

PPP CUL-1, as listed previously.

Mitigation Measures:

Mitigation Measure CUL-1, as listed previously.

Impact CUL-2 Finding: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. (Draft EIR at p. 5.3-14) Impacts are less than significant with mitigation.

Facts in Support of Findings: The records search conducted for the Project identified that 53 cultural resources investigations have been previously completed within a 0.5-mile radius of the TVSP area. Of these, 33 of the previously conducted investigations are directly within the TVSP area (MCC 2022). The records search conducted for the Project identified one previously recorded prehistoric archaeological resource, one historic archaeological resource with a prehistoric component, and twenty-four historic archeological resources within TVSP area (MCC 2022).

The Specific Plan is located in an urbanized area, with a limited number of vacant parcels that have been previously disturbed by past development activities. While the TVSP area has been previously disturbed and developed, future site-specific development projects pursuant to the TVSP could involve grading and excavation to greater depths than previously undertaken. In addition, infill development would occur on vacant parcels, some of which may not have been previously exposed to ground disturbing activities, and therefore could result in the disturbance of unknown archaeological resources.

Because future site-specific development pursuant to the proposed TVSP could involve grading and excavation to greater depths than was previously undertaken, such future development could disturb buried archaeological resources. Thus, Mitigation Measures CUL-2 through CUL-9 are included to reduce the potential for archaeological resources to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of these mitigation measures, impacts related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

Mitigation Measures:

Mitigation Measure CUL-2: Desktop Review. During environmental review for future projects located within the TVSP area, a qualified archaeologist will prepare a brief letter report to determine the likelihood for the project site to contain archaeological resources. This letter report will contain the results of background research and will tier off the research conducted in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments prepared by Material Culture Consulting, Inc. Additional reference material will be reviewed, including project area specific historic photographs, topographic maps and existing historic information. The background information provided in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments will be valid for five (5) years, after which time an updated search of the CHRIS will be required and submitted as an addendum to the original document. If there is any evidence that the project site has an increased sensitivity for archaeological or tribal cultural resources, based on existing onsite historic-age buildings or structures, or if previously identified resources are present within the project area or vicinity, then Mitigation Measure CUL-4 through Mitigation Measure CUL-6 shall be implemented.

Mitigation Measure CUL-3: Native American Coordination. Where a recorded Native American archaeological site is identified, the City shall initiate coordination with identified California Indian tribes. It should be noted that during the coordination process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a prehistoric archaeological site, which could be considered a historic tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Mitigation Measure CUL-4: Phase 2 Archaeological Site Testing. If previously identified archaeological resources are present within the project area, a Phase 2 Archaeological Site Testing program shall be recommended, which would include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Results of the testing program, in tandem with the Native American coordination process required by Mitigation Measure CUL-3 will determine the historic significance of the resource.

When appropriate, the final testing report must be submitted to the City for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document, should one be required. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then development of a mitigation and monitoring program is required.

Mitigation Measure CUL-5: Data Recovery Program. If significant cultural resources are present within a given Project Area, preferred mitigation for significant cultural resources is avoidance through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Data Recovery Program is required, which includes a Collections Management Plan. The program and plan will be subject to City review and approval prior to implementation. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City Development Services Department.

Mitigation Measure CUL-6: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given TVSP area, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) will be required. In this case, the ARMP should include the following, at a minimum:

At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor has been retained. Monitors will report to the Project Archaeologist for the Project and may work in collaboration with Native American monitors for tribal cultural resources that may be a historical resource as defined in Public Resources Code section 5020.1(k).

- The Project Archaeologist shall meet the U.S. Secretary of the Interior Standards.
- Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.

- The Project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:

    a. Project grading and development scheduling;

    b. The development of a schedule in coordination with the permittee/owner/consulting Native American tribes and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,

    c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to a archaeological resources evaluation.

- A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.

A. Pregrading Conference

The Project Archaeologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of archaeological resources, general archaeological items, including the archaeology and culture history of the area, as well as pictures of typical artifacts, sites, and resources that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the TVSP area. The Project Archaeologist and Native American monitors shall be called to assess the find to determine if additional monitors should be mobilized to the TVSP area to examine and evaluate the resources.

B. Archaeological Monitoring

An adequate number of qualified archaeological monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored, including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Archaeological monitoring will include inspection of exposed cut surfaces and spoils piles. Monitors maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Artifact Collection log, as relevant

to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Artifact Collection Log and/or Photograph Log comprise the field notes. These notes shall be filed weekly with the Project Archaeologist and be made available to the Proponent and City upon request.

C. *Monitor's Authority to Temporarily Halt Project Activities*
Archaeological monitors have the authority to initiate a temporary work stoppage of construction activities to assess and/or recover a potentially significant discovery. It is important that all earthmoving contractor personnel recognize the authority of the monitor(s) to redirect Project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of significant discovery, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for cultural materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Archaeologist. If phone communication is problematic, the monitor will demarcate a 50-ft buffer zone around the specimen using flagging pins until the find is assessed and potential impacts to archaeological resources are avoided, minimized, or mitigated.

D. Unanticipated Discovery Protocol
If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Archaeologist shall assess the significance of such resources and shall meet and confer with the City Development Services Department and designated Native American monitors from consulting tribes regarding the mitigation for such resources.

E. Data Recovery Plan for Archaeological Resources
The following plan identifies protocol for assessing newly discovered resources. This section follows state guidelines for management of archaeological resources, as well as current best practices and industry standards for cultural resource management professional. Please note that when inadvertent discoveries of Native American archaeological resources occur, coordination with consulting Native American tribes/affiliations should be completed prior to removal or treatment of these resources, to ensure proper treatment and disposition, as outlined in Mitigation Measures TCR-3. The Project Archaeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits.

F. Isolates
Less than three artifacts in one location are defined as isolates. These may consist of, for example, a single projectile point, a culturally modified animal bone, or a glass bottle. When isolates are discovered, the monitor carefully examines the surrounding area to ensure that other artifacts are not present. Subsequently, the monitor photographs the isolate with a scale bar, obtains GPS coordinates of the location and records the isolate using standard California Department of Parks and Recreation (DPR) series 523 forms.

I. Archaeological Sites
Archaeological sites consist of more than three artifacts in one location. In addition, sites may have features such as rock ovens, burials, and other human-created alterations of the natural environment - with or without the presence of artifacts. Sites and features require evaluation to determine if they meet significance criteria as per CEQA. An archaeological site is considered significant if it is eligible or potentially eligible for listing in the CRHR. When an archaeological site is discovered during any Project activity, the archaeological monitor will divert construction away from the area at a minimum distance of 50 ft from the find and establish

an exclusionary zone (flagging pins/tape) around the resource. The archaeological monitor(s) will then notify the Project Archaeologist for direction on how to proceed. Regardless of the outcome of the significance and CRHR eligibility assessment, every feature and site require a standard set of data collection for analysis and recordation on standard DPR forms. Features or sites older than 50 years must be delineated and photographed, GPS coordinates must be taken, and features and site records are completed including production of field maps and sketch map drawings. Thorough mapping is required for all features or sites, and include an accurate elevation measurement, the depth the deposit extends below surface and true north reading.

Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository, at the Western Science Center in Hemet. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. All items found in association with Native American human remains shall be considered grave goods and sacred in origin and subject to special handling pursuant to Mitigation Measure TCR-4.

Mitigation Measure CUL-7: Human Remains. Procedures taken upon discovery of human remains will be consistent with State Law (California Health and Safety Code Section 7050.5; California PRC Section 5907.98) and CR-3. If human remains are encountered during project grading, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The monitor(s) will immediately divert work a minimum of 100 feet and place an exclusion zone (flagging pins) around the burial. In-place preservation and protection from further disturbance shall always be the preferred approach. If the San Bernardino County Coroner determines the remains to be Native American, the NAHC shall be contacted within a twenty-four (24) hour timeframe. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant (MLD) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98. According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052).

If the coroner determines the remains represent a historic-era, non-Native American burial, standard non-invasive analysis of the skeletal remains and any artifacts will be performed on any burials removed. Reburial in place is preferred, but if burials are removed, they will be reinterred in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Reburial locations will be formally recorded on standard DPR forms as an Archaeological Redeposit. The site record will include maps of the original and reburial locations. The record will include dates of excavation and interment and a list of individuals (with affiliation) present during reburial. A burial treatment report will be prepared separately from any other reports and will be a confidential document. Copies will be filed with the Eastern Information Center, the MLD and the NAHC (latter two for Native American burials only). Any skeletal analysis or artifact analysis will be included in the final monitoring compliance report for the Project.

Mitigation Measure CUL-8: Monitoring Compliance Report. The Project Archaeologist shall prepare a final archaeological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard

guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any artifacts recovered, an inventory of any resources recovered, updated DPR forms, if any, and any other site(s) identified, final disposition of the resources, and any additional recommendations. A final copy shall be submitted to the City of Redlands Development Services Department and the South Central Coast Information Center (SCCIC).

Mitigation Measure CUL-9: Curation of Archaeological Resources. All archaeological materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation and Monitoring Program.

The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as further stipulated in Mitigation Measures TCR-3 and TCR-4.

Arrangements for long-term curation of all recovered artifacts, with the exception of tribal cultural resources, must be established between the applicant/property owner and the consultant prior to the initiation of the Phase 2 Archaeological Site Testing Program. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79.

Cultural Resources Cumulative Findings: The Project would not result in cumulative impacts related to cultural resources (Draft EIR at pp 5.3-14 through 5.3-15).

Facts in Support of Findings:

Historic Resources

Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal and state laws and regulations protect historical resources when feasible. However, it is not always feasible to protect historical resources, particularly when an historic building has deteriorated beyond repair. For this reason, the cumulative effects of development on historical resources from cumulative projects in the region are considered significant.

However, the proposed TVSP requirements and special use restrictions include provisions related to preservation of historic resources, as described above. In addition, projects within the TVSP area are required to adhere to the City of Redlands Historic Architectural Design Guidelines, described previously. Furthermore, implementation of PPP CUL-1 would avoid demolition of historically significant structures and would ensure that adaptive reuse of historically significant structures comply with Secretary of the Interior Standards and thereby protect the historic integrity of the structure's façade. Furthermore, Mitigation Measure CUL-1 requires preparation of historical resource analyses for future developments that have the

potential of impacting a building over 50 years in age. Thus, with the application of PPP CUL-1 and Mitigation Measure CUL-1, and the applicable Specific Plan design criteria, the proposed Project's contribution to the cumulative effect to historic resources in the region would be less than cumulatively considerable.

Archaeological Resources

As described above, there is a possibility that ground-disturbing activities during future construction may uncover or disturb unknown archaeological resources. However, the Project has included Mitigation Measures CUL-2 through CUL-9 that would reduce the potential impact to unknown resources. The likelihood of uncovering multiple currently unknown resources within the previously developed area that is sufficient to create a significant cumulative impact is low given the built nature of the TVSP area and few archaeological resources that have been found in the area to date. Thus, the cumulative effects of development on archaeological resources from implementation of the proposed Project in combination with other projects would be less than significant.

D. Geology & Soils

Impact GEO-6 Finding: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Draft EIR at p. 5.5-3). Impacts are less than significant with mitigation.

Facts in Support of Findings:

Unique Geologic Feature

Notable geological features in the Valley Region of San Bernardino County include the San Andreas Fault at the southwest foot of the San Bernardino Mountains, the San Jacinto Fault at the southwest edge of the San Bernardino Basin, and the Cucamonga Fault at the southern foot of the San Gabriel Mountains. However, there are no unique geological features in the vicinity of the Specific Plan Area (PlaceWorks, 2019). As such, construction of implementing projects pursuant to the TVSP would not result in impacts to unique geologic features.

Paleontological Resources

The paleontological record search did not yield any fossil localities within the Specific Plan Area and no fossil localities within one mile of the Specific Plan Area. However, nine fossil localities from similar sedimentary deposits have been recorded within a 70-mile radius of the Specific Plan Area. The closest fossil locality from the LACM Records Search is LACM IP 437, located approximately 20-miles east of the Specific Plan Area. The locality came from an unknown Pleistocene formation and consisted of invertebrates at an unknown depth. Additional literature was consulted, including the University of California Museum of Paleontology (UCMP)'s Miocene Mammal Mapping Project (MioMap), resulting in eight fossil localities from the San Timoteo Formation located approximately five miles south-southeast of the Specific Plan. These eight localities are the closest fossils to the Specific Plan Area. Additionally, 11 localities from the San Timoteo Formation and 13 localities from the Mount Eden Formation are located approximately 13 to 18 miles southeast of the Specific Plan Area, near the city of Beaumont (MCC 2022).

Additionally, Older Quaternary alluvium, similar to the old alluvial-fan and very old axial-valley deposits mapped within the Specific Plan Area, have produced significant Pleistocene fossils throughout Southern California. While the younger deposits typically do not contain significant fossils within the uppermost layers, it is likely they are underlain by older Quaternary deposits and, potentially, Plio-Pleistocene San Timoteo Formation. Therefore, excavations have the potential to impact paleontologically sensitive sediments throughout the Specific Plan Area (both at the surface and in the subsurface) and potentially destroy the fossil resources contained within. Therefore, Mitigation Measure GEO-1 is included to require preparation

of paleontological resources management program (PRMP) for future projects that propose subsurface disturbance greater than five feet deep within areas mapped as low sensitivity or any subsurface disturbance within an area mapped as a high sensitivity geologic unit. With implementation of Mitigation Measure GEO-1, impacts related to paleontological resources would be less than significant.

Mitigation Measures:

Mitigation Measure GEO-1: Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within an area mapped as a high sensitivity geologic unit (i.e., older alluvial deposits), or subsurface disturbance greater than 5 feet deep within an area mapped at the surface as a low sensitivity geologic unit (i.e., younger alluvial deposits), a paleontological resource management program (PRMP) is required unless a qualified paleontologist retained by a Project Proponent provides a letter to the City verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP will be reviewed and approved by the City prior to the issuance of a grading permit. The PRMP will be designed and implemented prior to any ground disturbance activities to monitor, salvage, and curate any recovered fossils associated with the project area, should these be unearthed. It is recommended that, if necessary, a project's PRMP implement the following standard procedures:

1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities. As per Society of Vertebrate Paleontology (SVP) guidelines, a qualified paleontological monitor is an individual who has demonstrated sufficient paleontological training and field experience to have acceptable knowledge and experience of fossil identification, salvage and collection methods, paleontological techniques, and stratigraphy. An undergraduate degree in geology or paleontology is preferable but is less important than documented experience performing paleontological monitoring. The paleontological monitor must work under the direction of the Project Paleontologist.

2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

    a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable.

    b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains.

e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate.

f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions.

A. Pregrading Conference

The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils.

B. Paleontological Monitoring

Paleontological monitoring of earthmoving activities within older Quaternary alluvial deposits will be initially conducted on a full-time basis, and earthmoving activities below five feet within younger Quaternary alluvial deposits will be conducted on a part-time (spot-checking) basis by the paleontological monitor. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request.

C. *Monitor's Authority to Temporarily Halt Project Activities*

Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 50-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated.

D. Data Recovery Plan for Paleontological Resources

If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. Scientifically significant fossils of microscopic size consisting of vertebrates, invertebrates, plants, or trace fossils, may be in sediments that produce significant finds. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality.

Construction activities shall continue outside of a 50-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes.

F. Monitoring Compliance Report

The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations.

G. Curation of Paleontological Resources

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Development Services Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks.

At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.

Paleontological Resources Cumulative Findings: The Project would not result in cumulative impacts related to paleontological resources (Draft EIR at p. 5.5-4).

Facts in Support of Findings: Impacts to paleontological resources are also site-specific rather than cumulative. Soils within the Valley Region of San Bernardino County, including the Specific Plan Area, are sensitive for paleontological resources. However, with incorporation of Mitigation Measure GEO-1, which protects paleontological resources from loss or destruction and requires that new development within the Specific Plan Area include appropriate measures to preserve the quality and integrity of these resources, avoid them when possible, and salvage and preserve them if avoidance is not possible, cumulative impacts would be less than significant.

E. Greenhouse Gas Emissions

Impact GHG-2 Finding: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Draft EIR at p. 5.6-10). Impacts are less than significant with mitigation measures.

Facts in Support of Findings:

Construction

Construction activities would occur at different sites throughout the TVSP area through the Plan's estimated 18-year build out. The site-specific development projects that would occur pursuant to the TVSP would be temporary at any one location, but numerous site-specific development projects are anticipated to occur pursuant to buildout of the proposed TVSP. Construction of site-specific development projects would create new sources of GHG and could contribute to global climate change. Construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Total estimated construction related GHG emissions from build out of the proposed TVSP were amortized over 30 years per SCAQMD methodology and would equal approximately 554.66 MT/yr CO_2E per year.

Operation

Long-term operations of uses included in the TVSP would generate GHG emissions from the following primary sources:

Area Source Emissions. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.

Energy Source Emissions. GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

Mobile Source Emissions. The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the TVSP area, truck trips associated with the proposed uses, and trips related to residential uses. Trip characteristics from the Trip Generation (Appendix H) were utilized to quantify the GHGs from operation of the TVSP at buildout.

Water Supply, Treatment, and Distribution. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project water demand.

Solid Waste. The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. For purposes of analysis, CalEEMod default parameters were used in modeling GHGs from Project generation of solid waste.

Service Population. Based on the 2035 General Plan estimates of 2.65 persons per household, buildout of the TVSP would generate approximately 6,421 people; and the estimate of 1 employee per 500 square feet would generate 1,039 employees, which would result in a total service population of 7,460. Construction and operation of the Project would generate a CO2e per service population of 2.84, which would not exceed the threshold of 4.0. Thus, operational impacts would be significant. Additionally, Mitigation Measure AQ-7 would be implemented to require development projects in the TVSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-8 would require enhanced water conservation for TVSP development projects. These measures are designed to reduce Project operational-source emissions of GHGs. However, it should be noted that there is no way to quantify these reductions in the CalEEMod. Therefore, to provide a conservative disclosure of Project emissions, no reductions in emissions are assumed to occur even with implementation of the below measures. As the Project total GHG emissions per service population would not exceed the screening threshold of 4.0 $MTCO_2e$ per service population per year, Project related GHG emissions would be less than significant.

Mitigation Measures:

Mitigation Measure AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Mitigation Measure AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline

water demand (total expected water demand without implementation of the Water Conservation Strategy)[1]. Development proposals within the TVSP area shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
- Use of recycled water when available.

Greenhouse Gas Emissions Cumulative Findings: The Project would not result in cumulative impacts related to greenhouse gas emissions (Draft EIR at p. 5.6-20).

Facts in Support of Findings: GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a TVSP in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated GHG emissions from development and operation of the proposed TVSP at buildout would not exceed the service population threshold of 4.0 MTCO2e per year. Therefore, the contribution of the TVSP to significant cumulative GHG impacts is less than significant and not cumulatively considerable.

F. Noise

Impact NOI-1 Finding: The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Draft EIR at p. 5.10-19). Impacts are less than significant with mitigation.

Facts in Support of Findings:

Construction

The timing of development and various construction activities pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with

[1] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer and include different project specific construction activities.

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach noise levels ranging from approximately 68 dBA to more than 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e., construction equipment).

Section 8.06.090(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and not on Sundays and Federal holidays. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. Therefore, in order to determine if construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria threshold detailed above has been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at a sensitive receiver, such as a residence.

Because the TVSP includes development of residential uses and existing residential units are located throughout the TVSP area, construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors, and temporary intermittent construction noise impacts could occur. Therefore, Mitigation Measures NOI-1 through NOI-4 have been included to provide construction measures to reduce potential impacts to a less than significant level.

Operation

Ambient Traffic Noise Impacts to Proposed Sensitive Receptors. The proposed TVSP would consist of infill and redevelopment of new mixed uses, including residential, within the Project area. The primary source of noise impacts to the new development within the TVSP would be from the Arrow commuter rail line, and traffic-related noise from the I-10 Freeway, and key arterial roadways such as New York Street, Eureka Street, Orange Street, Church Street, Grove Street, Judson Street, Colton Avenue, Park Avenue, Redlands Boulevard, State Street, and Citrus Avenue.

New noise sensitive land uses adjacent to the Arrow commuter rail line, the I-10 Freeway and these key arterial roadways would experience future unmitigated exterior noise levels greater than 65 dBA CNEL, which represents normally incompatible for residential uses based on the General Plan Noise/Land Use Compatibility Matrix. Therefore, based on the proximity of future noise sensitive land uses, traffic-related noise impacts at future residential uses within the TVSP would be potentially significant and require noise mitigation to reduce potential impacts to less than significant level. Mitigation Measure NOI-5 requires that prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the General Plan 60 dBA CNEL exterior noise level standard, such as through an acoustical analysis.

Interior Noise Impacts to Proposed Sensitive Receptors. The proposed TVSP would consist of infill and redevelopment of lands within the Project area that would provide new residential units that could be within mixed-use buildings adjacent to an arterial roadway or the Arrow commuter rail line.

Typical building construction provides a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." The use of central air conditioning provides noise reduction benefits by permitting windows to kept closed. Typical noise reducing construction methods include: 1) weather-stripped solid core exterior doors; 2) upgraded dual glazed windows; 3) mechanical ventilation/air conditioning; and 4) exterior wall/roof assembles free of cut outs or openings. Each of these

methods are included in State Title 24 construction standards that are verified as implemented by the City during the construction permitting process.

Because the exterior noise levels from future noise sensitive land uses adjacent to the arrow commuter rail line, the I-10 Freeway and key arterial roadways exceed 60 dBA CNEL, detailed interior noise analysis based on site-specific architectural floor plans and elevations would be required for future developments that include residential uses to satisfy the City of Redlands General Plan Noise Element, Table 7-11, 45 dBA CNEL interior noise level standard for residential dwelling units. Therefore, Mitigation Measure NOI-6 is included to require new development projects to demonstrate compliance with the 45 dBA CNEL interior noise level standard, such as through provision of an acoustical analysis, to ensure that impacts would be less than significant.

Non-Residential Noise Generation. Implementation of the proposed TVSP would include a combination of noise sources related to the proposed residential, commercial, recreation, and other uses included in the TVSP. Buildout of the TVSP would result in noise sources that would include air conditioning units, loading dock activities, parking lots, trash enclosures, and outdoor activities in park and recreation areas. These Project-related noise sources are consistent with existing noise sources observed in the TVSP area. However, new operation of non-residential uses developed pursuant to the TVSP could result in nuisance noise source activity that could increase the ambient noise levels at sensitive receptors. Therefore, Mitigation Measure NOI-7 is included to ensure future project compliance with Municipal Code Section 8.06.090(F), through conduct of a noise impact analysis, which would ensure that operational noise impacts would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-1: Construction Equipment: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.

Mitigation Measure NOI-2: Construction Staging: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.

Mitigation Measure NOI-3: Construction Noise Levels: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall demonstrate that all construction activity within the TVSP will satisfy the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g., residential).

Mitigation Measure NOI-4: Construction Noise Barriers: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the TVSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall:

- Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;

- Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and
- Be removed and the site appropriately restored upon the conclusion of the construction activity.

Mitigation Measure NOI-5: Residential Exterior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 60 dBA CNEL exterior noise level standard as defined by Table 7-11 of the City of Redlands General Plan Healthy Community Element through preparation of an acoustical analysis. The outdoor environment is limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area as intended by the General Plan Healthy Community Element.

Mitigation Measure NOI-6: Residential Interior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 45 dBA CNEL interior noise level standard as defined by Table 7-11 of the General Plan Healthy Community Element and by Title 24, Part 2, of the California Building Code through preparation of an acoustical analysis.

Mitigation Measure NOI-7: Non-Residential Developments: Prior to the issuance of a building permit for a non-residential development within the TVSP that has the potential to impact noise sensitive residential land uses, the project plans and specifications shall demonstrate compliance with Municipal Code Section 8.06.090(F).

Impact NOI-2 Finding: The Project would not generate excessive groundborne vibration or groundborne noise levels (Draft EIR at p. 5.10-21). Impacts are less than significant with mitigation.

Facts in Support of Findings:

Construction

Construction activities for the infill and redevelopment projects that would occur pursuant to the TVSP are anticipated to include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. Vibration impacts from these construction activities would typically be created from the operation of heavy off-road equipment. Because the TVSP includes development of residential uses and existing residential units are located throughout the TVSP area, construction of new developments pursuant to the TVSP that are infill and redevelopment projects could occur adjacent to sensitive receptors.

As described previously Section 8.06.090(F) of the City's Municipal Code limits construction to occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, which also limits the time that construction vibration could occur. Also, Section 8.06.020 identifies the vibration threshold as 0.01 in/sec RMS.

Draft EIR Table 5.10-8 lists that anticipated construction related vibration levels at distances ranging from 25 to 150 feet from construction activity. As shown, construction vibration levels would range from 0.004 to 0.063 in/sec RMS that would exceed the perceptible vibration threshold of 0.01 in/sec RMS at distances of less than 100 feet. Therefore, Mitigation Measures NOI-8 and NOI-9 are included to reduce potential vibration impacts to below the vibration threshold of 0.01 in/sec RMS, which would reduce impacts to a less than significant level.

Operation

The proposed Project would consist of infill and redevelopment within the TVSP with new residential, commercial, and mixed-use projects. The on-going operation of these types of land uses do not include the operation of any vibration sources other than typical onsite vehicle and truck operations. Therefore, impacts related to operational vibration would be less than significant.

Mitigation Measures:

Mitigation Measure NOI-8: Construction Vibration: Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Redlands Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project Applicant/Developer shall demonstrate compliance with Municipal Code, Section 8.06.020 vibration perception threshold as 0.01 inches per second (in/sec) RMS.

Mitigation Measure NOI-9: Construction Vibration Near Fragile Historic: Any site-specific development project within 25 feet of an extremely fragile historic building shall engage a qualified structural engineer to conduct a pre-construction assessment of the structural integrity of the nearby historic structure(s) and submit evidence to the City of Redlands Building and Safety Division detailing that the operation of vibration-generating equipment associated with the new development would not result in structural damage to the adjacent historic building(s). If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required.

Noise Cumulative Findings: The Project would not result in cumulative impacts related to noise (Draft EIR at pp. 5.10-22 through 5.10-23).

Facts in Support of Findings: Buildout of the TVSP in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Municipal Code Section 8.06.090(F) requires construction activities to not occur within the hours of 6:00 p.m. and 7:00 a.m. on weekdays or anytime on Sundays and federal holidays. Also, construction noise and vibration are localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to TVSP construction activity. As the timing of development and various construction activities pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer. Thus, its currently unknown if construction projects would occur adjacent to one another. However, implementation of the construction and vibration mitigation measures provided herein would reduce the potential of noise and vibration levels from different construction projects combining to become cumulatively considerable to a less than significant level. Therefore, with implementation of mitigation, cumulative noise and vibration impacts associated with construction activities would be less than significant.

Development anticipated by the TVSP in combination with other nearby projects would result in an increase in ambient noise. However, all development projects would be subject to the operational noise standards established by the General Plan and Municipal Code, which would ensure that noise from new uses in the TVSP area would stay below City standards and therefore not combine with other development projects to be cumulatively significant. Thus, operational noise from new land uses in the proposed Specific Plan area would result in less than significant cumulative noise impacts.

Also, as described above, the TVSP area is located outside of the 60 dBA CNEL noise contour boundaries of the San Bernardino International Airport, and developments within the proposed TVSP area would not result in exposure of people residing or working in the area to excessive noise levels from operation of an airport and would not result in an impact that could cumulatively combine. Hence, cumulative impacts related to airport noise would not occur.

G. Tribal Cultural Resources

Impact TCR-1 Finding: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (Draft EIR at p. 5.15-5). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Mill Creek Zanja, which is considered a tribal cultural resource by multiple area tribes, is listed on the California Register of Historical Resources and the National Register of Historic Places (MCC 2022). SB 18 and AB 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on TCRs. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). The NAHC's Sacred Lands File search was positive for sacred lands within 0.5-mile of the TVSP area, and the City sent letters to Native American Tribes notifying them of the proposed Project in accordance with SB 18 and AB 52. In response, San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians, California Native American tribes, requested consultation and the City of Redlands met with representatives of the San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians. The Mill Creek Zanja was identified as a tribal cultural resource during the consultation. Due to the presence of portions of the Mill Creek Zanja within the TVSP area, the Soboba Band of Luiseño Indians described that there is a potential of encountering historic and prehistoric resources near the Zanja.

Implementation of the proposed TVSP would not directly result in physical construction that could impact tribal cultural resources. However, development and redevelopment projects pursuant to the TVSP could involve grading and excavation to greater depths than previously undertaken that could disturb unknown buried TCRs. Thus, Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4 are required for implementing projects and would reduce the potential for tribal cultural resources to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

Mitigation Measures:

Mitigation Measures CUL-2 through **CUL-9**, as listed previously.

Mitigation Measure TCR-1: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, for any ground disturbing activities within 300 feet of the Mill Creek Zanja, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) and tribal monitoring shall be required. In this case, the ARMP should include the following, at a minimum:

- At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring

experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor and a Native American monitor from the consulting tribe(s) have been retained. Archaeological monitors will report to the project Archaeologist for the project and may work in collaboration with Native American monitors from consulting tribes. The project Archaeologist shall meet the U.S. Secretary of the Interior Standards.

- Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation.
- The project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:

  a. Project grading and development scheduling;

  b. The development of a schedule in coordination with the permittee/owner, consulting Native American tribes, and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,

  c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to an archaeological resources evaluation.

- A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.

Mitigation Measure TCR-2: Inadvertent Discovery of Tribal Cultural Resources. In the event that Native American tribal cultural resources are inadvertently discovered during the course of grading for any project being developed under the Transit Villages Specific Plan, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process. Construction staff should also be provided with cultural sensitivity training, including identification of possible in situ tribal cultural resources.

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Redlands with evidence of same:

a. Accommodate the process for onsite reburial of the discovered items with the interested Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.

b. A curation agreement with an appropriate qualified repository within San Bernardino County or Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The

collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County or Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the Project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum (or similar appropriate qualified repository able and willing to accept the tribal cultural resources) by default.

d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City of Redlands documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grading meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Redlands, CHRIS, and consulting tribe(s).

Mitigation Measure TCR-3: Treatment and Disposition of Tribal Cultural Resources. In the event that tribal cultural resources, including historic and pre-contact materials, are discovered during the course of ground disturbance for any project being developed under the Transit Villages Specific Plan, the following procedures shall be implemented:

1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by an archaeologist meeting the Secretary of the Interior's standards. Work on the other portions of the project, outside of the buffered area, may continue during this assessment period.

2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s).

3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s).

4. Treatment and Final Disposition: The Applicant shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains discovered during construction of the proposed project. The Applicant shall relinquish the cultural resources through one or more of the following methods and provide the City of Redlands with evidence of same:

a. Accommodate the onsite reburial of the discovered cultural resources in consultation with the consulting Native American tribe(s) or band(s). The reburial area shall be protected from any future impacts. All reburials are subject to a reburial agreement that shall be developed between the landowner and the consulting tribes outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis-a-vis project plans, conservation/preservation easements, etc.). Reburial shall not occur until all cataloguing and recordation have been completed.

b. In the event that reburial is infeasible, and/or if more than one Native American tribe or band is involved with the proposed project and cannot come to a consensus as to the disposition of cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated. The landowner shall relinquish all ownership and rights to this material and confer with the consulting tribes to identify an American Association of Museums (AAM)-accredited

facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility.

c. Within 60 days following the completion of ground-disturbing activities, a Monitoring Compliance Report shall be submitted to the City of Redlands. The Monitoring Report shall document monitoring activities conducted by the Project Archaeologist and Native Tribal Monitor(s) including: any impact to cultural resources discovered on the project site; how each mitigation measure was fulfilled; the type of cultural resources recovered and the disposition of such resources; evidence of completion of pre-grading cultural sensitivity training required for the construction staff; and daily/weekly monitoring notes from the archaeologist in a confidential appendix. The Monitoring Compliance Report shall be submitted to the City of Redlands, the South Central Coastal Information Center, and the consulting tribe(s).

Mitigation Measure TCR-4: Discovery of Human Remains. In the event that human remains are encountered on any project site of any project being developed under the Transit Villages Specific Plan, the construction contractors, Project Archaeologist, and designated Native American Tribal Monitor (if any) shall immediately stop all work within 100 feet of the discovery. The Applicant shall immediately notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). State Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center and/or NAHC.

According to the California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Sections 5097.98(e) and 5097.94(k)).

Impact TCR-2 Finding: The Project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe (Draft EIR at p. 5.15-6). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Specific Plan is located in an urbanized area; however, future site-specific development projects pursuant to the Specific Plan could involve grading and excavation to greater depths than previously undertaken that could disturb buried archaeological resources, including tribal cultural resources. Thus, Mitigation Measures CUL-2 through CUL-9 are included to reduce the potential for

archaeological resources, which include tribal cultural resources, to be impacted during earthmoving activities and provides for preservation of any identified resources. Furthermore, as a result of SB 18 and AB 52 tribal consultation, Mitigation Measures TCR-1 through TCR-4 are included to require tribal monitoring for sites that are sensitive for tribal cultural resources and provisions for inadvertent discoveries of tribal cultural resources. With implementation of Mitigation Measures CUL-2 through CUL-9 and TCR-1 through TCR-4, impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

Mitigation Measures:

Mitigation Measures CUL-2 through **CUL-9**, as listed previously.

Mitigation Measures TCR-1 through **TCR-4**, as listed previously.

Tribal Cultural Resources Cumulative Findings: The Project would not result in cumulative impacts related to tribal cultural resources (Draft EIR at p. *5.15-7*).

Facts in Support of Findings: The cumulative study area for tribal cultural resources includes the Southern California region, which contains the same general tribal historic setting of the Gabrieleño, Cahuilla, and Serrano, as detailed previously in Section *5.15.3, Environmental Setting*. Other projects in the vicinity of the TVSP area would involve ground disturbances that could reveal buried TCRs.

As described above, there is a possibility that ground-disturbing activities in native soils may uncover or disturb unknown tribal cultural resources. However, the Project has included Mitigation Measure CUL-1 and TCR-1 through TCR-4 that would reduce the potential impact to unknown resources, and cumulative development would be required to undergo environmental review, which would establish requirements for avoidance or mitigation of impacts potential resources. Thus, the cumulative effects of development on tribal cultural resources from implementation of the proposed Specific Plan in combination with other projects would be less than significant.

H. Utilities and Service Systems

Water

Impact UT-1 Finding: The Project would not require or result in the relocation or construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects (Draft EIR at p. *5.16-5*). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Specific Plan would redevelop the 947-acre TVSP area with residential, commercial, office, and hotel uses, which is currently served by the MUED's water infrastructure. As discussed above, the Specific Plan contains multiple water pipelines ranging in size from 1-inch to 36-inches in diameter. These water pipelines currently provide water supplies to the Specific Plan and surrounding adjacent areas. However, the Specific Plan's projected water demand increase of 639 AFY would require upgrades to some of the existing water mains in the TVSP area due to insufficient transmission capacity for the water demands or required fire flow at buildout of the TVSP. To accommodate the increase in capacity, buildout of the TVSP would include construction of the following potable water main upgrades:

- Upgrading the existing water main in Colton Avenue to a 12-inch main between Texas Street and Orange Street
- Upgrading the existing water main in Stuart Avenue to a 12-inch main west of Texas Street

- Upgrading the existing water main in Eureka Street to a 12-inch water main between Oriental Avenue and Redlands Boulevard
- Upgrading the existing water main in Redlands Boulevard to a 12-inch water main between Orange Street and Sixth Street
- Upgrading the existing water main on Ninth Street to an 8-inch water main between E. Central Avenue and State Street
- Upgrading the existing water main on Church Street to a 12-inch water main between Colton Avenue and Citrus Avenue
- Upgrading the existing water main on University Street to a 12-inch water main between Colton Avenue and E. Central Avenue
- Upgrading the existing water main on E. Central Avenue to a 12-inch water main between University Street and Judson Street

These improvements are consistent with MUED's 1981 Water Master Plan and would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP. Additionally, buildout of the TVSP would include the installation of new 12-inch non-potable waterlines in New York between Colton Avenue and State Street that would connect to future non-potable pipelines, ultimately connecting to the existing non-potable pipeline in Lugonia Avenue. The Project proposes to install a new 8-inch non-potable waterline in Orange Street and Redlands Boulevard that would connect to a proposed non-potable pipeline in State Street, ultimately connecting to the proposed non-potable pipeline in New York Street, and the Project would include a new 8-inch non-potable line in University Street and Colton Avenue that would connect to the existing non-potable line in Colton Avenue. The Project also proposes the construction of various other new non-potable waterlines.

The new onsite water systems would convey potable and non-potable water supplies to the proposed residential, commercial, office, and hotel uses, and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite water infrastructure and new connections to the water system that could include improvements to aged water pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the water demand of such new development.

Under the City's development review procedures for site-specific development projects, the City determines water system design requirements and the needs for any improvements to existing infrastructure that would be required by the TVSP and Water Master Plans. Needed improvements would be referenced directly in the design plans for the proposed development to assure adequate capacity. The water design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) regarding requirements for design and operation of water distribution facilities.

The construction of any needed water system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way and would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4.. These requirements would ensure that construction related impacts remain less than significant. As a result, potential impacts related to build out of

the proposed TVSP would not result in construction of new or expanded wastewater facilities that could result in a significant environmental effect, and impacts would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-10**, **CUL-1** through **CUL-9**, **GEO-1**, **NOI-1** through **NOI-4**, **NOI-8** through **NOI-9, and TCR-1** through **TCR-4**, as listed previously.

Impact UT-2 Finding: The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years (Draft EIR at p. 5.16-6). Impacts are less than significant with mitigation.

Facts in Support of Findings: The Project would redevelop the 947-acre TVSP area with an additional 2,400 residential dwelling units, 265,000 SF of commercial retail uses, 238,000 SF of office uses, 220 hotel rooms, and approximately 280,000 SF of open space. The Water Supply Assessment (WSA) prepared for the Specific Plan estimated the Proposed Project's water demands using the developed acreage attributed to each use type (including landscape irrigation and parking area requirements). The total developed area was prorated based on the building square footage for each use type. Water demands were then estimated for the Project using land use-based water demand factors from the City of Redlands' "Water and Sewer Demands Spreadsheet". The land use demand factors are applied to gross estimated acreage for each land use.

The proposed Specific Plan would result in a total demand of 1,996 AFY by the year 2040, which would be a 639 AFY increase in comparison to the current TVSP area water demands from existing development within the TVSP area. The MUED's 2020 UWMP assumed that the MUED's total water supply would increase from 28,098 AF in 2020 to 35,544 AF in 2045, which constitutes an increase of 7,446 AF. Additionally, the projected MUED normal year water demand would increase from 26,866 AF in 2020 to 30,908 AF in 2045.

The UWMP assessed the projected water demand and supply in the service area and concluded that MUED has an adequate water supply to meet all demands within its service area to 2045. As shown in Draft EIR Table 5.16-4, the Project's additional demands of 639 AFY is less than the assumed increase in demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2045 projected demands for the MUED. Additionally, implementing projects in the TVSP area would be required to implement Mitigation Measure AQ-8, which requires projects to incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, recycled water, and implementation of Mitigation Measure AQ-8, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for MUED's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

Mitigation Measures:

Mitigation Measure AQ-8, as listed previously.

<u>Wastewater</u>

Impact UT-3 Finding: The Project would not require or result in the relocation or construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. (Draft EIR at p. 5.16-10). Impacts are less than significant with mitigation.

Facts in Support of Findings: The TVSP area contains a network of sewer lines that range from 6-inches to 48-inches in diameter and operate well within capacity. Buildout pursuant to the TVSP would result in an increase of wastewater flows within the TVSP area. To accommodate the increase in wastewater flows, buildout of the TVSP would include construction of the following wastewater upgrades:

- Replacing the 8-inch sewer in University Street from Park Avenue to the I-10 Freeway with a new 12-inch sewer (or adding an additional 8-inch sewer line)
- Replacing the 15-inch sewer in Citrus Avenue from Central Avenue to Church Street with a new 18-inch sewer (or adding an additional 8-inch sewer line)
- Adding a new 12-inch sewer line in State Street from Eureka Street to First Street, then north on First Street to Redland Boulevard, then west on Redlands Boulevard to Texas Street.

These improvements would be evaluated on an as needed, project-by-project basis as development occurs pursuant to the TVSP. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite sewer infrastructure and new connections to the sewer system that could include improvements to aged sewer pipelines and other connecting infrastructure. Such improvements would be required to be sized to accommodate the wastewater generation of such new development.

Under the City's development review procedures for site-specific development projects, the City determines sewer system design requirements and the needs for any improvements to existing infrastructure that would be required by the City's construction permit and referenced directly in the design plans for the proposed development to assure adequate capacity. The sewer design specifications for each site-specific development project would be required to comply with City standards (per the California Building Code) regarding requirements for design and operation of sewer collection facilities.

The construction of any needed wastewater system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way and would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. These requirements would ensure that construction related impacts remain less than significant. As a result, potential impacts related to build out of the proposed Specific Plan would not result in construction of new or expanded wastewater facilities that could result in a significant environmental effect, and impacts would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-10**, **CUL-1** through **CUL-9**, **GEO-1**, **NOI-1** through **NOI-4**, **NOI-8** through **NOI-9**, **and TCR-1** through **TCR-4**, as listed previously.

Stormwater

Impact UT-5 Finding: The Project would not require or result in the relocation or construction of new drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. (Draft EIR at p. 5.16-14). Impacts are less than significant with mitigation.

Facts in Support of Findings: The majority of the TVSP area is fully developed. However, there are multiple vacant parcels within the TVSP area. As such, buildout pursuant to the TVSP could result in a greater amount of impermeable surfaces within the TVSP area. The TVSP Infrastructure Plan includes improvements to divert flows away from undersized segments of the existing drainage system, such as the undersized Zanja channel

through the University Transit Village, and the undersized Mission Creek channel through the New York Street/Esri Transit Village, among other flood-related strategies, in line with the strategies set forth by the 2014 Redlands Master Plan of Drainage. While the TVSP does not include specific drainage system improvements, the TVSP includes multiple recommendations related to drainage improvements within the TVSP area including:

- Preparing and processing a Letter of Map Revision based on hydrologic modeling included as Appendix A to the TVSP in order to remove approximately 155 properties from being subject to the City's Floodplain Regulations
- Implement the 2014 Master Plan of Drainage (MPD) Alternative 1 for the Downtown Village
- Explore opportunities to implement a diversion drainage system that intercepts Zanja channel flows near or east of North Grove Street, where it would be conveyed parallel to the Zanja and be discharged into the Zanja upstream of the I-10 underpass
- Increase the size of the Zanja at the Kansas Street, New York Street, and Tennessee Street crossings to increase flow capacity.

Development under the TVSP would allow for redevelopment of the TVSP area that could result in the generation of increased stormwater volumes in areas that are currently largely pervious. Increased flows could in turn create a need for new infrastructure in order to accommodate infiltration of stormwater or to convey stormwater to detention basins to prevent flooding, particularly where there are already stormwater capacity problems, such as the Downtown Village. Development under the TVSP would largely focus on infill development, allowing future projects to take advantage of the existing stormwater drainage infrastructure. In most cases, parcels that may be developed or redeveloped within the TVSP area are already disturbed or developed with impervious surfaces, and future development would be unlikely to significantly increase runoff.

Stormwater drainage improvements would be evaluated on a project-by-project basis as development occurs pursuant to the TVSP and the 2014 Master Plan of Drainage. Implementation of development projects pursuant to the TVSP would increase the intensity of land uses within the TVSP area, and future site-specific development projects would install onsite stormwater drainage infrastructure and new connections to the existing stormwater drainage system. Such improvements would be required to be sized to accommodate the stormwater generation of such new development.

Under the City's development review procedures for site-specific development projects, the City determines stormwater system design requirements and the needs for any improvements to existing infrastructure that would be required by the City's construction permit and referenced directly in the design plans for the proposed development to assure adequate capacity. The stormwater system design specifications for each site-specific development project would be required to comply with City standards and implementing projects would be required to prepare a Water Quality Management Plan (WQMP).

The construction of any needed drainage system improvements as part of future site-specific development projects under the proposed Specific Plan would generally occur from project sites to existing connection points in roadway rights-of-way. Additional, large-scale stormwater drainage improvements pursuant to the 2014 Redlands Master Plan of Drainage and implementing project site-specific stormwater drainage improvements would be required to comply with all Redlands Municipal Code standards and Draft EIR Mitigation Measures AQ-1 through AQ-10, CUL-1 through CUL-9, GEO-1, NOI-1 through NOI-4, NOI-8 through NOI-9, and TCR-1 through TCR-4. Additionally, policies within the TVSP seek to minimize the volume of stormwater entering the drainage system, reduce the need for system expansions, and limit potential impacts from system expansion on the environment. Policies within the TVSP require that new development provide landscaping, maximize pervious surfaces, promote onsite stormwater management solutions such as

low-impact development utilizing best management practices, promote stormwater capture and reuse onsite, and ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate. As a result, potential impacts related to build out of the proposed Specific Plan would not result in construction of new or expanded stormwater drainage facilities that could result in a significant environmental effect, and impacts would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-10**, **CUL-1** through **CUL-9**, **GEO-1**, **NOI-1** through **NOI-4**, **NOI-8** through **NOI-9**, **and TCR-1** through **TCR-4**, as listed previously.

Utilities and Service Systems Cumulative Findings: The Project would not result in cumulative impacts related to utilities and service systems (Draft EIR at p. *5.15-7*).

Facts in Support of Findings:

Water

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, purchased or imported water, and recycled water. During buildout of the Specific Plan, water lines would be installed as needed to serve implementing projects. The continued regular assessment, maintenance, and upgrades of the water system by the Redlands MUED pursuant to the City's Water Master Plans would reduce the potential of development projects to result in a cumulatively substantial increase in water such that new or expanded facilities would be required.

As discussed above, the Specific Plan would result in an increase in water demand of 639 AFY. It is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, and recycled water, plus water conservation methods included in Mitigation Measure AQ-8, would be sufficient to meet the Specific Plan's demand at buildout, in addition to forecast demand for MUED's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

Wastewater

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system and the conveyance system through wastewater disposal at the City of Redlands Wastewater Treatment Plant. During buildout of the Specific Plan, sewer lines would be installed as needed to serve implementing projects. The continued regular assessment, maintenance, and upgrades of the sewer system by the City MUED would reduce the potential of development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

Additionally, the City of Redlands Wastewater Treatment Plant have an average flow of 5.8 mgd and a treatment capacity of 9.5 mgd (MUED 2021). Due to this volume of excess capacity that is designed by MUED to accommodate future regional growth, the increase in wastewater flow from cumulative projects would not significantly impact the Wastewater Treatment Plant facilities. As a result, impacts related to cumulative projects wastewater treatment and conveyance capacity would be less than significant.

Stormwater

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the TVSP area, from capture of runoff through final

discharge points. Pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur from implementing projects. Regional Water Quality Control Board (RWQCB) Permit conditions and the Redlands Municipal Code Municipal Code require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

Solid Waste

The geographic scope of cumulative analysis for landfill capacity is the service area for the California Street Landfill and San Timoteo Sanitary Landfill, which serve the TVSP Area. Both landfills serve the Valley portion of San Bernardino County. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. As described previously, the California Street Landfill design capacity is 11.4 million cubic yards, and its maximum permitted throughput is 829 tons per day. It has a remaining capacity of 5,168,182 cubic yards. In 2020, the California Street Landfill received an average throughput of 146 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the California Street Landfill has an approximate extra capacity of 683 tons per day. The San Timoteo Sanitary Landfill is located on San Timoteo Canyon Road and is 366 acres in size and is permitted to operate through 2039. It has a permitted capacity of 23,685,785 cubic yards and a maximum permitted daily throughput of 2,000 tons. It has a remaining capacity of 12,360,396 cubic yards. In 2020, the San Timoteo Sanitary Landfill received an average throughput of 772 tons per day (CalRecycle, 2022). Based on the average throughput received per day, the San Timoteo Sanitary Landfill has an approximately extra capacity of 1,228 tons per day. The 3.49 tons per day from operation of the TVSP area at full buildout would be approximately 0.5 percent of the excess capacity of the California Street Landfill and 0.3 percent of the excess capacity of the excess capacity at the San Timoteo Sanitary Landfill each day. Furthermore, combined, the landfills have a total remaining capacity of 17,528,587 cubic yards. Therefore, the landfills would have sufficient capacity to serve the Project and the increase is solid waste from full buildout of the TVSP area would be less than cumulatively considerable and less than significant.

SECTION IV

SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Public Resources Code section 21002 states that "it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

Section 15364 of the State CEQA Guidelines defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The City Council hereby finds that, despite the incorporation of feasible measures outlined in the Final EIR, the following impacts cannot be fully mitigated to a less than significant level. Despite these significant and unavoidable impacts, the City nevertheless approves the Project because of the benefits described in the Statement of Overriding Considerations included herein.

A. Air Quality

Impact AQ-1 Finding: The Project would conflict with or obstruct implementation of an applicable air quality plan (Draft EIR at p. 5.2-18) at both the project and cumulative levels. Impacts are significant and unavoidable.

Facts in Support of Findings: The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed TVSP area. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed TVSP includes amending the GP2035 to establish a new TVD land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. This includes a network of complete, multi-modal streets that provide for pedestrians, bicyclists, transit patrons, and motorists.

Buildout of the proposed TVSP would allow development of 2,400 residential units and 613,000 square feet of retail commercial, hotel, and office space, representing a population of approximately 6,360 persons and 1,226 employees at buildout and full occupancy (maximum impact condition). Development pursuant to the proposed TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Because the employment land designated areas in the TVSP area are existing and would not change with implementation of the TVSP, the 1,226 jobs expected in the TVSP area are included in the SCAG projections.

The SCAG 2020 RTP/SCS projections for the City of Redlands anticipate a 32.2 percent increase in employment in the City between 2016 and 2045 (an increase of 13,700 jobs). The 1,226 jobs that are anticipated to occur within the TVSP area would be approximately 8.9 percent of the anticipated job growth, and within the growth assumptions of the SCAG AQMP.

The housing added by the Specific Plan would help to meet housing demands from projected employment growth in the City while maintaining a healthy vacancy rate. The provision of housing within walking distance to the three new Arrow stations and community retail would reduce vehicle miles traveled and the related air quality emissions. In addition, the TVSP implements infill development, located in an urbanized area with existing infrastructure, near transit, and implements bicycle and pedestrian infrastructure; all of which are intended to reduce vehicle miles traveled and vehicular emissions. This is consistent with the SCAG objective to "Encourage patterns of urban development and land use that reduce costs in infrastructure construction and make better use of existing facilities." Thus, the proposed TVSP would support AQMP objectives to reduce trips, promote infill development, and balance jobs and housing, and would not conflict with implementation of the AQMP. As a result, the proposed TVSP would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below, the Project would result in regional operational-source emissions that would exceed the thresholds of significance for CO, VOC, and NO_X emissions after implementation of regulatory requirements and Mitigation Measures AQ-8 through AQ-10; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would result in an impact related to Consistency Criterion No. 2.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality emissions that would exceed thresholds. Therefore, the proposed TVSP would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

Mitigation Measures:

Mitigation Measure AQ-1: Tier 3 Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.

Mitigation Measure AQ-2: Low VOC Paints. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that "Super-Compliant" low VOC paints shall be utilized that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

Mitigation Measure AQ-3: Electric Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that contract specifications for construction activities rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines.

Mitigation Measure AQ-4: Alternative Fueled Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement to use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.

Mitigation Measure AQ-5: Construction Equipment Maintenance. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that construction equipment be maintained in good operating condition pursuant to manufacturer specifications to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.

Mitigation Measure AQ-6: Construction Vehicle Management Plan. Prior to the issuance of any grading permits for developments within the TVSP area, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Redlands denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.

Mitigation Measure AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;

- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
  Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Mitigation Measure AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy)[2]. Development proposals within the TVSP area shall also implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
- Use of recycled water when available.

Impact AQ-2 Finding: The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Draft EIR at p. 5.2-19; Final EIR, p. 3-1) at both the project and cumulative levels. Impacts are significant and unavoidable.

Facts in Support of Findings:

Construction

Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the TVSP area; (3) delivery and hauling of construction supplies to, and debris from, the TVSP area; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

The timing of development and operation of the development pursuant to the TVSP would be dependent upon market conditions and development applications for new projects. Thus, construction activities associated with buildout of the proposed TVSP would likely occur sporadically over an 18-year period or longer. Due to the uncertainty of the specific timing and methods of construction activities related to TVSP development projects, the maximum daily emissions are based on a very conservative scenario that construction could occur throughout the TVSP implementation period, based on maximum equipment use, and multiple future TVSP development projects overlapping. The maximum daily construction emissions for the proposed TVSP were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113. Project construction would result in maximum emissions of VOC at 590.61 lbs/day, of NO_x at 385.10 lbs/day, of CO at 532.02 lbs/day, of SO_x at 1.45 lbs/day, of PM_{10} at 94.37 lbs/day, and of

[2] The analysis includes a reduction of 20% indoor water usage consistent with the current CALGreen Code (11) for residential and non-residential land uses. Per CALGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

$PM_{2.5}$ at 40.27 lbs/day. Emissions of CO, SO_x, PM_{10}, and $PM_{2.5}$ would be below SCAQMD thresholds. However, emissions from construction would exceed thresholds established by the SCAQMD for emissions of VOCs and NO_X.

Development projects would be required, through City review and construction permitting, to implement SCAQMD rules, including: Rule 401, Rule 402, Rule 403, Rule 481, Rule 1108, Rule 1113, and Rule 1143 (described previously) that would reduce construction related emissions. Also, Mitigation Measures AQ-1 through AQ-6 are included to require the construction activities to utilize "Super-Compliant" low VOC paints that have no more than 10g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD's Rule 1113, require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher, use of electrical and alternative fueled equipment, and other similar measures. With implementation of Mitigation Measures AQ-1 through AQ-6, emissions of VOC and NOx from construction activities would be reduced and emissions from most TVSP developments would be reduced to below the SCAQMD significance thresholds. However, due to the potential overlap of development projects and construction activities, it cannot be assured that the mitigation measures would reduce emissions below the SCAQMD significance thresholds. As shown in Table 5.2-7, VOC emissions have the potential to be 7.9 times higher than the threshold, and NO_X emissions have the potential to be over 3.8 times higher than the threshold, with this level of potential emissions exceedances during overlapping construction projects, construction emissions could continue to exceed thresholds with implementation of Mitigation Measures AQ-1 through AQ-6. Therefore, based on the very conservative scenario of construction timing and construction equipment use, impacts related to construction emissions would remain significant and unavoidable.

Operation

Development pursuant to the proposed TVSP would consist mostly of infill, mixed-use, and redevelopment projects that are market and need dependent. Additionally, the residential development that would occur would help to meet housing demands from projected employment growth in the City and be in the proximity to transit and commercial uses that would reduce dependence of vehicles and result in a reduction in vehicle miles traveled.

The new development identified by the TVSP would generate in long-term emissions of criteria air pollutants from area sources generated by vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products, which are typical of residential, commercial, and office uses. Development pursuant to the TVSP would result in maximum emissions of 117.49 lbs of VOC/day, 82.78 lbs of NO_x /day, 615.20 lbs of CO/day, 1.13 lbs of SO_x/day, 120.48 lbs of PM_{10}/day, and 32.78 lbs of $PM_{2.5}$/day. Emissions of SO_x, PM_{10}, and $PM_{2.5}$ would be below SCAQMD thresholds. However, emissions from construction would exceed thresholds established by the SCAQMD for emissions of VOCs, NO_X, and CO.

As a result, Mitigation Measure AQ-7 would be implemented to require development projects in the TVSP area to achieve 5 percent efficiency beyond the incumbent California Building Code Title 24 requirements; and Mitigation Measure AQ-8 would require enhanced water conservation for TVSP development projects. However, similar to the analysis presented in the General Plan EIR, even with implementation of Mitigation Measures AQ-7 and AQ-8, emissions would continue to exceed regional thresholds of significance established by the SCAQMD, and impacts would be significant and unavoidable.

It is important to note that the majority of VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable SCQMD thresholds.

Additionally, it should be noted that the majority of the Project's CO and NO_X emissions are derived from vehicle usage. Since neither future project applicants nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

Health Impacts of Exceeded Criteria Pollutant Emissions. The Draft EIR identifies a significant and unavoidable impact with respect to CO, NOx, and VOC emissions, due largely to the use of consumer products and vehicle trips. NOx is a "criteria" pollutant, a pollutant that is regulated by the US EPA pursuant to the federal Clean Air Act. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The SJVAPD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The SJVAPD further noted that "…the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional" cumulative impacts.

It should also be noted that CO, NOx, and VOCs are "precursor" pollutants, which makes analysis of potential health impacts even more difficult. CO, NOx, and VOCs are precursors to ozone, which is formed in the atmosphere from the chemical reaction of CO, NOx, and VOCs in the presence of sunlight. As explained by the SCAQMD in its amicus curiae brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Given this, "…it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region." Therefore, SCAQMD opined that while it "may be feasible" for large, regional projects with very high emissions of CO, NOx, and VOCs to conduct an accurate health impact analysis, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by CO, NOx, or VOC emissions from relatively small projects.

Thus, the difficulties with preparing potential health impact analysis related to the Project's CO, NOx, and VOC emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, CO, NOx, and VOCs are precursor emissions and concentrations of CO, NOx, and VOC are impacted by regional atmospheric conditions. CO, NOx, and VOCs emitted by the Project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the SJVAPD. It should also be noted that the EIR does identify health concerns related to CO and NOx emissions. Table 5.2-1 of the Draft EIR includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision making.

Mitigation Measures:

Mitigation Measures AQ-1 through **AQ-8**, as listed previously.

Air Quality Cumulative Findings: The Project would not result in cumulative impacts related to air quality (Draft EIR at p. 5.2-24).

Facts in Support of Findings: Per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction of the proposed Project could exceed SCAQMD's threshold for VOC and NOx after implementation of SCAQMD Rules and mitigation measures if several development projects within the TVSP area overlap.

Also, emissions from operation of the proposed Project at buildout would exceed SCAQMD's threshold for CO, VOC, and NOx after implementation of mitigation measures. Because the large majority of operational-source CO and NOx emissions (by weight) would be generated by project vehicles, and the VOC emissions would be generated by consumer products that neither future project applicants nor the City have the ability to reduce emissions of. Therefore, similar to the analysis presented in the General Plan EIR, operational-source CO, VOC, and NOx emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

B. Transportation

Impact TR-1 Finding: The Project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) regarding vehicle miles traveled (Draft EIR at p. 5.14-8) at the project level. Impacts are significant and unavoidable.

Facts in Support of Findings:

TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101

Screening Criteria 1 – TPA: As shown in Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a large portion of the TVSP area, and its respective TAZs, is located within a TPA. As shown in Draft EIR Table 5.14-2, 29 of the TAZs within the TVSP area are fully within a TPA, five are partially within a TPA, and three are not within a TPA. Implementing projects that are within the TVSP area and in TPAs, as shown on Figure 5.14-1, would be presumed to have a less than significant on VMT so long as they have a FAR of greater than 0.75 and provide less parking than required by the City of Redlands Municipal Code. However, at this time, specific development within this TAZ is unknown. Therefore, implementing projects consistent with the TVSP and consistent with the Screening 1 Criteria within TPAs would be presumed to have a less than significant impact on VMT. As TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, and 53839101 are located fully within a TPA, implementing projects pursuant to the TVSP within these TAZs would result in less than significant impacts related to VMT. Additionally, portions of TAZs 53834401, 53834502, 53837201, 53835202, and 53837101 are located within a TPA. Implementing projects within a TPA within those TAZs would result in a less than significant impact related to VMT.

Screening Criteria 2 – Low VMT Area: As shown in Draft EIR Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZs 53834401, 53835301, 53835302, 53837201, 53835201, 53835202, 53837101, 53835203, and 53839101 are located within Low VMT

areas. Therefore, implementing projects pursuant to the TVSP within these TAZs would have a less than significant impact on VMT.

Screening Criteria 3 – Land Use Type: Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 3; however, specific implementing developments are unknown at this time.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4. Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 4; however, specific implementing developments are unknown at this time.

Overall, TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101 would all screen out of further VMT analysis based on the City's Screening Criteria 1 or 2 and implementing projects within these TAZs pursuant to the TVSP would result in a less than significant VMT impact.

TAZ 53834601

TAZ 53834601 is located in the southwest portion of the TVSP within the Downtown Village. Most of the implementing projects within this TAZ would fall within a TPA. However, there are five parcels that are not within the TPA (the addresses of the non-screened parcels are 15, 21, 23, 25 and 29 Kendall Street). These parcels are currently fully developed with single-family residences, and, when combined would total 1.06 acres in size.

Screening Criteria 1 – TPA: As shown in Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53834601 is located within a TPA. Implementing projects within TAZ 53834601 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53834601 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Draft EIR Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53834601 is not located within a low VMT area. Therefore, 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Based on the residential nature of the TAZ located outside of the TPA, implementing projects within these portions of the TAZ 53834601are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

In order for projects within TAZ 53834601 to be presumed to have a less than significant VMT impact, developments located within TAZ 53834601 must adhere to the land use quantities presented in Screening Criteria 4 – Land Use Quantities. As discussed above, the parcels that do not screen out within TAZ 53834601 are currently fully developed with single-family residences and are not expected to be redeveloped with a denser use. Furthermore, based on the small size of the portion of TAZ 53834601 that does not screen out via Screening Criteria 1, it can definitively be assumed that based on the design and development guidelines within these parcels, implementing development pursuant to the TVSP would not result in more than 167 single-family dwelling units, 232 low-rise multi-family dwelling units, 299 mid-rise multi-family dwelling units, 59,100 SF of office space, 112,400 SF (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF of warehousing uses, and 74,600 SF of light industrial uses. As such, it can be reasonably presumed that any future development pursuant to the TVSP within the portion of TAZ 53834601 located outside of a TPA would meet the criteria set forth in Screening Criteria 4. Therefore, implementing projects pursuant to the TVSP within TAZ 53834601 would result in less than significant VMT impacts via Screening Criteria 1 or Screening Criteria 4.

TAZ 53827101

As shown in Draft EIR Figure 5.14-1, TAZ 53827101 is located toward the western portion of the TVSP area by the Tri City Center. As shown in Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels,* two parcels within TAZ 53827101 are vacant and the rest are considered non-conforming. As such, it can be reasonably presumed that these parcels will be developed or redeveloped pursuant to the TVSP prior to buildout. However, at this time, specific development within this TAZ is unknown.

Screening Criteria 1 – TPA: As shown in Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53827101 is located within a TPA. Implementing projects within TAZ 53827101 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53827101 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Draft EIR Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53827101 is not located within a Low VMT area. Therefore, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Implementing projects within TAZ 53827101 are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If a implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO2e, such as a project that proposes 167 single-family dwelling units of fewer, 232 low-rise multi-family

dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO2e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

As discussed above, parcels outside of a TPA within TAZ 53827101 do not meet Screening Criteria 1, 2, or 3. In order for projects within TAZ 53827101 to be presumed to have a less than significant VMT impact, developments located within TAZ 53827101 must adhere to the land use types presented in Screening Criteria 3 – Land Use Types or land use quantities presented in Screening Criteria 4 – Land Use Quantities. The parcels that are not located within a TPA in TAZ 53827101 are currently developed with commercial uses associated with the Tri City Center and total approximately 40 acres. Therefore, there is potential that a large development, above the land use quantities presented in Screening Criteria 4 could be developed within the area located outside of the TPA and could potentially result in a VMT impact.

However, Mitigation Measure TR-1 is included to require implementing projects within a TPA and within TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the criteria set forth in Screening Criteria 4, it is also possible that an implementing project would include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO2e of GHG emissions per year. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT would be significant and unavoidable.

Mitigation Measures:

Mitigation Measure TR-1: VMT Screening. Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in in the City of Redlands CEQA Assessment VMT Analysis Guidelines.

If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as:

- Modifying the project's build environment characteristics to reduce VMT generated by the project
- Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project
- Participating in an available VMT fee program and/or VMT mitigation exchange or banking program, if any exist, to reduce VMT from the project or other land uses to achieve acceptable levels
- Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas)
- Constructing bicycle network improvements along the project's frontage consistent with the TVSP

Transportation Cumulative Findings: The Project would not result in cumulative impacts related to transportation (Draft EIR at p. 5.14-16).

Facts in Support of Findings:

Roadway, Transit, Bicycle, and Pedestrian Networks

The TVSP provides a comprehensive framework that would improve the street, transit, bicycle, and pedestrian networks throughout the TVSP area through buildout in 2040. This would include implementing roadway and circulation improvements, new bicycle and pedestrian facilities, and improving access to public transit. Overall, recommendations included in the TVSP would serve to improve the existing circulation networks with the TVSP area, and the City of Redlands as a whole, and cumulative impacts would be less than significant.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Redlands. As discussed in the City of Redlands CEQA Assessment VMT Analysis Guidelines, projects that are consistent with the Redlands General Plan 2035 would not have a cumulative impact on VMT as General Plan buildout has been found to be consistent with the City's threshold of VMT per capita that is 15 percent below baseline conditions. As substantiated within Section 5.9, *Land Use and Planning,* of this Draft EIR, the proposed Project would be consistent with the General Plan and the TVSP would serve as an implementing tool for City of Redlands General Plan 2035. Therefore, implementing projects would be consistent with the Redlands General Plan and would not result in cumulatively considerable VMT impacts. As such, the proposed Project would not result in cumulative impacts related to VMT.

SECTION V

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires that an EIR discuss "any significant irreversible environmental changes which would be involved in the proposed action should it be implemented." Generally, a project would result in significant irreversible environmental changes if one of the following scenarios is involved:

- The Project would involve a large commitment of nonrenewable resources.
- Irreversible damage can result from environmental accidents associated with the Project.
- The proposed consumption of resources is not justified (e.g., the Project results in the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

Energy Resources

While not implementing development under the TVSP would not involve the wasteful use of energy, new development under the TVSP would result in an increase of energy use. Residential, commercial, office, and mixed-use developments would use electricity, natural gas, and petroleum products for lighting, heating, and power. Additionally, vehicles traveling within and to and from the TVSP area would utilize both oil and gas. Use of these types of energy for development within the TVSP would result in an increase of use of nonrenewable energy resources, which represents an irreversible environmental change.

Construction Impacts

Construction of implementing development projects under the TVSP would result in the consumption of building materials, including lumber, sand, and gravel for construction. Depletion of non-renewable resources that supply building materials would represent an irreversible environmental change.

SECTION VI

GROWTH-INDUCING IMPACTS AND COMMITMENT OF RESOURCES

Section 15126.2(d) of the State CEQA Guidelines requires the EIR to address the growth-inducing impact of the Project. Draft EIR Section 5.17 evaluates the potential for the proposed Project to affect economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Employment Related Growth

The proposed TVSP would result in development of up to 613,000 square feet of retail commercial, hotel, and office space by 2045. SCAG estimates that employment in the City will increase from 42,600 jobs in 2016 to 56,300 in 2045, which is an increase of 13,700 jobs or a 32.2 percent increase (SCAG 2020 growth forecast). The employment anticipated by the proposed TVSP would generate approximately 1,226 new employees (see Draft EIR Section 5.11, *Population and Housing*), which represents 8.9 percent of the estimated job growth by 2045. The 1,226 jobs expected in the TVSP area are included in SCAG projections because the employment land in the TVSP area is included in the General Plan and is not changing with implementation of the TVSP. Thus, the employment that would occur within the TVSP area would be less than significant.

The new Project would accommodate the forecasted employment in an environmentally sustainable manner by providing for housing to maintain the jobs to housing balance, that would reduce vehicle miles traveled. Also, as listed below, the City of Redlands has had recent unemployment rates ranging between 3.0 and 7.5 percent (EDD, 2021).

- December 2021: 3.6 percent unemployment rate
- 2020 Annual Average: 7.5 percent unemployment rate
- 2019 Annual Average: 3.0 percent unemployment rate
- 2018 Annual Average: 3.3 percent unemployment rate
- 2017 Annual Average: 3.8 percent unemployment rate
- 2016 Annual Average: 4.5 percent unemployment rate

The jobs would provide new employment opportunities for people living in Redlands and the surrounding cities. Most of the new commercial and office jobs that would be created by the proposed TVSP would be positions that are anticipated to be filled by people who would already be living within Redlands and surrounding communities and would not induce an unanticipated influx of new labor into the region. As described indraft EIR Section 5.11, *Population and Housing*, buildout of the TVSP would result in maintenance and future improvement of the projected jobs-household ratio, which is a benefit of the proposed TVSP because a more balanced jobs-to-housing ratio could improve the environment by reducing vehicle miles traveled and emissions from motor vehicles. Overall, the proposed TVSP would accommodate forecasted employment growth consistent with SCAG's regional forecasts. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Infrastructure Obstacles to Growth

The TVSP area is a developed urban area that is connected to the City's existing infrastructure system. Water, sewer, drainage, and roadways provide service to all of the areas within the TVSP. As described in Draft EIR Section 5.16, *Utilities and Service Systems*, development projects pursuant to the TVSP would include installation of onsite infrastructure and new connections to the existing infrastructure systems, which include improvements to existing aged infrastructure such as increasing the size of water and sewer lines. However,

these improvements are sized to accommodate the TVSP buildout and not provide excess capacity. As described above, the TVSP area is urban and developed and the projects implemented by the TVSP would consist of infill and redevelopment of existing uses or development of vacant parcels that are in between developed parcels in the urban area. The TVSP related infrastructure and utility improvements do not involve extension of utilities into undeveloped areas. Therefore, the infrastructure improvements implemented by the Project would not result in unplanned growth.

The TVSP would also implement circulation improvements to street, pedestrian, and bicycle facilities, which would enhance local circulation and the use of transit. The circulation improvements provided by the TVSP would not extend circulation into a new area or provide excess circulation capacity that could induce growth. The improvements proposed by the TVSP would enhance circulation to provide for multi-modal transportation and implement use of transit. As a result, the circulation improvements would result in less than significant growth inducing impacts.

Land Development Regulation Obstacles to Growth

The proposed TVSP includes amending the GP2035 to establish a new Transit Village District (TVD) land use designation to provide for infill development of new residential and commercial uses within 0.5 mile of each of the three new Arrow stations. The proposed TVSP provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based through a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of buildings from larger to smaller to avoid incompatible buildings heights next to each other. The amount of square-footage and dwelling units listed at buildout of the proposed TVSP could be constructed at the present time under the current GP2035 land use designations and current zoning designations within the TVSP area. The difference is that with implementation of the Project, the new development would achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits. Therefore, the proposed TVSP related changes to land use and zoning designations would not result in removing an obstacle to growth.

Also, SCAG household growth projections estimate that between 2021 and 2045 the number of households within the City will grow by 21.2 percent (5,395 households). Assuming that the maximum number of residential units in the proposed TVSP are developed and occupied (no vacancy), the 2,400 additional households in the TVSP area would consist of a 9.4 percent increase of households citywide, which is within the SCAG anticipated growth of both the City and the County. Likewise, as described previously, the employment anticipated by the TVSP would generate approximately 1,226 new employees (see Draft EIR Section 5.11, *Population and Housing*), which represents 8.9 percent of the estimated job growth by 2045. These jobs are included in SCAG projections because the employment land in the TVSP area is included in the General Plan and is not changing with implementation of the TVSP. Therefore, impacts related to growth from changes in existing regulations pertaining to land development would not occur.

Public Service Obstacles to Growth

The proposed Project is expected to incrementally increase the demand for fire protection and emergency response, police protection, and school services. However, as detailed in Draft EIR Section 5.12, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service. Based on service ratios and buildout projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not result in

significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

Other Activities Related to Growth

The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The development implemented pursuant to the TVSP would comply with all applicable City plans, policies, and ordinances. In addition, mitigation measures have been identified within this Draft EIR to ensure that the Project minimizes environmental impacts. The Project would not involve any precedent-setting action that could encourage and facilitate other activities that significantly affect the environment.

Impacts of Growth

All physical environmental effects from construction or development of the proposed TVSP have been analyzed in all technical sections of the Draft EIR and Initial Study prepared for the Project. For example, activities such as excavation, grading, and construction as required for the buildout of the TVSP have been evaluated in Draft EIR Sections 5.2, *Air Quality*, 5.3, *Cultural Resources*, 5.5, *Geology and Soils,* and 5.10, *Noise*. Also, all operational aspects of the TVSP have been analyzed in this Draft EIR and through implementation of existing regulations, including the General Plan and zoning ordinance, would not create an environmental impact of induced growth.

SECTION VII

ALTERNATIVES

The City of Redlands hereby declares that it has considered and rejected as infeasible the alternatives identified in the EIR and described below. Section 15126.6 of the State CEQA Guidelines requires an EIR to describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly achieve most of its basic objectives, but would avoid or substantially lessen any of the significant effects identified in the EIR analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible. In addition, an EIR should evaluate the comparative merits of the alternatives. Therefore, this section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the objectives of the Project, as required by CEQA.

Objectives

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

1. A vision for the future of the three station areas that recognizes the importance of Redlands' unique history and tradition while embracing opportunities for continued reinvestment, growth, and beneficial change.
2. Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area.
3. New form-based zoning standards for the Plan Area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.
4. An implementation strategy for transforming the Plan Area's streets, infrastructure, parks, and other public spaces in line with the City of Redland's unique culture and history.
5. Transform streets and create neighborhood connectivity through pedestrian-oriented improvements.
6. Provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.
7. Provide for transit-oriented development around the three new Arrow Line stations in line with the City's General Plan.

Alternatives

Key provisions of the State CEQA Guidelines relating to the alternatives analysis (Section 15126.6 et seq.) are summarized below:

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more-costly.
- The "No Project" alternative shall be evaluated along with its impact. The "No Project" analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the Project is not approved.
- The range of alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

Rationale for Selecting Potentially Feasible Alternatives

The alternatives must include a no-project alternative and a range of reasonable alternatives to the project if those reasonable alternatives would attain most of the project objectives while substantially lessening the potentially significant project impacts. The range of alternatives discussed in an EIR is governed by a "rule of reason," which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

> . . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)([1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives, while significantly lessening any significant effects of the Project.

Alternatives Analysis

The goal for evaluating any alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed Project, while attaining most of the Project objectives. The City of Redlands has considered the following 5 alternatives:

- Alternate Site Alternative
- No Project/No Build Alternative
- No Project/Buildout of the Existing Zoning
- Reduced Specific Plan Area Alternative
- Reduced Intensity Alternative

Alternatives Not Selected for Analysis

Alternate Site Alternative: An alternate site for the proposed Project was eliminated from further consideration. The primary purpose of the proposed TVSP is to guide redevelopment of areas surrounding the three new Arrow Line stations by introducing additional residential and mixed use, and proposing circulation improvements for vehicles, pedestrians, bicyclists, and transit users. Since all of the Project objectives are related to the areas surrounding the three Arrow Line Stations in the New York Street Village, Downtown Village, and University Village, none of these objectives could be met in another location in the city. Therefore, the Alternative Site Alternative was rejected from further consideration.

Finding: The City of Redlands rejects the Alternative Site Alternative, on the following ground, which provides sufficient justification for rejection of this alternative: the alternative would fail to achieve any of the project objectives. Therefore, this alternative is eliminated from further consideration.

No Project/No Build Alternative. No development within the TVSP area was eliminated from further consideration as an alternative. Under the No Project/No Build Alternative, the current uses within the TVSP area would remain the same, and vacant or underutilized parcels would remain as such. The No Build Alternative would not allow developments to be constructed that are consistent with the existing General Plan land use designations and zoning. Since all of the Project objectives are related to redevelopment of the areas surrounding the three new Arrow Line Stations, none of these objectives could be met through no development within the TVSP area. Therefore, the No Project/No Build Alternative was rejected from further consideration.

Finding: The City of Redlands rejects the No Project/No Build Alternative on the following ground, which provides sufficient justification for rejection of this alternative: the alternative would fail to achieve any of the project objectives. Therefore, this alternative is eliminated from further consideration.

Description of Alternatives

Alternative 1: No Project/Buildout of the Existing Zoning. Under this alternative, the proposed Specific Plan would not be developed. In accordance with the CEQA Guidelines, the No Project/ Buildout of Existing Zoning Alternative will be the continuation of the existing plan, policy or operation into the future when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation. Section 15126.6(e)(3)(A) of the CEQA Guidelines states that, "typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan."

This alternative evaluates the environmental effects of buildout of the Specific Plan area according to the existing General Plan and zoning designations. Because the Specific Plan area is an urban area that is generally built out, most new development would occur as adaptive reuse of existing buildings, development on existing vacant sites, and infill or redevelopment of existing uses at the intensity allowed by the existing zoning. The majority of development under this alternative would similarly occur on vacant and non-conforming parcels as shown on Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels*. The addition of residential uses and mixed residential uses within the TVSP area would not occur, as proposed by the project. However, as described in Draft EIR Chapter 3.0, Project Description, the amount of square-footage and dwelling units projected under the TVSP could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized.

The Alternative 1: No Project/Buildout of Existing Zoning Alternative evaluation provides a comparison between the environmental impacts of the proposed Specific Plan in contrast to the result from not approving, or denying, the proposed Specific Plan. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

Alternative 2: Reduced Specific Plan Area Alternative. Under this alternative, the parcels located within Traffic Analysis Zone (TAZ) 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments in TPAs would meet the criteria under the City's Screening Criteria. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

Alternative 3: Reduced Intensity Alternative. Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

Evaluation of Alternatives

Alternative 1 – No Project/Buildout of Existing Zoning Alternative

under Alternative 1: No Project/Buildout of Existing Zoning Alternative, the proposed TVSP would not be implemented, and the TVSP area would be developed pursuant to the existing land use and zoning regulations. Limited new development would occur on vacant parcels and redevelopment of sites would occur pursuant to the existing zoning. However, the same amount of square-footage and dwelling units listed in Table 3-1 of the Draft EIR as proposed by TVSP could be constructed at the present time under the current General Plan land use designations and current zoning designations within the Project area. Because the land use and zoning designations of the non-residential parcels would not change as a result of the proposed Specific Plan, the No Project/ Buildout of Existing Zoning Alternative assumes development of 2,400 dwelling units, 220 hotel rooms, 265,000 SF of retail commercial, 238,000 SF of office space, and 280,000 SF of open space and parks as allowed by existing General Plan and Zoning. However, development would occur in line with the existing zoning and General Plan land use designations in the area, and an increase in density in areas immediately surrounding the new Arrow Line Stations in the proposed Village Center district would not occur. In addition, areas within the proposed TVSP area would remain largely commercial within the New York Street Village and Downtown Village, and an increase in multi-family development in these areas would not be realized. Accordingly, Alternative 1: No Project/Buildout of Existing Zoning Alternative provides a comparison between the environmental impacts of the proposed Specific Plan and the result of not approving, or denying, the proposed Specific Plan.

The No Project/Buildout of Existing Zoning Alternative would not eliminate the significant and unavoidable impacts related to air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP, as buildout under this alternative would be consistent with that allowed under the TVSP. In fact, the No Project/Buildout of Existing Zoning Alternative would have more severe impacts related to

vehicle miles traveled. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. The analysis of the No Project/Buildout of Existing Zoning Alternative compares the impacts of the proposed Specific Plan to the impacts that would occur if the existing General Plan and zoning continue to be implemented.

Finding: The City of Redlands finds that the No Project/Buildout of Existing Zoning Alternative is infeasible based on several economic and social factors. A key consideration for the City is to provide a new form-based zoning standards for the TVSP area that will replace current zoning regulation. Regarding the ability to achieve Project objectives, the No Project/Buildout of Existing Zoning Alternative would not achieve most of the Project objectives, including Objectives 1, 3, 4, 5, 6, and 7, as it would not provide for new mixed-use, transit-oriented development within the vicinity of the new Arrow stations and would not provide a new form-based code. Development of the Specific Plan area under this alternative would partially achieve Objective 2, (Application of the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area) if the Transit Village Overlay Zone within the City's General Plan is realized through another means in order to revitalize the TVSP area pursuant to the General Plan. The No Project/Buildout of Existing Zoning Alternative fails to avoid or reduce the Project's significant and unavoidable impacts relating to air quality and vehicle miles traveled, and in fact would result in increased impacts relating to vehicle miles traveled. The No Project/Buildout of Existing Zoning Alternative is rejected on that basis. Each of these reasons, separately and independently, is a sufficient basis upon which to reject this alternative.

Alternative 2 – Reduced Specific Plan Area Alternative

Under this alternative, the parcels located within TAZ 53827101 outside of the Transit Priority Area (TPA), which include parcels north of Colton Avenue on the northwestern tip of the TVSP area, as demonstrated by Draft EIR Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, would not be included in the TVSP area. Under this alternative, implementing developments pursuant to the TVSP would either occur in TPAs and would meet the criteria under Screening Criteria 1 or would occur in Low VMT areas and would meet the criteria under Screening Criteria 2. Therefore, VMT impacts under Alternative 2 would be less than significant. Under this alternative, a 25 percent reduction in the number of proposed dwelling units, commercial retail, and office space would be developed in the New York Street Village. Based on the reduction in land included in the TVSP area within the New York Street Village, only 150 dwelling units, 26,250 SF of retail commercial, and 131,250 SF of office uses would be developed in the New York Street Village. Under this alternative a total of 2,350 dwelling units, 256,250 SF of retail commercial, and 194,250 SF of office uses could be developed under buildout of the TVSP, which would represent an approximately 2 percent smaller residential, 3 percent smaller retail commercial, and 18 percent smaller office buildout when compared to the proposed Project. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP, with exception to those only applicable to areas outside of TPAs within TAZ 53827101.

The Reduced Specific Plan Area Alternative would not eliminate the significant and unavoidable impacts related to air quality that would occur from implementation of the proposed TVSP, as buildout under this alternative would be only slightly reduced in comparison to that allowed under the TVSP. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. However, this alternative would eliminate the Project's significant and unavoidable impact related to vehicle miles traveled.

Overall, although the volume of impacts would be less under the Reduced Specific Plan Area Alternative and the significant and unavoidable vehicle miles traveled impact would not occur in comparison to the proposed Specific Plan, the Reduced Specific Plan Area Alternative would not eliminate all of the significant and unavoidable impacts that would result from buildout of the proposed Specific Plan.

Finding: The City of Redlands finds that the Reduced Project Alternative is infeasible based on several economic and social factors. Implementation of the Reduced Specific Plan Area Alternative would achieve Objectives 1, 3, 4, 5, and 6, but at a much lesser extent than would be achieved by the proposed Specific Plan, as the alternative would provide for transit-oriented development and a form-code but would provide this to a smaller acreage. The Reduced Specific Plan Area Alternative would not meet Objectives 2 and 7, to apply the General Plan's goals, policies, and actions to achieve the revitalization of the Plan Area and to create transit oriented development around the three stations, as the portion of the TVSP area that would be excluded from the development area is currently underutilized. Additionally, the 25 percent reduction in development in the New York Street Village, compared to the proposed Specific Plan, would not fully achieve the vision of the Specific Plan pursuant to Objective 1. Overall, this alternative would meet most of the Project objectives, but not to the same extent as the proposed Project and would still require mitigation measures. The Reduced Project Alternative is rejected on that basis. Each of these reasons, separately and independently, is a sufficient basis upon which to reject this alternative.

Alternative 3 – Reduced Intensity Alternative

Under this alternative, a 60 percent reduction in the number of dwelling units, retail commercial uses, and office uses would be developed throughout all of the proposed Transit Villages. The proposed TVSP would allow for development of up to 960 dwelling units, 88 hotel rooms, 106,000 SF of retail commercial, and 95,200 SF of office uses through the year 2040. Overall, 60 percent less development would occur within each Transit Village, which would result in 60 percent less overall development than what is proposed under the TVSP. Under this alternative, redevelopment would still be concentrated on vacant and non-conforming parcels within the TVSP area, as shown on Draft EIR Figure 3-17, *Vacant and Non-Conforming Parcels*. This alternative includes all of the circulation and streetscape improvements, open space improvements, and infrastructure improvements that are proposed under the TVSP.

Although the Reduced Intensity Alternative would result in a 60% reduction in development intensity, it would not eliminate the significant and unavoidable impacts related to construction air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP. In addition, this alternative would require the same mitigation to ensure less than significant impacts related to historical resources, cultural resources, paleontological resources, and noise. However, this alternative would eliminate the Project's significant and unavoidable impact related to operational air quality emissions.

Overall, although the volume of impacts would be reduced by the Reduced Intensity Alternative and the significant and unavoidable operational air quality impact would not occur in comparison to the proposed Specific Plan, the Reduced Intensity Alternative would not eliminate all of the significant and unavoidable impacts that would result from buildout of the proposed Specific Plan.

Finding: The City of Redlands finds that the Reduced Intensity Alternative is infeasible based on several economic and social factors. The Reduced Intensity Alternative would meet Project Objectives 1, 4, and 5 as it would implement new street improvements and allow for transit-oriented development. The Reduced Intensity Alternative would partially meet Objectives 3 and 7 as it would limit the potential for sustainable mixed-use development around the Arrow Stations by limiting the potential buildout. This alternative would not meet Objective 6 to provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs or revitalize the TVSP area to the same degree. Additionally, the alternative would not meet Objective 2, as only 40 percent of the allowed growth under the TVSP, which was foreseen by the City's General Plan, would occur. Overall, this alternative would meet some of the Project objectives, but not to the same extent as the proposed Project and would still require mitigation measures. In addition, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts related to construction air quality and vehicle miles traveled that would occur from implementation of the proposed TVSP. The Reduced Intensity Alternative is rejected on that basis. Each of these reasons, separately and independently, is a sufficient basis upon which to reject this alternative.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

The Environmentally Superior Alternative for the proposed Project would be the Reduced Intensity Alternative. The Reduced Intensity Alternative would avoid the significant impacts related to operational air quality emissions and would avoid mitigation measures associated with operational air quality emissions. Additionally, the Reduced Intensity Alternative would reduce potential construction air quality emissions. However, the Reduced Intensity Alternative would still be required to implement the mitigation measures that are identified in Chapter 5.0 of the Draft EIR EIR that are related to: construction air quality, cultural resources, geology and soils, noise, and tribal cultural resources. Moreover, this alternative would not meet all of the Project objectives, and the objectives it does meet would not be to the same degree as the proposed Project.

CEQA does not require the City of Redlands to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Based on the considerations described herein, the City of Redlands finds that the Reduced Intensity Alternative is infeasible based on these economic and social factors.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

Introduction

The City of Redlands is the Lead Agency under CEQA for preparation, review and certification of the EIR for The Redlands General Plan Transit Villages District and Specific Plan Project (Project). As the Lead Agency, the City is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant, and which can be mitigated through imposition of mitigation measures to avoid or minimize those impacts to a level of less than significant. CEQA then requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed Project. In making this determination the City is guided by CEQA Guidelines Section 15093, *Statement of Overriding Considerations*, which states:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal (sic) project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In addition, Public Resources Code Section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the public agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

Pursuant to Public Resources Code Section 21081(b) and the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed Project against the unavoidable adverse impacts associated with the Project and has adopted all feasible mitigation measures with respect to these impacts. The City also has examined alternatives to the proposed Project, none of which both meets the Project objectives and is environmentally preferable to the proposed Project for the reasons discussed in the Findings and Facts in Support of Findings.

The City of Redlands, as the Lead Agency for this Project, and having reviewed the EIR for the Redlands General Plan Transit Villages District and Specific Plan Project, and reviewed all written materials within the City's public record and heard all oral testimony presented at public hearings, adopts this Statement of Overriding Considerations, which has balanced the benefits of the Project against its significant unavoidable adverse environmental impacts in reaching its decision to approve the Project.

Overriding Considerations

The City, after balancing the specific economic, legal, social, technological, and other benefits of the Project, has determined that the unavoidable adverse air quality and vehicle miles traveled impacts identified above may be considered acceptable due to the following specific considerations which outweigh the unavoidable,

adverse environmental impacts of the Project, each of which standing alone is sufficient to support approval of the Project, in accordance with CEQA Section 21081(b) and CEQA Guideline Section 15093. The specific economic, legal, social, technological or other benefits of the Project are as follows:

- The Project implements the vision of the City of Redlands General Plan 2035.
- The Project improves the jobs-housing balance, providing a beneficial effect of providing multi-family housing in a jobs-rich area so that employees can easily travel to employment opportunities.
- The Project provides for additional housing to support the regionally forecasted increase in economic activities and employment increases.
- The Project transforms streets to create neighborhood connectivity through bicycle infrastructure and pedestrian-oriented improvements.
- The Project implements the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Land Use Policies related to population and housing by providing additional housing near transit.
- Consistent with the City's General Plan, the Project facilitates the economic development of the City by creating an expanded employment base by allowing for commercial and office building space, providing new diverse employment opportunities and attracting new businesses by allowing for the construction of residences, which will house future customers for the businesses.
- Provide new form-based zoning standards for the TVSP area that will replace current zoning regulations. These new standards are calibrated to deliver new development that is consistent with Redlands' physical character, history, and culture, as well as the community's vision for its future growth.

SECTION IX

CERTIFICATION OF THE EIR

The City of Redlands finds that it has reviewed and considered the Final EIR in evaluating the proposed Project, that the Final EIR is an accurate and objective statement that fully complies with CEQA, State CEQA Guidelines and that the Final EIR reflects the independent judgment of the City.

The City of Redlands declares that no new significant information as defined by State CEQA Guidelines, section 15088.5 has been received by the City after circulation of the Draft EIR that would require recirculation.

The City of Redlands certifies the EIR based on the entirety of the record of proceedings, including but not limited to the following findings and conclusions:

Findings:
The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Section IV of this Resolution but cannot be mitigated to a level of insignificance: air quality (project and cumulative level) and vehicles miles traveled (project level).

Conclusions:

1. Except as to those impacts stated above relating to historic resources, all significant environmental impacts from the implementation of the proposed Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance.

2. Other alternatives to the proposed Project, which could potentially achieve the basic objectives of the proposed Project, have been considered and rejected in favor of the proposed Project.

3. Environmental, economic, social and other considerations and benefits derived from the development of the proposed Project override and make infeasible any alternatives to the proposed Project or further mitigation measures beyond those incorporated into the proposed Project.

SECTION X

MITIGATION MONITORING AND REPORTING PLAN

Pursuant to Public Resources Code section 21081.6, the City of Redlands adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit A. In the event of any inconsistencies between the mitigation measures as set forth herein and the Mitigation Monitoring and Reporting Plan, the Mitigation Monitoring and Reporting Plan shall control.

SECTION XI

CONTENTS AND CUSTODIAN OF RECORDS

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Redlands Planning Division. The custodian for these records is the City of Redlands. This information is provided in compliance with Public Resources Code section 21081.6.

The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum:

1. The Initial Study for the Redlands General Plan Transit Villages District and Specific Plan Project;
2. The NOP and all other public notices issued by the City in conjunction with the Project;
3. All comments submitted by agencies or members of the public during the 45-day comment period on the Draft EIR;
4. The Final EIR for the Redlands General Plan Transit Villages District and Specific Plan Project, including comments timely received on the Draft EIR, responses to those comments, and technical appendices;
5. The Mitigation Monitoring and Reporting Plan for the Project;
6. All findings, resolutions and ordinances adopted by the City in connection with the Redlands General Plan Transit Villages District and Specific Plan Project, and all documents cited or referred to therein;
7. All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Redlands General Plan Transit Villages District and Specific Plan Project;
8. All documents submitted to the City by other public agencies or members of the public in connection with the Redlands General Plan Transit Villages District and Specific Plan Project up though Project approval.
9. Matters of common knowledge to the City, including, but not limited to Federal, State, and local laws and regulations;
10. Any documents expressly cited or referenced in these findings, in addition to those cited above; and
11. Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The following location is where review of the record may be performed:

City of Redlands, Development Services Department
35 Cajon Street, Suite 20
Redlands, CA 92373

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Chapter 4. Mitigation Monitoring and Reporting Program

4.1 Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "…reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Redlands General Plan Transit Villages District and Specific Plan Project (Project). The City of Redlands is the Lead Agency for the Project and is responsible for implementation of the MMRP. This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

4.2 Mitigation Monitoring and Reporting Program

The MMRP for the Project will be active through all phases of the Project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the City for the Redlands General Plan Transit Villages District and Specific Plan Project. The table identifies the Project Design Features; Plans, Programs, Policies (PPPs); and mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the Project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual Plans, Programs, Policies; and mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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TABLE 4-1: MITIGATION MONITORING AND REPORTING PROGRAM
THE REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT AND SPECIFIC PLAN PROJECT EIR

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AESTHETICS			
MM AES-1: Construction Lighting. The developer and construction contractors shall install all temporary construction lighting such that: (a) lamps and reflectors do not illuminate upon areas beyond the implementing project site, including any off-site security buffer areas; (b) lighting does not cause excessive reflected glare; (c) direct lighting does not illuminate the nighttime sky; (d) illumination of the project site and its immediate vicinity is minimized; and (e) lighting is directed toward construction work areas and shielded from offsite areas.	In Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
AIR QUALITY			
MM AQ-1: Tier 3 Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that for construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.	In Construction Plans and Specifications. Prior to Demolition and Grading Permits	City of Redlands Building and Safety Division	
MM AQ-2: Low VOC Paints. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that "Super-Compliant" low VOC paints shall be utilized that have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.	In Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
MM AQ-3: Electric Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that contract specifications for construction activities rely on the electricity infrastructure surrounding the construction site,	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
if available rather than electrical generators powered by internal combustion engines.			
MM AQ-4: Alternative Fueled Construction Equipment. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement to use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	
MM AQ-5: Construction Equipment Maintenance. Construction plans and specifications and construction permitting for developments within the TVSP area shall include the requirement that construction equipment be maintained in good operating condition pursuant to manufacturer specifications to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	
MM AQ-6: Construction Vehicle Management Plan. Prior to the issuance of any grading permits for developments within the TVSP area, the applicant and/or building operators shall submit construction plans and a construction vehicle management plan to the City of Redlands denoting the proposed schedule and projected equipment use. The construction vehicle management plan shall include such things as: idling time requirements; requiring hour meters on equipment; documenting the serial number, horsepower, age, and fuel of all onsite equipment. The plan shall include that California state law requires equipment fleets to limit idling to no more than 5 minutes. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project as determined by the City. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning Staff.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Building and Safety Division	
MM AQ-7: Enhanced Energy Efficiency. Prior to the issuance of building permits, the Project applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements. Example of measures that reduce energy consumption include,	In Construction Plans and Specifications. Prior to Building Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable): • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM AQ-8: Enhanced Water Conservation. To reduce water demands and associated energy use, subsequent development proposals within the TVSP area shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Development proposals within the TVSP area shall also implement the following: • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads; • Use of recycled water, when available.	In Construction Plans and Specifications. Prior to Building Permits	City of Redlands Building and Safety Division	
MM AQ-9: Localized Emissions. For implementing projects within the TVSP area, the applicant shall be responsible for submitting a focused project-level air quality assessment that includes the modeling of localized on-site emissions associated with daily grading activities anticipated for the proposed development. During the City's review process of development applications in the TVSP area, the applicant shall conduct or shall have conducted modeling of the regional and the localized emissions (nitrogen oxides [NOX], carbon monoxide [CO], Particulate Matter 10 microns in diameter or less [PM10], and Particulate Matter 2.5 microns in diameter or less [PM2.5]) associated with the maximum daily grading activities estimated for the proposed individual developments. If the modeling shows that emissions would exceed the SCAQMD's significance thresholds for those emissions, the maximum daily grading activities of the proposed development shall be limited to the extent that could occur without resulting in emissions in excess of SCAQMD's significance thresholds for those emissions.	Prior to Discretionary Project Approval	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM AQ-10: Toxic Air Contaminants. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the TVSP area within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Redlands prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM10 concentrations exceed 2.5 microgram per cubic meter (µg/m3), PM2.5 concentrations exceed 2.5 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: • Air intakes located away from high volume roadways and/or truck loading zones. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better).	Prior to Discretionary Project Approval	City of Redlands Planning Division	
CULTURAL RESOURCES			
PPP CUL-1: The City of Redlands Historic Architectural Design Guidelines shall apply to all projects within the TVSP Area. The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* may also be applicable to properties or projects that may affect historic buildings and resources.	Prior to Discretionary Project Approval	City of Redlands Planning Division	
MM CUL-1: Historical Properties. Prior to issuance of a permit for a development project within the TVSP area that could directly or indirectly impact a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant.	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity. Preferred mitigation for historic buildings or structures shall be to avoid significant impacts to the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. An historical resource assessment report shall be prepared by a qualified architectural historian meeting the U.S. Secretary of the Interior standards for each project to document the methods used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to a historical resource are identified, the report will also recommend appropriate mitigation to reduce the impacts to below a significant degree, where possible. If mitigation is required, mitigation programs can also be included in the report. Depending upon project impacts, measures shall include, but are not limited to: • Preparing a historic resource management plan; • Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); • Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; • Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and • Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.			
MM CUL-2: Desktop Review. During environmental review for future projects located within the TVSP area, a qualified archaeologist will prepare a brief letter report to determine the likelihood for the project site to contain archaeological resources. This letter report will contain the results of	Prior to Discretionary Project Approval	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
background research and will tier off the research conducted in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments prepared by Material Culture Consulting, Inc. Additional reference material will be reviewed, including project area specific historic photographs, topographic maps and existing historic information. The background information provided in the Redlands Transit Villages Specific Plan Project Cultural and Paleontological Assessments will be valid for five (5) years, after which time an updated search of the CHRIS will be required and submitted as an addendum to the original document. If there is any evidence that the project site has an increased sensitivity for archaeological or tribal cultural resources, based on existing onsite historic-age buildings or structures, or if previously identified resources are present within the project area or vicinity, then Mitigation Measure CUL-4 through Mitigation Measure CUL-6 shall be implemented.			
MM CUL-3: Native American Coordination. Where a recorded Native American archaeological site is identified, the City shall initiate coordination with identified California Indian tribes. It should be noted that during the coordination process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a prehistoric archaeological site, which could be considered a historic tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	Prior to Discretionary Project Approval	City of Redlands Planning Division	
MM CUL-4: Phase 2 Archaeological Site Testing. If previously identified archaeological resources are present within the project area, a Phase 2 Archaeological Site Testing program shall be recommended, which would include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Results of the testing program, in tandem with the Native American coordination process required by Mitigation Measure CUL-3 will determine the historic significance of the resource. When appropriate, the final testing report must be submitted to the City for eligibility determination and possible designation. An agreement on the	In Construction Plans and Specifications. Prior to Demolition Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
appropriate form of mitigation is required prior to distribution of a draft environmental document, should one be required. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then development of a mitigation and monitoring program is required.			
MM CUL-5: Data Recovery Program. If significant cultural resources are present within a given Project Area, preferred mitigation for significant cultural resources is avoidance through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Data Recovery Program is required, which includes a Collections Management Plan. The program and plan will be subject to City review and approval prior to implementation. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City Development Services Department.	In Construction Plans and Specifications.	City of Redlands Planning Division	
MM CUL-6: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) will be required. In this case, the ARMP should include the following, at a minimum: At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor has	In Construction Plans and Specifications. Prior to Grading Permit	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
been retained. Monitors will report to the Project Archaeologist for the Project and may work in collaboration with Native American monitors for tribal cultural resources that may be a historical resource as defined in Public Resources Code section 5020.1(k). • The Project Archaeologist shall meet the U.S. Secretary of the Interior Standards. • Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation. • The Project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum: a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner/consulting Native American tribes and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to a archaeological resources evaluation. • A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring. *A. Pregrading Conference*			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
The Project Archaeologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of archaeological resources, general archaeological items, including the archaeology and culture history of the area, as well as pictures of typical artifacts, sites, and resources that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the Project Area. The Project Archaeologist and Native American monitors shall be called to assess the find to determine if additional monitors should be mobilized to the Project Area to examine and evaluate the resources. *B. Archaeological Monitoring* An adequate number of qualified archaeological monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored, including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist. Archaeological monitoring will include inspection of exposed cut surfaces and spoils piles. Monitors maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily Field Monitoring			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Summary and Daily Artifact Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Artifact Collection Log and/or Photograph Log comprise the field notes. These notes shall be filed weekly with the Project Archaeologist and be made available to the Proponent and City upon request. C. *Monitor's Authority to Temporarily Halt Project Activities* Archaeological monitors have the authority to initiate a temporary work stoppage of construction activities to assess and/or recover a potentially significant discovery. It is important that all earthmoving contractor personnel recognize the authority of the monitor(s) to redirect Project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of significant discovery, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for cultural materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Archaeologist. If phone communication is problematic, the monitor will demarcate a 50-ft buffer zone around the specimen using flagging pins until the find is assessed and potential impacts to archaeological resources are avoided, minimized, or mitigated. *D. Unanticipated Discovery Protocol* If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Archaeologist shall assess the significance of such resources and shall meet and confer with the City Development Services Department and designated Native American monitors from consulting tribes regarding the mitigation for such resources. *E. Data Recovery Plan for Archaeological Resources* The following plan identifies protocol for assessing newly discovered resources. This section follows state guidelines for management of archaeological resources, as well as current best practices and industry standards for cultural resource management professional. Please note that when inadvertent discoveries of Native American archaeological resources occur, coordination with consulting Native American tribes/affiliations should			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
be completed prior to removal or treatment of these resources, to ensure proper treatment and disposition, as outlined in Mitigation Measures TCR-3. The Project Archaeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. *F. Isolates* Less than three artifacts in one location are defined as isolates. These may consist of, for example, a single projectile point, a culturally modified animal bone, or a glass bottle. When isolates are discovered, the monitor carefully examines the surrounding area to ensure that other artifacts are not present. Subsequently, the monitor photographs the isolate with a scale bar, obtains GPS coordinates of the location and records the isolate using standard California Department of Parks and Recreation (DPR) series 523 forms. *I. Archaeological Sites* Archaeological sites consist of more than three artifacts in one location. In addition, sites may have features such as rock ovens, burials, and other human-created alterations of the natural environment - with or without the presence of artifacts. Sites and features require evaluation to determine if they meet significance criteria as per CEQA. An archaeological site is considered significant if it is eligible or potentially eligible for listing in the CRHR. When an archaeological site is discovered during any Project activity, the archaeological monitor will divert construction away from the area at a minimum distance of 50 ft from the find and establish an exclusionary zone (flagging pins/tape) around the resource. The archaeological monitor(s) will then notify the Project Archaeologist for direction on how to proceed. Regardless of the outcome of the significance and CRHR eligibility assessment, every feature and site require a standard set of data collection for analysis and recordation on standard DPR forms. Features or sites older than 50 years must be delineated and photographed, GPS coordinates must be taken, and features and site records are completed including production of field maps and sketch map drawings. Thorough mapping is required for all features or			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
sites, and include an accurate elevation measurement, the depth the deposit extends below surface and true north reading. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository, at the Western Science Center in Hemet. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. All items found in association with Native American human remains shall be considered grave goods and sacred in origin and subject to special handling pursuant to Mitigation Measure TCR-4.			
MM CUL-7: Human Remains. Procedures taken upon discovery of human remains will be consistent with State Law (California Health and Safety Code Section 7050.5; California PRC Section 5907.98) and CR-3. If human remains are encountered during project grading, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The monitor(s) will immediately divert work a minimum of 100 feet and place an exclusion zone (flagging pins) around the burial. In-place preservation and protection from further disturbance shall always be the preferred approach. If the San Bernardino County Coroner determines the remains to be Native American, the NAHC shall be contacted within a twenty-four (24) hour timeframe. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant (MLD) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98. According to the California Health and Safety Code, six or more human burials at one location	In Construction Plans and Specifications.	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052). If the coroner determines the remains represent a historic-era, non-Native American burial, standard non-invasive analysis of the skeletal remains and any artifacts will be performed on any burials removed. Reburial in place is preferred, but if burials are removed, they will be reinterred in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Reburial locations will be formally recorded on standard DPR forms as an Archaeological Redeposit. The site record will include maps of the original and reburial locations. The record will include dates of excavation and interment and a list of individuals (with affiliation) present during reburial. A burial treatment report will be prepared separately from any other reports and will be a confidential document. Copies will be filed with the Eastern Information Center, the MLD and the NAHC (latter two for Native American burials only). Any skeletal analysis or artifact analysis will be included in the final monitoring compliance report for the Project.			
MM CUL-8: Monitoring Compliance Report. The Project Archaeologist shall prepare a final archaeological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any artifacts recovered, an inventory of any resources recovered, updated DPR forms, if any, and any other site(s) identified, final disposition of the resources, and any additional recommendations. A final copy shall be submitted to the City of Redlands Development Services Department and the South Central Coast Information Center (SCCIC).	In Construction Plans and Specifications.	City of Redlands Planning Division	
MM CUL-9: Curation of Archaeological Resources. All archaeological materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the	In Construction Plans and Specifications.	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation and Monitoring Program. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as further stipulated in Mitigation Measures TCR-3 and TCR-4. Arrangements for long-term curation of all recovered artifacts, with the exception of tribal cultural resources, must be established between the applicant/property owner and the consultant prior to the initiation of the Phase 2 Archaeological Site Testing Program. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79.			
GEOLOGY AND SOILS			
MM GEO-1: Paleontological Resources Management Program (PRMP). If a project proposes subsurface disturbance within an area mapped as a high sensitivity geologic unit (i.e., older alluvial deposits), or subsurface disturbance greater than 5 feet deep within an area mapped at the surface as a low sensitivity geologic unit (i.e., younger alluvial deposits), a paleontological resource management program (PRMP) is required unless a qualified paleontologist retained by a Project Proponent provides a letter to the City	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
verifying that a PRMP is not warranted based on the results of a project-specific assessment. The PRMP will be reviewed and approved by the City prior to the issuance of a grading permit. The PRMP will be designed and implemented prior to any ground disturbance activities to monitor, salvage, and curate any recovered fossils associated with the project area, should these be unearthed. It is recommended that, if necessary, a project's PRMP implement the following standard procedures: 1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a project-specific plan for monitoring site grading/earthmoving activities. As per Society of Vertebrate Paleontology (SVP) guidelines, a qualified paleontological monitor is an individual who has demonstrated sufficient paleontological training and field experience to have acceptable knowledge and experience of fossil identification, salvage and collection methods, paleontological techniques, and stratigraphy. An undergraduate degree in geology or paleontology is preferable but is less important than documented experience performing paleontological monitoring. The paleontological monitor must work under the direction of the Project Paleontologist. 2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring requirements as appropriate. These requirements shall be documented by the project paleontologist in a paleontological resource management program (PRMP). This PRMP shall be submitted to the City for approval prior to issuance of a grading permit. Information to be contained in the PRMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: a. The Project Paleontologist shall participate in a pre-construction project meeting with development staff			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
and construction operations to ensure an understanding of any monitoring measures required during construction, as applicable. b. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level. c. If the Project Paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated, documented, and recovered. Earthmoving will be allowed to proceed through the site when the Project Paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary. d. If fossil remains are encountered by earthmoving activities when the Project Paleontologist is not onsite, these activities will be diverted around the fossil site and the Project Paleontologist called to the site immediately to evaluate, document, and recover the remains. e. If fossil remains are encountered, fossiliferous rock and soil will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the geologic unit if appropriate.			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
f. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. g. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Development Services Department for review and approval prior to building final inspection as described elsewhere in these conditions. *A. Pregrading Conference* The Project Paleontologist and/or designee shall participate in a pre-grading conference with development staff and construction operations, to ensure an understanding of the monitoring requirements and implementation procedures to be utilized during construction. This meeting shall take place before the			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
initiation of major ground-disturbing activities. Training at this meeting shall inform all construction personnel of the procedures to be followed upon the discovery of paleontological resources, general paleontological items, including the paleontology and geology of the area, as well as pictures of typical fossils that can be found during construction. This training should stress applicable state, federal, and local laws, and include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel should be instructed to stop work within a 50-foot radius of the find and immediately inform their field supervisor upon any discovery in the project area. The Project Paleontologist shall be called to assess the find to determine if monitors should be mobilized to the project area to examine and evaluate the fossils. *B. Paleontological Monitoring* Paleontological monitoring of earthmoving activities within older Quaternary alluvial deposits will be initially conducted on a full-time basis, and earthmoving activities below five feet within younger Quaternary alluvial deposits will be conducted on a part-time (spot-checking) basis by the paleontological monitor. The Project Paleontologist may re-evaluate the necessity for paleontological monitoring after initial examination of the affected sediments during excavation, which may result in part-time or spot-checking the remainder of excavations, or cessation of monitoring. Paleontological monitoring of construction excavations involves field inspection of trenches, spoils piles, scraped or graded surfaces. Monitors shall maintain close communication with the on-site construction personnel to maintain a safe working environment and to be fully appraised of the upcoming Project activity areas and any schedule changes. All monitors shall complete daily documentation of all construction activities requiring monitoring, including the location of monitoring activities throughout the day, observations of sediment type and distribution, observations regarding paleontological resources, collection of resources and other information. This documentation will be prepared by each monitor on each shift, in a Daily			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Field Monitoring Summary and Daily Paleontological Locality Collection log, as relevant to the discoveries each day. The monitor shall photograph ground disturbing activities, sediment, and resources for documentation purposes and will fill out a Photograph Log each day. The Daily Field Monitoring Summary, Daily Paleontological Locality Collection Log and/or Photograph Log shall comprise the field notes. These notes shall be filed weekly with the Project Paleontologist and be made available to the Proponent and City upon request. C. *Monitor's Authority to Temporarily Halt Project Activities* Paleontological monitors have authority to initiate a temporary work stoppage of construction activities to assess and/or recover paleontological discoveries. It is important that all earthmoving contractor personnel recognize the authority of the paleontological monitor(s) to redirect project construction activities. The monitor(s) will attempt to minimize schedule impacts, however, in cases of large discoveries, this process can be quite lengthy, and recent discoveries in the region have shown the area to be highly sensitive for paleontological materials. The monitor(s) will stay with the discovery and notify the construction foreman and the Project Paleontologist. The monitor will demarcate a 50-foot buffer zone around the specimen using flagging or other high-visibility methods until the find is assessed and potential impacts to paleontological resources are avoided, minimized, or mitigated. *D. Data Recovery Plan for Paleontological Resources* If fossils are discovered, the qualified paleontological monitor shall recover them. In the instance of an extended salvage period, the Project Paleontologist shall work with the construction manager to temporarily direct, divert, or halt earthwork to allow recovery of fossil remains in a timely manner. If the find is too large to be managed by one monitor, additional assistance will be called upon to expedite the process. Because of the potential for the recovery of small fossil remains, it may be necessary to collect bulk samples (up to 6,000 pounds) of sedimentary rock matrix. Screen-washing will only occur in the event of a significant discovery. The Project			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Paleontologist will consult with the Project Applicant/Proponent prior to collecting any bulk samples. Scientifically significant fossils of microscopic size consisting of vertebrates, invertebrates, plants, or trace fossils, may be in sediments that produce significant finds. The locations of any significant discoveries should be sampled and later screen-washed and picked in the paleontological laboratory to fully document the microfaunal or microfloral diversity of the locality. Construction activities shall continue outside of a 50-foot buffer to the discovery site based on the size of the fossil and in consultation with the foreperson and other construction leads. All scientifically important fossils shall be salvaged and fully documented within a detailed stratigraphic framework as construction conditions and safety considerations permit. Fossils will only be retrieved from within the project boundaries. Once the fossils have been partially prepared in the laboratory, non-significant resources such as bone fragments lacking identifiable features (processes or definable skeletal structures) shall be discarded or used only for educational or public outreach purposes. *F. Monitoring Compliance Report* The Project Paleontologist shall prepare a final paleontological report prior to issuance of final building inspection, or other City milestone, to verify compliance with project conditions and mitigation measures. The report shall follow industry standard guidelines and City of Redlands requirements and shall include at a minimum: a discussion of monitoring methods and techniques uses, the results of the monitoring program including any fossils recovered, an inventory of any resources recovered, locality forms, if any, final disposition of the resources, and any additional recommendations. *G. Curation of Paleontological Resources* Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and catalogued as part of the monitoring program. When potentially scientifically significant fossil discoveries are made by			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
paleontological monitors, they should be quickly and professionally explored, assessed, and evaluated to minimize construction delays; the City Development Services Department and Project Paleontologist will be notified immediately. Additional paleontologists will be brought in to assist with the salvage as needed. Salvages may consist of the relatively rapid removal of small isolated fossils from an active cut, to hand-quarrying of larger fossils over several hours, to excavations of large fossils or large numbers of smaller fossils from a bone bed over several days or weeks. At each paleontological locality, the Project Paleontologist or paleontological monitor will record the field number, date of discovery and date of collection, geographic coordinates, elevation, formation, stratigraphic provenance, lithologic description of sediment that produced the fossil(s), type(s) of fossils and type(s) of element(s), taphonomic and paleoenvironmental interpretations, associations with other fossils, photograph(s), and collector(s). All fossils and matrix samples must be properly labeled prior to removal from the locality where they were discovered and taken to a secure laboratory for preparation to the point of identification and curation.			
HYDROLOGY AND WATER QUALITY			
PPP HYD-1 National Pollutant Discharge Elimination System (NPDES). Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs.	In Construction Plans and Specifications. Prior to Demolition and Grading Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
PPP HYD-2 Santa Ana RWQCB MS4 Permit. Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to: • Control contaminants into storm drain systems • Educate the public about stormwater impacts • Detect and eliminate illicit discharges • Control runoff from construction sites • Implement BMPs and site-specific runoff controls and treatments	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Building and Safety Division	
NOISE			
MM NOI-1: Construction Equipment. Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that construction contractors equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards, and all stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive use nearest the construction activity.	In Construction Plans and Specifications. Prior to Demolition, Grading Permits	City of Redlands Building and Safety Division	
MM NOI-2: Construction Staging. Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall require that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receiver nearest to the construction activity.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-3: Construction Noise Levels. Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP, the project plans and specifications shall demonstrate that all construction activity within the TVSP will satisfy the exterior construction noise level of 80 dBA Leq at a sensitive receiver (e.g., residential).	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM NOI-4: Construction Noise Barriers: Prior to the issuance of a demolition, grading, or construction permit for new development within the TVSP that could exceed the exterior construction noise level of 80 dBA L_{eq} at a sensitive receiver (e.g. residential), the project plans and specifications shall detail the installation of temporary construction noise barriers for occupied noise-sensitive uses for the duration of construction activities that could exceed the TVSP construction noise level thresholds. The noise control barrier(s) must provide a solid face from top to bottom and shall: • Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts; • Be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; and • Be removed and the site appropriately restored upon the conclusion of the construction activity.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-5: Residential Exterior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 60 dBA CNEL exterior noise level standard as defined by Table 7-11 of the City of Redlands General Plan Healthy Community Element through preparation of an acoustical analysis. The outdoor environment is limited to private yard of single family as measured at the property line; multifamily private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; hotel and recreational area as intended by the General Plan Healthy Community Element.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-6: Residential Interior Noise: Prior to the issuance of a building permit for new residential dwelling units within the TVSP, the Project plans and specifications shall demonstrate compliance with the 45 dBA CNEL interior noise level standard as defined by Table 7-11 of the General Plan Healthy Community Element and by Title 24, Part 2, of the California Building Code through preparation of an acoustical analysis.	In Construction Plans and Specifications. Prior to Building Permits	City of Redlands Building and Safety Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
MM NOI-7: Non-Residential Developments: Prior to the issuance of a building permit for a non-residential development within the TVSP that has the potential to impact noise sensitive residential land uses, the project plans and specifications shall demonstrate compliance with Municipal Code Section 8.06.090(F).	In Construction Plans and Specifications. Prior to Building Permits.	City of Redlands Building and Safety Division	
MM NOI-8: Construction Vibration: Prior to approval of a demolition permit, grading plans, and/or issuance of building permits for construction activities within 100 feet of existing residential structures or occupied noise-sensitive uses that require the use of large bulldozers, large loaded trucks, jackhammers, pile drivers, and/or caisson drills, the City of Redlands Building and Safety Division shall ensure that construction plans and specifications state that the use of such vibratory equipment shall be prohibited within 100 feet of existing residential structures or occupied noise-sensitive uses. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects. If the use of large bulldozers, loaded trucks, jackhammers, pile drivers, and/or caisson drills is necessary within 100 feet of existing residential structures or occupied noise-sensitive uses, the project Applicant/Developer shall demonstrate compliance with Municipal Code, Section 8.06.020 vibration perception threshold as 0.01 inches per second (in/sec) RMS.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
MM NOI-9: Construction Vibration Near Fragile Historic: Any site-specific development project within 25 feet of an extremely fragile historic building shall engage a qualified structural engineer to conduct a pre-construction assessment of the structural integrity of the nearby historic structure(s) and submit evidence to the City of Redlands Building and Safety Division detailing that the operation of vibration-generating equipment associated with the new development would not result in structural damage to the adjacent historic building(s). If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	City of Redlands Building and Safety Division	
PUBLIC SERVICES			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
PPP PS-1: Development Impact Fees. As a standard requirement for implementing projects within the TVSP Area, and prior to issuance of any building permits for the implementing project, the project applicants/developers shall pay all applicable City of Redlands Development Impact Fees (DIF) pursuant to the Redlands Municipal Code and/or adopted fee schedules.	Prior to Building Permit.	City of Redlands Planning Division	
PPP PS-2: Park Fees. As a Condition of Approval for implementing projects within the TVSP area, the project applicants/developers shall pay applicable park related fees pursuant to Redlands Municipal Code Chapter 3.32.	Prior to Building Permit.	City of Redlands Planning Division	
TRANSPORTATION			
Mitigation Measure TR-1: VMT Screening. Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in in the City of Redlands CEQA Assessment VMT Analysis Guidelines. If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as: • Modifying the project's build environment characteristics to reduce the VMT generated by the project • Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project • Participating in an available VMT fee program and/or VMT mitigation exchange or banking program if any exist to reduce VMT from the project or other land uses to achieve acceptable levels	Prior to Discretionary Project Approval.	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
• Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas) • Constructing bicycle network improvements along the project's frontage consistent with the TVSP		City of Redlands Planning Division	
TRIBAL CULTURAL RESOURCES			
MM TCR-1: Archaeological Resources Management Plan (ARMP). If resources are discovered within a given Project Area, for any ground disturbing activities within 300 feet of the Mill Creek Zanja, or if there is a high potential for encountering resources, an Archaeological Resources Management Plan (ARMP) and tribal monitoring shall be required. In this case, the ARMP should include the following, at a minimum: • At least 90 days prior to issuance of grading permits, the project permittee/owner shall retain a qualified archaeological monitor to prepare the ARMP and to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Qualified archaeological monitor(s) will have a minimum of a bachelor's degree, verifiable training and one year of monitoring experience in Southern California on similar projects. Prior to grading, the project permittee/owner shall provide to the City Development Services Department verification that a qualified monitor and a Native American monitor from the consulting tribe(s) have been retained. Archaeological monitors will report to the project Archaeologist for the project and may work in collaboration with Native American monitors from consulting tribes. The project Archaeologist shall meet the U.S. Secretary of the Interior Standards. • Any newly discovered archaeological resource deposits shall be subject to a formal significance evaluation. • The project Archaeologist will work in coordination with consulting tribes, the permittee/owner, and the City on the ARMP to address the details, timing, and responsibility of all archaeological activities that will occur on the project site. Details in the plan shall include, at a minimum:	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner, consulting Native American tribes, and the Project Archaeologist during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City, tribes, and Project Archaeologist will follow in the event of inadvertent archaeological resource discoveries, including any newly discovered archaeological resource deposits that shall be subject to an archaeological resources evaluation. • A final report documenting the monitoring activity and disposition of any recovered archaeological resources shall be submitted to the City of Redlands, South Central Coast Information Center (SCCIC), and consulting tribes within 60 days of completion of monitoring.			
Mitigation Measure TCR-2: Inadvertent Discovery of Tribal Cultural Resources. In the event that Native American tribal cultural resources are inadvertently discovered during the course of grading for any project being developed under the Transit Villages Specific Plan, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process. Construction staff should also be provided with cultural sensitivity training, including identification of possible in situ tribal cultural resources. 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Redlands with evidence of same: a. Accommodate the process for onsite reburial of the discovered items with the interested Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed. b. A curation agreement with an appropriate qualified repository within San Bernardino County or Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County or Riverside County, to be accompanied by payment of the fees necessary for permanent curation. c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the Project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum (or similar appropriate qualified repository able and willing to accept the tribal cultural resources) by default. d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City of Redlands documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grading meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports			

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
produced will be submitted to the City of Redlands, CHRIS, and consulting tribe(s).			
Mitigation Measure TCR-3: Treatment and Disposition of Tribal Cultural Resources. In the event that tribal cultural resources, including historic and pre-contact materials, are discovered during the course of ground disturbance for any project being developed under the Transit Villages Specific Plan, the following procedures shall be implemented: 1. All work in the immediate vicinity of the find (within a 50-foot buffer) shall cease and the find shall be assessed by an archaeologist meeting the Secretary of the Interior's standards. Work on the other portions of the project, outside of the buffered area, may continue during this assessment period. 2. Notification and information regarding the nature of the find shall be made to the representatives of all consulting tribe(s). 3. Temporary Curation and Storage: During construction, any cultural resources discovered shall be temporarily curated in a secure onsite location, as determined appropriate with consideration of input from consulting tribe(s). The removal of any cultural resources from the project site shall be thoroughly inventoried and overseen by the Native American Tribal Monitor(s). 4. Treatment and Final Disposition: The Applicant shall relinquish ownership of all cultural resources, including sacred items, burial goods, archaeological artifacts, and non-human remains discovered during construction of the proposed project. The Applicant shall relinquish the cultural resources through one or more of the following methods and provide the City of Redlands with evidence of same: a. Accommodate the onsite reburial of the discovered cultural resources in consultation with the consulting Native American tribe(s) or band(s). The reburial area shall be protected from any future impacts. All reburials are subject to a reburial agreement that shall be developed between the landowner and the consulting tribes outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts (vis-a-vis project plans,	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
conservation/preservation easements, etc.). Reburial shall not occur until all cataloguing and recordation have been completed. b. In the event that reburial is infeasible, and/or if more than one Native American tribe or band is involved with the proposed project and cannot come to a consensus as to the disposition of cultural resources within one hundred and twenty (120) days from the initial recovery of the items, the cultural resources shall be curated. The landowner shall relinquish all ownership and rights to this material and confer with the consulting tribes to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. c. Within 60 days following the completion of ground-disturbing activities, a Monitoring Compliance Report shall be submitted to the City of Redlands. The Monitoring Report shall document monitoring activities conducted by the Project Archaeologist and Native Tribal Monitor(s) including: any impact to cultural resources discovered on the project site; how each mitigation measure was fulfilled; the type of cultural resources recovered and the disposition of such resources; evidence of completion of pre-grading cultural sensitivity training required for the construction staff; and daily/weekly monitoring notes from the archaeologist in a confidential appendix. The Monitoring Compliance Report shall be submitted to the City of Redlands, the South Central Coastal Information Center, and the consulting tribe(s).			
MM TCR-4: Discovery of Human Remains. In the event that human remains are encountered on any project site of any project being developed under the Transit Villages Specific Plan, the construction contractors, Project Archaeologist, and designated Native American Tribal Monitor (if any) shall immediately stop all work within 100 feet of the discovery. The Applicant shall immediate notify the San Bernardino County Coroner, the City of Redlands Police Department, and the City of Redlands Development Services	In Construction Plans and Specifications. Prior to Grading Permits	City of Redlands Planning Division	

Plans, Programs, and Policies /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
Department. The County Coroner shall be permitted to examine the remains consistent with the requirements of California Code of Regulations (CCR) §15064.5(e). State Health & Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) §5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. The specific location of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center and/or NAHC. According to the California Health & Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Sections 5097.98(e) and 5097.94(k)).			

RESOLUTION NO. 8401

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ADOPTING GENERAL PLAN AMENDMENT NO. 146 TO THE REDLANDS 2035 GENERAL PLAN TO CHANGE THE LAND USE DESIGNATIONS AND LAND USE MAP TO "TRANSIT VILLAGE" FOR MULTIPLE PARCELS LOCATED WITHIN THE PROPOSED TRANSIT VILLAGES SPECIFIC PLAN (SPECIFIC PLAN NO. 65) AREA, TOTALING APPROXIMATELY 947 ACRES, AND OTHER RELATED AMENDMENTS TO TEXT AND EXHIBITS.

WHEREAS, in accordance with Government Code section 65855, the Planning Commission of the City of Redlands reviewed proposed General Plan Amendment No. 146 to the Redlands 2035 General Plan (the "Amendment") to amend the General Plan land use designation of approximately 947 acres to "Transit Village" generally bounded: on the west by Alabama Street, West Redlands Boulevard, Kansas Street, and Tennessee Street; on the north by Interstate 10, Colton Avenue, and Sylvan Boulevard; on the east by Judson Street; and on the south by Citrus Avenue, Central Avenue, East Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and West State Street (see Exhibit "A" attached hereto); and

WHEREAS, the proposed General Plan Amendment No. 146 is necessary to ensure the proposed Transit Villages Specific Plan (Specific Plan No. 65) (the "Project") will be consistent with the 2035 General Plan, including text, data, and various maps and exhibits contained in the adopted 2035 General Plan; and

WHEREAS, a Draft Environmental Impact Report (DEIR) for the proposed project and Zone Change No. 475 was published on July 20, 2022, and circulated for a 45-day public review and comment period beginning on July 21, 2022, and ending on September 6, 2022; and

WHEREAS**,** a Final Environmental Impact Report (Final EIR) was published on September 21, 2022, with responses to comments; and

WHEREAS, on October 5, 2022, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, General Plan Amendment No. 146 and at which the Planning Commission considered General Plan Amendment No. 146; and

WHEREAS on October 7, 2022, notice of the City Council's public hearing for the proposed General Plan Amendment No. 146 and Project was published by a display ad in the Redlands Daily Facts by the City Clerk; and

WHEREAS, on October 18, 2022, the City Council held a public hearing and considered the staff written and oral reports, the recommendation of the Planning Commission, written public comments, and testimony by members of the public; and

WHEREAS, following the public hearing on the proposed General Plan Amendment No. 146 and Project, the City Council determined that adoption of the Amendment is in the best interests of the public health, safety and general welfare.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. DESCRIPTION OF GENERAL PLAN AMENDMENT. Amendment to the following text, data, and various maps and exhibits contained in the adopted 2035 General Plan have been identified as being necessary in conjunction with the proposed Transit Villages Specific Plan document (strikethrough font indicates deletions and underlined font indicates additions):

a) Change the land use designation of parcels within the proposed Transit Villages Specific Plan boundary to the "Transit Village" land use classification, per Exhibit "A" attached hereto, and delete the word Zone from "Transit Village Overlay ~~Zone~~" in the map key.

b) Amend text in Action 2-A.90:

"Complete and adopt a ~~Downtown~~ Transit Villages Specific Plan as the guide for Downtown development that will establish guidelines or standards for roadways, building forms, architecture, signage, streetscape, parking, and public realm amenities."

c) Amend text in Action 2-A.94:

"Encourage mixed-use projects in the Transit Village areas and Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High-Density Residential standard."

d) Amend text on page 1-14:

"Downtown Specific Plan (Draft, 2011)

The Downtown Specific Plan was adopted in 1994 and revised through 2008. A comprehensive update took place in 2011 but ~~has not yet been~~ was not adopted. The plan's primary goal is to support the economic vitality of Downtown Redlands, and it seeks to facilitate the development of financial, technical, professional and research-development offices and services Downtown, supported by retail, restaurants, entertainment, and cultural activities. As ~~updated~~ envisioned in 2011, the Downtown Specific Plan covers a larger area, including residential and civic areas in south Downtown. The plan also has a new emphasis on mixed-use and transit-oriented development, including guidelines to ensure compatibility with historic buildings. The plan identifies districts and corridors, and provides direction for vehicle and pedestrian circulation, and pedestrian-oriented street design. Land use proposals from the updated Draft Downtown Specific Plan were considered as part of the General Plan update. The new Transit Villages Specific Plan will replace the existing Downtown Specific Plan."

e) Amend text on page 4-32:

"Mixed Use Core

Mixed Use Core covers areas within a quarter-mile radius (a 5-minute walking distance) of proposed passenger rail stations. A Mixed Use Core indicates areas in the Transit Villages with the potential for the highest development intensity and ability to support transit ridership. These areas would have policies and standards detailed in the Transit Village Plan intended to create vital, mixed-use environments in close proximity to the proposed transit stations. Mixed Use Cores are proposed for four of the Transit Villages: California Street, Alabama Street, New York Street, and the University of Redlands. A Mixed Use Core is not proposed for the Downtown station, as that station area would be covered by the ~~Downtown Specific Plan (DTSP)~~ Transit Villages Specific Plan (TVSP) upon adoption of that Specific Plan. It is important to note that while the Mixed Use Cores indicate areas where high-density/intensity mixed-use development would be encouraged, such development may take place in the TVOZ outside of the cores as well, where appropriate."

f) Amend Figure 4-7, Transit Village Concept, on page 4-33: update map key to state, "Downtown Specific Plan (rescinded)".

g) Amend text in land use exhibits/graphics on pages 4-37, 4-39 and 4-40: update map keys to state, "Downtown Specific Plan (rescinded)", and delete the word Zone from "Transit Village Overlay ~~Zone~~".

h) Amend roadway designation of certain street segments as shown in Figure 5-5 (Roadway Classification) on page 5-20:

i. Section of Colton Avenue between Texas Street to New York Street: change from "Boulevard" to "Minor Arterial" designation.

ii. Section of Colton Avenue between Texas Street to Orange Street: change from "Boulevard" to "Minor Arterial" designation.

iii. Section of Orange Street between Stuart Avenue to Redlands Boulevard: change from "Boulevard" to "Minor Arterial" designation.

iv. Section of Orange Street from 175 feet north of Sun Avenue to Union Avenue: change from "Boulevard" to "Minor Arterial" designation.

v. Section of Citrus Avenue between Orange Street/Cajon Street to Eureka Street: change from "Major Arterial" to "Minor Arterial" designation.

vi. Section of University Street from East Colton Avenue to approximately 215 feet north of East Citrus Avenue (i.e., Interstate 10 underpass): change from "Boulevard" to "Minor Arterial" designation.

i) Amend Table 7-10 on page 7-40 to add mixed uses for the category COMMERCIAL (Regional, Village District, Special): "Commercial Retail, Bank, Restaurant, Movie Theatre, Mixed Uses with residential units."

j) Amend title of Table 4-3 on page 4-31: "Table 4-~~3~~6"

k) Amend title of Table 4-1 on page 4-42: "Table 4-~~1~~7"

l) Amend title of Table 4-4 on page 4-42: "Table 4-~~4~~8"

m) Amend title of Table 4-5 on page 4-46: "Table 4-~~5~~9"

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT. As adopted and certified by City Council Resolution No. 8399, the Draft and Final Environmental Impact Report for the proposed General Plan Transit Village District and General Plan Amendment No. 146 have been prepared in compliance with the California Environmental Quality Act (CEQA), pursuant to applicable sections of Articles 7, 8, 9 and 10 of the CEQA Guidelines.

SECTION 3. APPROVAL OF GENERAL PLAN AMENDMENT. General Plan Amendment No. 146 is hereby approved as described in this Resolution for the Transit Villages Specific Plan (Specific Plan No. 65) project, and as shown in Exhibit "A" attached hereto.

SECTION 4. EFFECTIVE DATE. This Resolution shall become effective upon adoption.

ADOPTED, SIGNED AND APPROVED this 18th day of October, 2022.

Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, hereby certify that the foregoing resolution was duly adopted by the City Council at a regular meeting thereof held on the 18th day of October, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A-1
GENERAL PLAN FIGURE 4-1, GENERAL PLAN LAND USE MAP (EXISTING)

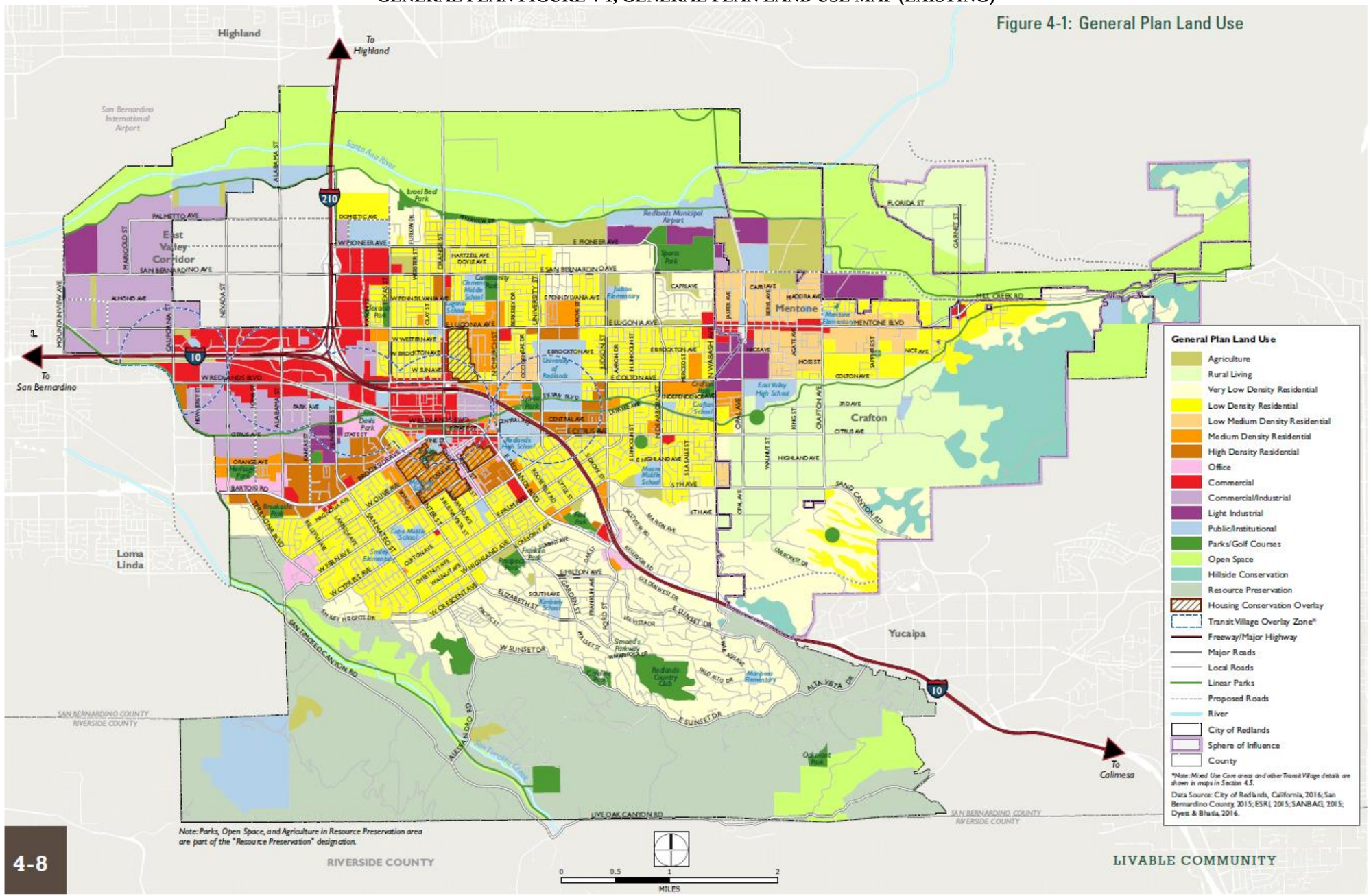

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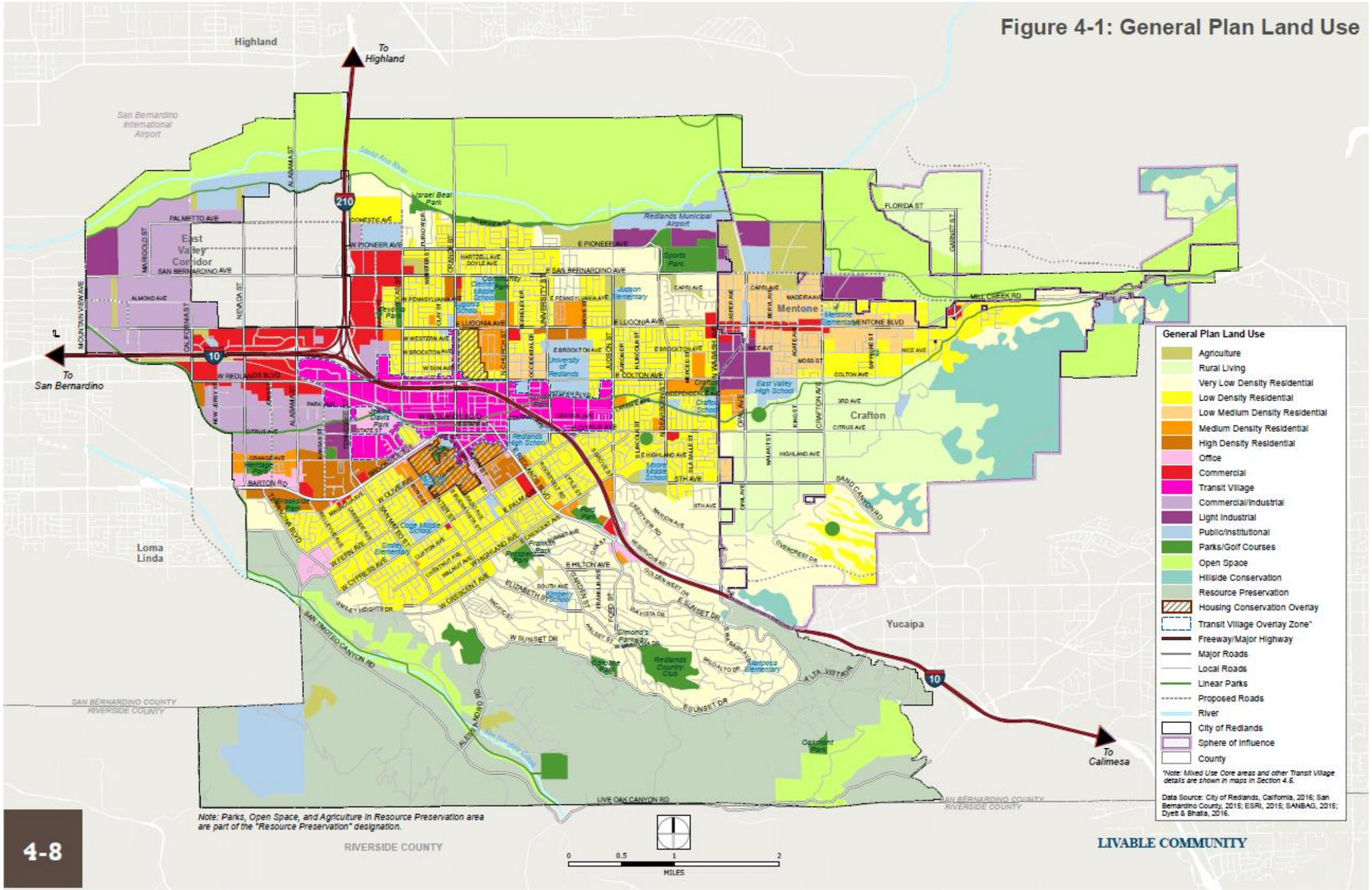
EXHIBIT A-2
AMENDED FIGURE 4-1, GENERAL PLAN LAND USE MAP (REVISED)



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RESOLUTION NO. 8400

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ADOPTING THE TRANSIT VILLAGES SPECIFIC PLAN (SPECIFIC PLAN NO. 65) AND RESCINDING THE DOWNTOWN SPECIFIC PLAN (SPECIFIC PLAN NO. 45) FOR AREAS AROUND THREE REDLANDS TRAIN STATIONS TOTALING APPROXIMATELY 947 ACRES

WHEREAS, on December 5, 2017, the City Council adopted the 2035 General Plan (General Plan Update) and related Climate Action Plan, affirmed its intent to adopt and implement the Transit Villages Concept and strategy contained therein, and requested the City's Development Services Department hire consultants to prepare a Transit Villages Specific Plan and prepare an Environmental Impact Report related to the same; and

WHEREAS, the City of Redlands has initiated General Plan Amendment No. 146 to make minor changes and edits to certain General Plan policies, exhibits, and maps to ensure consistency for the proposed Transit Villages Specific Plan project; and

WHEREAS, the City of Redlands has initiated Specific Plan No. 65 to implement the proposed Transit Villages Specific Plan project; and

WHEREAS, the City of Redlands has initiated Zone Change No. 475 to amend the City's official Zone Map to accommodate the proposed Transit Villages Specific Plan; and

WHEREAS, an extensive public outreach effort was conducted to obtain resident input for the preparation of the Draft Transit Villages Specific Plan including nine public community workshops held beginning in September 2018 through May 2019, workshops by the Redlands Planning Commission, a project website www.redlandstransitvillages.org made available, information booths provided by Planning Division staff on thirteen dates of the Downtown Market Night between August 2018 through June 2019, a joint public workshop of the Planning Commission and City Council held on January 26, 2020; and

WHEREAS, the final draft Transit Villages Specific Plan was published on May 19, 2020, at www.redlandstransitvillages.org to make available to the general public, other agencies, and other interested persons for public review and comment; and

WHEREAS, the proposed Transit Villages Specific Plan meets legal adequacy requirements pursuant to California Government Code Sections 65450 through 65457; and

WHEREAS, a Draft Environmental Impact Report (DEIR) on the Transit Villages Specific Plan was published on July 20, 2022, and circulated for a 45-day public review and comment period beginning on July 21, 2022, and ending on September 6, 2022; and

WHEREAS**,** a Final Environmental Impact Report (Final EIR) was published on

September 21, 2022, with responses to comments; and

WHEREAS, on September 23, 2022, the Planning Division caused a public notice display advertisement concerning the proposed project to be published in a newspaper of general circulation in the City, in accordance with Redlands Municipal Code and applicable Government Code; and

WHEREAS, on October 5, 2022, the Planning Commission held duly noticed public hearing on the proposed Transit Villages Specific Plan and related EIR, General Plan Amendment No. 146, Zone Change No. 475, and considered the staff report, oral report, the testimony and any written evidence submitted by the general public; and

WHEREAS, on October 5, 2022, the Planning Commission recommended to the City Council approval of the Findings of Fact and Statement of Overriding Considerations and that the Final EIR for the new Redlands General Plan be certified; and

WHEREAS, on October 5, 2022, the Planning Commission recommended to the City Council approval of the proposed "Transit Villages Specific Plan" (Specific Plan No. 65), General Plan Amendment No. 146, Zone Change No. 475, and rescinding the existing Specific Plan No. 45 ("Downtown Specific Plan"); and

WHEREAS, on October 18, 2022, the City Council held a public hearing and considered the staff report, oral report, the testimony and any written evidence submitted by the general public; and

WHEREAS, on October 18, 2022, the City Council considered the proposed Transit Villages Specific Plan document and related DEIR and FEIR, General Plan Amendment No. 146, and Zone Change No. 475, as set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. As adopted and certified by City Council Resolution No. 8399, the Draft and Final Environmental Impact Report for the proposed General Plan Transit Village District and the Transit Villages Specific Plan project have been prepared in compliance with the California Environmental Quality Act (CEQA), pursuant to applicable sections of Articles 7, 8, 9 and 10 of the CEQA Guidelines.

SECTION 2. FINDING OF CONSISTENCY WITH THE GENERAL PLAN. The City Council of the City of Redlands finds that the proposed "Transit Villages Specific Plan" (Specific Plan No. 65) is consistent with the purpose, intent, and stated Polices and Actions contained in the 2035 General Plan (adopted on December 5, 2017). The Transit Villages Specific Plan will implement the General Plan's guiding strategy and unifying principle known as the Transit Village Concept contained therein.

SECTION 3. FINDING OF CONSISTENCY WITH THE CALIFORNIA GOVERNMENT CODE. The City Council of the City of Redlands finds that the proposed "Transit Villages Specific Plan" (Specific Plan No. 65) is consistent with the applicable provisions

of California Government Code Sections 65451, 65452, 65453, and 65454 pertaining to specific plans, including the requirements for content, regulation of land uses, development standards and criteria, implementation measures, and consistency with the general plan.

SECTION 4. RESCIND THE DOWNTOWN SPECIFIC PLAN (SPECIFIC PLAN 45). The City Council of the City of Redlands hereby rescinds Specific Plan No. 45 (known as the "Downtown Specific Plan") to accommodate implementation of the Transit Villages Specific Plan (Specific Plan No. 65) project.

SECTION 5. APPROVAL OF THE TRANSIT VILLAGES SPECIFIC PLAN (SPECIFIC PLAN NO. 65). The City Council of the City of Redlands hereby adopts the Transit Village Specific Plan (Specific Plan No. 65) for the applicable Transit Villages Specific Plan area, as shown in Exhibit "A" attached hereto.

ADOPTED, SIGNED AND APPROVED this 18th day of October, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof, held on the 18th day of October, 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A
TRANSIT VILLAGES SPECIFIC PLAN
(SPECIFIC PLAN NO. 65)

[Attached]

ORDINANCE NO. 2947

AN ORDINANCE OF THE CITY OF REDLANDS APPROVING ZONE CHANGE NO. 475 AND AMENDING THE CITY'S ZONE MAP PURSUANT TO TITLE 18 (ZONING REGULATIONS) OF THE REDLANDS MUNICIPAL CODE TO IMPLEMENT THE TRANSIT VILLAGES SPECIFIC PLAN (SPECIFIC PLAN NO. 65) DISTRICTS AND PROJECT AREA.

WHEREAS, the City of Redlands has initiated Zone Change No. 475 to amend the City's official Zone Map to accommodate the proposed Transit Villages Specific Plan (Specific Plan No. 65) project; and

WHEREAS, Ordinance No. 2947 (Zone Change No. 475) would amend the City's official Zone Map of Title 18 (the City's "Zoning Ordinance") of the Redlands Municipal Code to change zoning designations of numerous properties located within the Transit Villages Specific Plan (Specific Plan No. 65) area, implement the Transit Villages Specific Plan (Specific Plan No. 65), and assign and implement new Specific Plan district designations contained therein; and

WHEREAS, on October 5, 2022, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Zone Change No. 475 and at which the Planning Commission considered Zone Change No. 475; and

WHEREAS, a Draft Environmental Impact Report (DEIR) for the proposed project and Zone Change No. 475 was published on July 20, 2022, and circulated for a 45-day public review and comment period beginning on July 21, 2022, and ending on September 6, 2022; and

WHEREAS**,** a Final Environmental Impact Report (Final EIR) was published on September 21, 2022, with responses to comments; and

WHEREAS, following the public hearing on October 5, 2022, the Planning Commission determined that Zone Change No. 475 would be in conformity with the 2035 General Plan, and would be consistent with goals of the General Plan for retail/commercial land use districts; and,

WHEREAS, on October 5, 2022, the Planning Commission recommended to the City Council that proposed Zone Change No. 475 be approved; and

WHEREAS, in accordance with Government Code section 65090, on or about October 7, 2022, the City Clerk gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which Ordinance No. 2947 (Zone Change No. 475) would be considered by City Council; and

WHEREAS, on October 18, 2022, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Ordinance No. 2947.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDLANDS DOES ORDAIN AS FOLLOWS:

SECTION 1. CALIFORNIA ENVIRONMENTAL QUALITY ACT. As adopted and certified by City Council Resolution No. 8399, the Draft and Final Environmental Impact Report for the proposed project, including Zone Change No. 475, have been prepared in compliance with the California Environmental Quality Act (CEQA), pursuant to applicable sections of Articles 7, 8, 9 and 10 of the CEQA Guidelines.

SECTION 2. APPROVAL OF ZONE CHANGE NO. 475. The City Council of the City of Redlands hereby adopts Zone Change No. 475 for the Transit Villages Specific Plan (Specific Plan No. 65) project area, as shown in Exhibit "A" attached hereto.

SECTION 3. The Mayor shall sign this ordinance and the City Clerk shall certify to the adoption of this ordinance and shall cause it, or a summary of it, to be published once in the Redlands Daily Facts, a newspaper of general circulation within the City, and thereafter, this ordinance shall take effect as provided by law.

_____

Paul T. Barich, Mayor

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ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Ordinance was duly adopted by the City Council at the regular meeting thereof, held on the _____ day of _____, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeanne Donaldson, City Clerk

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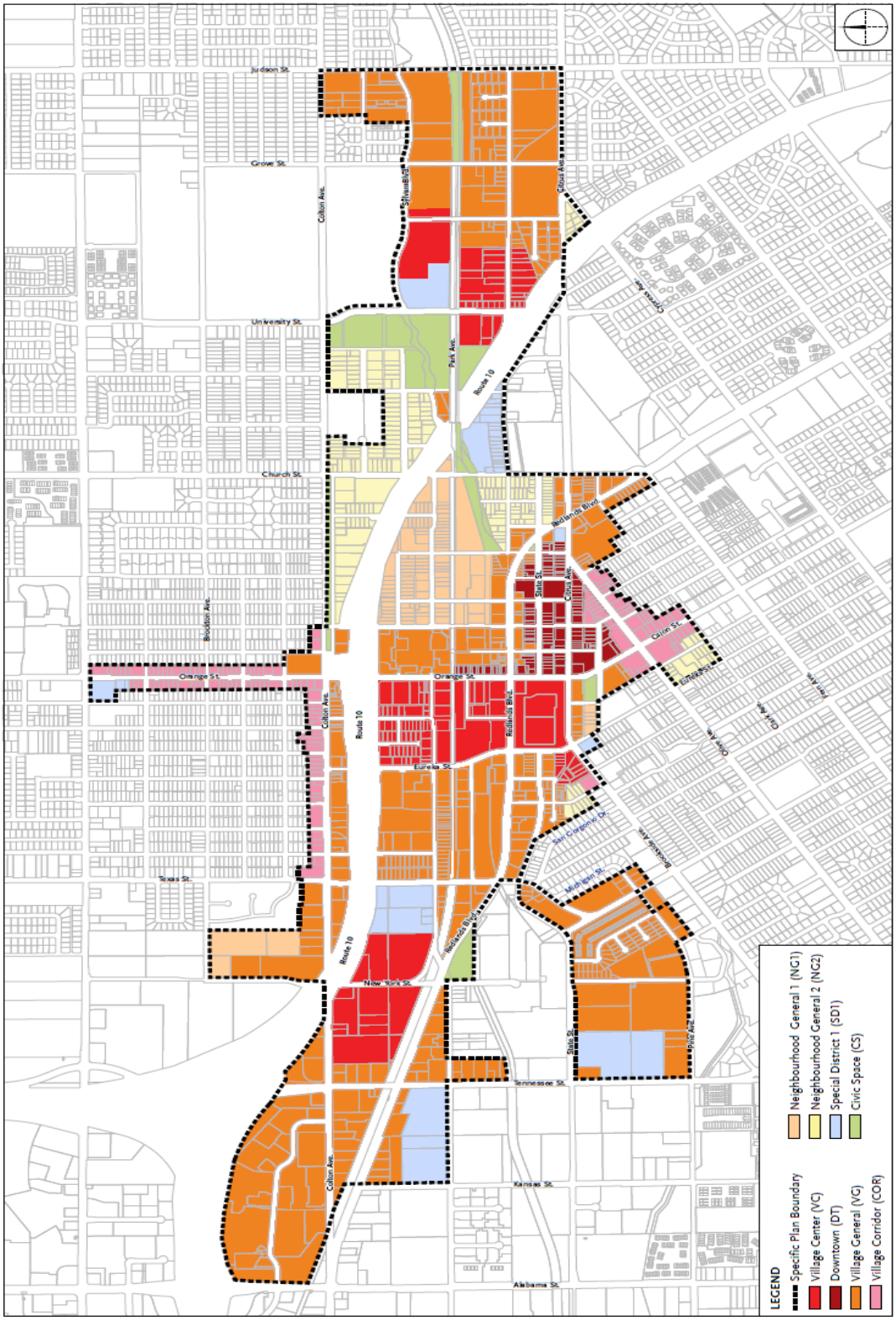
EXHIBIT A
ZONE CHANGE NO. 475
TRANSIT VILLAGES SPECIFIC PLAN



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City Council Meeting **K. 3.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Public Hearing to consider Ordinance No. 2943-amending Section 12.56 of the Redlands Municipal Code relating to the establishment of regulations governing vehicle operating speeds at the Redlands Airport (Assistant City Manager Boatman)

(Mayor to declare meeting open as a public hearing)

PROCEDURE FOR PUBLIC HEARING:

1. Mayor declares the meeting open as a public hearing.
2. Mayor calls upon Department Director for report.
3. Mayor calls for questions/comments from members of the City Council.
4. Mayor calls for comments/questions/testimony from members of the public (3 minutes per speaker).
5. Mayor calls upon City Clerk to note any written comments received.
6. Mayor closes the public hearing.
7. City Council considers the motion and votes.

MOTION(S):

Mayor requests the City Clerk to read the title of Ordinance No. 2943;

1. I move to waive further reading of Ordinance No. 2943 and introduce Ordinance No. 2943.

RECOMMENDATION:

Board Recommendation

At its April 21, 2022 meeting, the Airport Advisory Board voted 5 to 0 to support staff recommendation to amend section 13.56.320 of the Redlands Municipal Code relating to the establishment of regulations governing vehicle operating

speeds on the Redlands Airport.

Staff Recommendation

Staff recommends the City Council adopt Ordinance No. 2943 amending Chapter 12.56 to the Redlands Municipal Code relating to the establishment of regulations governing vehicle operating speed on the Redlands Airport.

DISCUSSION:

Redlands Municipal Airport (Airport) is a non-controlled general aviation facility owned by the City and managed by the Facilities and Community Services Department Aviation Division. The Airport encompasses 177 acres with one 4,505' runway, designated 8-26, and one parallel taxiway, designated Taxiway "A." There are 199 hangars, 307 tie downs, and approximately 200 based aircraft. There are currently 9 registered businesses based at the Airport.

Currently, section 12.56.320 of the Redlands Municipal code reads as follows:

"No person shall operate any vehicle on the airport in a careless or negligent manner, in disregard for the safety of others, or in excess of posted speed traffic signs, and in no event in excess of twenty-five (25) miles per hour. On ramps and around or near building areas, the maximum speed shall not exceed ten (10) miles per hour. (Ord. 2906, 2020: Ord. 2802, 2013)."

Staff, Airport Tenants, and the Airport Advisory Board all agree this language confuses the issue of the speed limit on the airport contributing to safety and compliance concerns.

The proposed ordinance text amendment would eliminate the text "and in no event in excess of twenty-five (25) miles per hour."

ALTERNATIVES:

The Council may elect not to approve Ordinance No. 2943 or direct staff to address any outstanding questions or further issues.

STRATEGIC PLAN:

Not Applicable

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Joe Bierma, Administrative Analyst

Fiscal Impact

Fiscal Year: 2022-2024

Discussion:

There is no fiscal impact associated with the adoption of this ordinance.

Attachments

A. Ordinance 2943 - Legislative

B. Ordinance 2943 - Clean

ORDINANCE NO. 2943

AN ORDINANCE OF THE CITY OF REDLANDS AMENDING CHAPTER 12.56 OF THE REDLANDS MUNICIPAL CODE CLEARIFY REGULATIONS GOVERNING VEHICLE OPERATING SPEEDS ON THE REDLANDS MUNICIPAL AIRPORT

THE CITY COUNCIL OF THE CITY OF REDLANDS DOES ORDAIN AS FOLLOWS:

Section 1. Section 12.56.320 of the Redlands Municipal Code is hereby amended as follows:

"12.56.320: VEHICLES; NEGLIGENT OPERATION PROHIBITED:

No person shall operate any vehicle on the airport in a careless or negligent manner, in disregard for the safety of others, or in excess of posted speed traffic signs~~, and in no event in excess of twenty five (25) miles per hour~~. On ramps and around or near building areas, the maximum speed shall not exceed ten (10) miles per hour."

Section 2. That the City Council hereby finds and determines that the adoption of this ordinance is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to sections 15061(b)(3) and 15301(c) of the State's Guidelines implementing CEQA.

Section 3. The Mayor shall sign this ordinance and the City Clerk shall certify to the adoption of this ordinance and shall cause it, or a summary of it, to be published once in the Redlands Daily Facts, a newspaper of general circulation within the City, and thereafter, this ordinance shall take effect in accordance with law.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Ordinance was duly adopted by the City Council at the regular meeting thereof, held on the_____day of _____2022, by the following vote:

AYES:
NOES:
ABSENT:

_____
Jeanne Donaldson City Clerk

ORDINANCE NO. 2943

AN ORDINANCE OF THE CITY OF REDLANDS AMENDING CHAPTER 12.56 OF THE REDLANDS MUNICIPAL CODE CLEARIFY REGULATIONS GOVERNING VEHICLE OPERATING SPEEDS ON THE REDLANDS MUNICIPAL AIRPORT

THE CITY COUNCIL OF THE CITY OF REDLANDS DOES ORDAIN AS FOLLOWS:

Section 1. Section 12.56.320 of the Redlands Municipal Code is hereby amended as follows:

"12.56.320: VEHICLES; NEGLIGENT OPERATION PROHIBITED:

No person shall operate any vehicle on the airport in a careless or negligent manner, in disregard for the safety of others, or in excess of posted speed traffic signs. On ramps and around or near building areas, the maximum speed shall not exceed ten (10) miles per hour."

Section 2. That the City Council hereby finds and determines that the adoption of this ordinance is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to sections 15061(b)(3) and 15301(c) of the State's Guidelines implementing CEQA.

Section 3. The Mayor shall sign this ordinance and the City Clerk shall certify to the adoption of this ordinance and shall cause it, or a summary of it, to be published once in the Redlands Daily Facts, a newspaper of general circulation within the City, and thereafter, this ordinance shall take effect in accordance with law.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Ordinance was duly adopted by the City Council at the regular meeting thereof, held on the_____day of _____2022, by the following vote:

AYES:
NOES:
ABSENT:

_____
Jeanne Donaldson City Clerk

City Council Meeting **L. 1.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of an agreement with Genesis Staffing Firm for city-wide janitorial services for an amount not-to-exceed $1,735,406.16 for a three-year term with two additional one-year terms (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motion is provided:

I move to approve an agreement with Genesis Staffing Firm for City-wide janitorial services for an amount not-to-exceed $1,735,406.16 for a three-year term with two additional one-year terms.

RECOMMENDATION:

Staff is recommending that the City Council approve an agreement with Genesis Staffing Firm for City-wide janitorial services in an amount not-to-exceed $1,735,406.16 for a three-year term with two additional one-year terms.

DISCUSSION:

The City of Redlands operates out of sixteen (16) facilities that require varying degrees of janitorial maintenance. The Facilities and Community Services Department, Building Maintenance Division, oversees the on-going maintenance and janitorial needs of each facility. Janitorial needs include tasks such as daily waste disposal, recycling, vacuuming, bathroom sanitation, and supply replenishment. Contractual services provide the benefits of scalable janitorial support staff, which eliminates the need and cost for additional full-time staff.

As such, City staff solicited competitive bids for the provision of janitorial services on July 12, 2022. On July 20, 2022, staff conducted a job walk and sixteen (16) janitorial service companies attended. On August 3, 2022, the City Clerk received and opened one bid. The bid amount is listed below in the bid summary:

Bidder Name and Location	**Bid Amount for Five (5) Years**
Genesis Staffing Firm, Moreno Valley, CA	$1,770,686.16
	Revised Bid Amount for Five (5) Years
Genesis Staffing Firm, Moreno Valley, CA	$1,735,406.16

The scope of services contained in the bid package was comprehensive to ensure that the awarded contractor practices a high level of responsiveness and professionalism while performing work on City property. In addition, staff was able to negotiate a 2% reduction in pricing over a five (5) year period, resulting in a savings of $35,280.00.

These requirements are summarized below:

- Explicit adherence to equipment and supply specifications set forth in the bid package;
- Bidders' experience and history of doing similar work, as well as a list of references;
- An itemized cost breakdown of each city facility;
- Coordination of recycling activities with the Solid Waste Division; Daily sanitation of all city facility restrooms;
- The contractor must operate a corporate office within twenty-five (25) miles from the City of Redlands Civic Center;
- Ability to utilize janitorial manager software for accountability purposes; Bid Bond;
- Faithful Performance Bond; and Labor & Material Bond.

ALTERNATIVES:

The City Council may elect not to award the janitorial contract to Genesis Staffing Firm and provide alternative direction to staff.

STRATEGIC PLAN:

Supports Priority B - Public Health and Safety

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director
Dana Abramovitz-Daniel, Procurement Manager

PREPARED BY:
Kathleen Giorgianni, Senior Administrative Assistant

Fiscal Impact

Fiscal Year:	FY 2022-23
Amount:	$1,770,446.16
Account No.:	Various

Discussion:

Funding for this service is included in the Department Operating Budgets for FY 2022-23 and FY 2023-24 as approved by City Council.

Attachments

A. Agreement with Genesis Staffing

B. Clerk's Bid Report

AGREEMENT TO PERFORM NON-PROFESSIONAL SERVICES
FOR EQUIPMENT AND SUPPLIES

This agreement is for the provision of city-wide janitorial services ("Agreement") is made and entered in this 18th day of October 2022 ("Effective Date"), by and between the City of Redlands, a municipal corporation ("City") and Genesis Staffing Firm, ("Contractor"). City and Consultant are sometimes individually referred to herein as a "Party" and, together, as the "Parties." In consideration of the mutual promises contained herein, City and Consultant agree as follows:

ARTICLE 1 – ENGAGEMENT OF CONTRACTOR

1.1 City hereby engages Contractor to perform janitorial services for City (the "Services").

1.2 The Services shall be performed by Contractor in a professional manner, and Contractor represents that it has the skill and the professional expertise necessary to provide the Services to City at a level of competency presently maintained by other practicing professional Contractors in the industry providing like and similar types of Services.

ARTICLE 2 – SERVICES OF CONTRACTOR

2.1 The Services that Contractor shall perform are more particularly described in Exhibit "A," titled "Scope of Services," which is attached hereto and incorporated herein by this reference.

2.2 Contractor shall comply with applicable federal, state and local laws and regulations in the performance of this agreement including, but not limited to, any applicable State prevailing wage laws.

ARTICLE 3 – RESPONSIBILITIES OF CITY

3.1 City shall make available to Contractor information in its possession that may reasonably assist Contractor in performing the Services.

3.2 City designates Chris Boatman, Assistant City Manager, as City's representative with respect to performance of the Services, and such person shall have the authority to transmit instructions, receive information, interpret, and define City's policies and decisions with respect to performance of the Services.

ARTICLE 4 – PERFORMANCE OF SERVICES

4.1 Contractor shall perform and complete the Services in a prompt and diligent manner in accordance with the schedule set forth in Exhibit "A," titled "Scope of Services," which is attached hereto and incorporated herein by this reference.

4.2 The term of this Agreement shall be for a period of three (3) years from the Effective Date of this Agreement (the "Initial Term"). The City shall have the option to extend the Initial Term of this Agreement by two (2) additional one-year (1 year) terms (each, an "Extended

Term"), on the same terms and conditions, by providing written notice to Contractor at least thirty (30) days prior to the expiration of the Initial Term or any Extended Term. The Initial Term and the Extended Terms are hereby collectively, referred to herein as the "Term" of this Agreement.

4.3 If Contractor's Services include deliverable electronic visual presentation materials, such materials shall be delivered in a form, and made available to City, consistent with City Council-adopted policy for the same. It shall be the obligation of Contractor to obtain a copy of such policy from city staff.

4.4 Contractor shall furnish a faithful performance bond in the form attached hereto as Exhibit "B" which is attached hereto and incorporated herein by this reference.

ARTICLE 5 – PAYMENTS TO CONTRACTOR

5.1 The compensation for Contractor's performance of the Services shall not exceed the amount of $1,008,000. for the Services provided during the initial three (3) year term. Should this Agreement be renewed, the compensation for Contractor's performance for the Services shall not exceed the amount of Three Hundred Fifty Eight Thousand Dollars One Hundred Ninety Two Dollars and Eighty Cents ($358,192.80) for the first Extended Term; and Three Hundred Sixty Nine Thousand Two Hundred Thirteen Dollars and Thirty Six Cents ($369,213.36) for the second and final Extended Term, for a the total amount of compensation in a not-to-exceed the amount of One Million Seven Hundred and Thirty Five Thousand Four Hundred Six Dollars and Sixteen Cents ($1,735,406.16). For the Initial Term and each Extended Term, City shall pay Contractor on a time and materials basis up to the not to not-to-exceed amount in accordance with the rates specified in Exhibit "C," titled "Fee Schedule," which is attached hereto and incorporated herein by reference.

5.2 Contractor shall submit monthly invoices to City describing the Services performed during the preceding month. Contractor's invoices shall include a brief description of the Services performed, the dates the Services were performed, the number of hours spent and by whom. City shall pay Contractor no later than thirty (30) days after receipt and approval by City of Contractor's invoice.

5.3 Any notice or other communication required, or which may be given, pursuant to this Agreement, shall be in writing. Any such notice shall be deemed delivered (i) on the date of delivery in person; (ii) five (5) days after deposit in first class registered mail, with return receipt requested; (iii) on the actual delivery date if deposited with an overnight courier; or (iv) on the date sent by facsimile or electronic mail transmission (including PDF), if confirmed with a copy sent contemporaneously by first class, certified, registered or express mail; in each case properly posted and fully prepaid to the appropriate address set forth below, or such other address as a Party may provide notice in accordance with this section:

CITY	CONTRACTOR
City Clerk City of Redlands 35 Cajon Street P.O. Box 3005 (mailing) Redlands, CA 92373 jdonaldson@cityofredlands.org (909) 798-7531	Pearl Bluitt Genesis Staffing Firm 24384 Sunnymead Blvd., Suite 220-Ds Moreno Valley, California 92553 genesis.staffing.firm@gmail.com 951-251-3471

ARTICLE 6 – INSURANCE AND INDEMNIFICATION

6.1 The following insurance coverage required by this Agreement shall be maintained by Contractor for the duration of its performance of the Services. Contractor shall not perform any Services unless and until the required insurance listed below is obtained by Contractor. Contractor shall provide City with certificates of insurance and endorsements evidencing such insurance prior to commencement of the Services. Insurance policies shall include a provision prohibiting cancellation or modification of the policy except upon thirty (30) days prior written notice to City.

A. Workers' Compensation and Employer's Liability insurance in the amount that meets statutory requirements with an insurance carrier acceptable to City, or certification to City that Contractor is self-insured or exempt from the workers' compensation laws of the State of California. Contractor shall execute and provide City with Exhibit "D," titled "Workers' Compensation Insurance Certification," which is attached hereto and incorporated herein by this reference, prior to performance of the Services.

B. Comprehensive General Liability insurance with carriers acceptable to City in the minimum amount of One Million Dollars ($1,000,000) per occurrence and Two Million Dollars ($2,000,000) aggregate, for public liability, property damage and personal injury is required. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

C. Business Auto Liability coverage, with minimum limits of One Million Dollars ($1,000,000) per occurrence, combined single limit bodily injury liability and property damage liability. This coverage shall include all Contractor owned vehicles used in connection with Contractor's provision of the Services, hired and non-owned vehicles, and employee non-ownership vehicles. City shall be named as an additional insured and such insurance shall be primary and non-contributing to any insurance or self-insurance maintained by City.

6.2 Contractor shall defend, indemnify, and hold harmless City and its elected and appointed officials, employees and agents from and against any and all claims, losses and liability, including attorneys' fees, arising from injury or death to persons or damage to property occasioned by any negligent act or omission by, or the willful misconduct of, Contractor, or its officers, employees and agents in performing the Services.

ARTICLE 7 – CONFLICTS OF INTEREST

7.1 Contractor covenants and represents that it does not have any investment or interest in any real property that may be the subject of this Agreement or any other source of income, interest in real property or investment that would be affected in any manner or degree by the performance of Contractor's Services. Contractor further covenants and represents that in the performance of its duties hereunder, no person having any such interest shall perform any Services under this Agreement.

7.2 Contractor agrees it is not a designated employee within the meaning of the Political Reform Act because Contractor:

A. Does not make a governmental decision whether to:

(i) approve a rate, rule or regulation, or adopt or enforce a City law;
(ii) issue, deny, suspend or revoke any City permit, license, application, certification, approval, order or similar authorization or entitlement;
(iii) authorize City to enter into, modify or renew a contract;
(iv) grant City approval to a contract that requires City approval and to which City is a party, or to the specifications for such a contract;
(v) grant City approval to a plan, design, report, study or similar item;
(vi) adopt, or grant City approval of, policies, standards or guidelines for City or for any subdivision thereof.

B. Does not serve in a staff capacity with City and, in that capacity, participate in making a governmental decision or otherwise perform the same or substantially the same duties for City that would otherwise be performed by an individual holding a position specified in City's Conflict of Interest Code under Government Code section 87302.

7.3 In the event City determines that Contractor must disclose its financial interests, Contractor shall complete and file a Fair Political Practices Commission Form 700, Statement of Economic Interests, with the City Clerk's office pursuant to the written instructions provided by the City Clerk.

ARTICLE 8 – GENERAL CONSIDERATIONS

8.1 In the event any action is commenced to enforce or interpret any of the terms or conditions of this Agreement the prevailing Party shall, in addition to any costs and other relief, be entitled to the recovery of its reasonable attorneys' fees, including fees for the use of in-house counsel by a Party.

8.2 Contractor shall not assign any of the Services, except with the prior written approval of City and in strict compliance with the terms and conditions of this Agreement. Any assignment or attempted assignment without such prior written consent may, in the sole discretion of City, results in City's immediate termination of this Agreement.

8.3 Contractor is for all purposes under this Agreement an independent contractor and shall perform the Services as an independent contractor. Neither City nor any of its agents shall

have control over the conduct of Contractor or Contractor's employees, except as herein set forth. Contractor shall supply all necessary tools and instrumentalities required to perform the Services. Assigned personnel employed by Contractor are for its account only, and in no event shall Contractor or personnel retained by it be deemed to have been employed by City or engaged by City for the account of, or on behalf of City. Contractor shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent, nor shall Contractor have any authority, express or implied, to bind City to any obligation.

8.4 This Agreement may be terminated by City, in its sole discretion, by providing not less than ten (10) days prior written notice to Contractor of City's intent to terminate. If this Agreement is terminated by City, an adjustment to Contractor's compensation shall be made, but (1) no amount shall be allowed for anticipated profit or unperformed Services, and (2) any payment due Contractor at the time of termination may be adjusted to the extent of any additional costs to City occasioned by any default by Contractor. Upon receipt of a termination notice, Contractor shall immediately discontinue its provision of the Services and, within five (5) days of the date of the termination notice, deliver or otherwise make available to City, copies (in both hard copy and electronic form, where applicable) of project related data, drawings, specifications, reports, summaries and such other information and materials as may have been accumulated by Contractor in performing the Services. Contractor shall be compensated on a pro-rata basis for Services completed up to the date of termination.

8.5 Contractor shall maintain books, ledgers, invoices, accounts and other records and documents evidencing costs and expenses related to the Services for a period of three (3) years, or for any longer period required by law, from the date of final payment to Contractor pursuant to this Agreement. Such books shall be available at reasonable times for examination by City at the office of Contractor.

8.6 This Agreement, including the Exhibits incorporated herein by reference, represents the entire agreement and understanding between the Parties as to the matters contained herein, and any prior negotiations, written proposals or verbal agreements relating to such matters are superseded by this Agreement. Except as otherwise provided for herein, any amendment to this Agreement shall be in writing, approved by City and signed by City and Contractor.

8.7 This Agreement shall be governed by and construed in accordance with the laws of the State of California, without regard to its conflicts of laws provisions. The Parties agree that all actions or proceedings arising in connection with this Agreement shall be tried and litigated only in the state courts located in San Bernardino County, California, and the federal courts located in Riverside County, California.

8.8 If one or more of the sentences, clauses, paragraphs or sections contained in this Agreement is declared invalid, void or unenforceable by a court of competent jurisdiction, the same shall be deemed severable from the remainder of this Agreement and shall not affect, impair or invalidate the remaining sentences, clauses, paragraphs or sections contained herein, unless to do so would deprive a Party of a material benefit of its bargain under this Agreement.

IN WITNESS WHEREOF, duly authorized representatives of City and Contractor have signed in confirmation of this Agreement.

CITY OF REDLANDS

By: _____
Paul T. Barich, Mayor

GENESIS STAFFING FIRM

By: _____
Pearl Bluitt, Owner

ATTEST:

_____
Jeanne Donaldson, City Clerk

EXHIBIT A

SCOPE OF SERVICES

A. Where work is to be performed in City facilities, Contractor shall have examined the site of work and shall be responsible for having acquired full knowledge of the job and of any and all problems affecting it. No variations or allowance from the cost breakdown for the Services will be made because of lack of such examination.

B. Damage to existing construction, equipment, planting, etc., by Contractor in the performance of the Services shall be replaced or repaired and restored to original condition by and at the expense of Contractor.

C. Contractor shall at all times, keep the facilities clean from accumulation of waste or recyclable materials caused by employees or janitorial work and shall remove all resulting materials from site (s) where the Services are performed.

D. Contractor shall appoint an experienced supervisor to be responsible for all Services required and performed under this Agreement. The Supervisor must be acceptable to City and have the authority to receive on behalf of Contractor any order or communication relating to the Services. The Supervisor shall be readily accessible to staff of the City at all times and have communication equipment (cell phone or pager). If a replacement Supervisor is deemed necessary by Contractor, replacement Supervisor shall be approved by City prior to commencement of any Supervisory duties. Supervisor shall "walk" all buildings with a check list and review janitorial work being performed by janitorial staff. Supervisor shall email said report to City Staff every two weeks with findings and resolutions.

Supervisor shall meet with individual city Site Supervisors every two weeks during City business hours for quality control check in.

E. Contractor will correct, within 24 hours, deficiencies for any task labeled as daily, weekly, or monthly. Contractor will correct, within 48 hours, any deficiencies for any task labeled as semi-monthly, quarterly, or annually.

City reserves the right to procure services for the correction of the deficiency from other sources and hold Contractor responsible for any costs incurred. Failure to correct a notice of deficient performance within 48 hours of notification from City will constitute cause for termination of this Agreement.

F. Invoices submitted must be itemized to include monthly costs for a given time period and include City's Purchase Order Number. Any additional charges are required to be provided in writing with detailed descriptions of work performed.

G. The City requires a comprehensive LIVESCAN background check clearance of all employees accessing City property prior to their performing any work for the City. Contractor shall provide evidence that all employees engaged in providing the Services are covered under terms of Contractor's insurance policy and have passed a thorough background check prior to submitting employees for a LIVESCAN background check. Background checks are to be performed at the expense of the City (if any) and performed by the City of Redlands Police Department. Contractor's Staff that are assigned to work within Redlands Police Facilities and Water Facilities are required to obtain a second, more extensive background check prior to performing any work within RPD facilities. This additional, more extensive background includes interviews with prior employers, DOJ, FBI, etc. and will be performed at the expense of and by the City.

H. Contractor is responsible for supplying, at its own expense, uniforms or identifying attire to all employees, which will be unvarying in style.

All employees are expected to be in "uniform" while on duty, and the uniform is to be kept clean and in good condition. An example of uniform or identifying attire would be a same-colored collared shirt with the contractor's name in clear view (logo).

Badges identified with the company name, photo and name of employee are required at all times janitors are at a City facility. ID badges for new janitorial staff must be submitted to City staff for approval prior to new staff performing any duties on City property.

Janitorial staff "turnover" must be communicated to City staff in writing (email) within 24 hours. No Janitorial staff shall be permitted on City property to perform work without prior approval by City staff.

I. Contractor shall make available upon request the following:

- Health and Safety Plan for Workers
- Accident Record from the last 5 years, including details of Contractor's response, actions and outcomes

GENERAL REQUIREMENTS

A. All keys entrusted to Contractor for the fulfillment of this Agreement must be fully protected at all times. In the event of any loss of key (s), it will be the responsibility of Contractor to cover the cost of having the locks re-keyed. All rooms/buildings are to be secured after cleaning by ensuring all windows are closed/locked and doors that are required to be locked are locked and that all alarms are set properly.

B. Upon completion and during the sequence of their duties, janitorial personnel will turn off all lights in unoccupied areas unless otherwise directed.

C. Prior to leaving the building each night, Contractor shall check to see that all outside doors are locked and that the building is secure. Emergency phone numbers will be provided to Contractor and Contractor shall notify the appropriate person in a timely manner of any difficulties in securing the buildings. If City sites ongoing issues with Contractor staff not locking doors or setting alarms City may seek financial compensation from Contractor.

D. Any conditions in the facilities that may require repair shall be reported to City in a timely manner (i.e.; dripping faucets, damaged walls, burned out lights, etc.).

RECYCLING

A. Contractor shall coordinate recycling activities with City's representative to minimize refuse disposal and maximize recycling from City facilities.

B. Contractor shall empty recyclable materials contained with designated recycling containers throughout the facility. This includes all blue, recycling desk-side containers and larger, blue 32-gallon recycling containers. Recyclable materials shall be emptied into the white recycling dumpster at the rear of the City Hall off of Citrus Avenue.

C. Recyclable materials set aside should be collected and emptied into the white recycling dumpster. This includes office materials such as paper (e.g., boxes, blueprints, plans, files, etc.) that may or not be placed inside of a recycling container due to inadequate capacity but are clearly labeled "RECYCLE".

D. Contractor shall contact City's representative if the janitorial staff or supervisor are in doubt regarding the proper separation of materials.

Contractor will contact City's representative to apprise him of improper separation of materials by City staff. Materials listed below should be separated for recycling by City office staff. Contractor shall NOT collect recyclables for personal use.

Office Paper	Junk Mail	Envelopes	Blueprints
Catalogs	Computer Paper	Colored Paper	Aluminum Cans
Tin (steel) cans	All Glass Bottles	Flattened Cardboard Boxes	
		All other plastic bottles or containers	

E. The City of Redlands utilizes a web/app based software (Janitorial Manager) to manage janitorial activity vs. scope of services at each location, using a QR code method. Contractor is responsible for providing a means (mobile phone) to which their staff can access and use the Janitorial Manager system/app.

The City of Redlands maintains the data base and provides access as needed. There is no cost to the contractor for use of Janitorial Manager other than providing a phone and/or data access to their staff.

EQUIPMENT and SUPPLIES

A. Contractor will provide City with records to indicate the specifications, details and any other information available concerning the supplies and equipment used at City facilities.

B. All Paper and Hand Soap used in performing the scope of services contained herein under this Agreement shall be provided by the City and shall remain on City property at all times. Janitorial closets shall be stocked weekly by City staff with the use of a sign out sheet by janitorial staff of items taken. Any discrepancies shall be paid for in full by contractor.

C. All equipment used by janitorial staff shall be clean, and in good working order.

D. The term “CLEAN and SANITIZE FIXTURES, MIRRORS, COUNTERS and POLISH CHROME” includes top, bottom, sides, toilet seat, toilet flusher and toilet bowl.

AK SMILEY LIBRARY
ITEM A

125 W. VINE STREET

LIBRARY CLEANING: SUNDAY, MONDAY, TUESDAY, WEDNESDAY, THURSDAY, FRIDAY
BETWEEN THE HOURS OF 10:00 PM and 6:00 AM

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

BATHROOMS

A1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
A2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
A3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
A4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
A5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
A6	Refill all dispensers with approved paper/soap products	Five Times Weekly
A7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN/BREAKROOMS

A8	Clean sinks, countertops and exterior of appliances with approved cleaner	Six Times Weekly
A9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Six Times Weekly
A10	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
A11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
A12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
A13	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Six Times Weekly
A14	Clean and vacuum air conditioning vents	Once Monthly

AK SMILEY LIBRARY
ITEM A
125 W. VINE STREET
LIBRARY CLEANING: SUNDAY, MONDAY, TUESDAY, WEDNESDAY, THURSDAY, FRIDAY
BETWEEN THE HOURS OF 10:00 PM and 6:00 AM
BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

LOBBIES, CORRIDORS, MAIN ROOMS, STAIRS, GENERAL OFFICES, ELEVATORS

A15	Dust all furniture, fixtures and equipment with approved cleaning product	Six Times Weekly
A16	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Six Times Weekly
A17	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
A18	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
A19	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
A20	A21Clean inside and out of glass doors with approved cleaning product	Six Times Weekly
A21	Vacuum all carpeted areas (entry mats included)	Six Times Weekly
A22	STAIRS: Sweep stairwells (interior, exterior and landings)	Six Times Weekly
A23	STAIRS: Dust rails and ledges with approved cleaning product	Six Times Weekly
A24	STAIRS: Mop interior stairs with approved cleaning product	Two Times Weekly
A25	ELEVATORS: Clean and vacuum carpeted elevators	Six Times Weekly
A26	ELEVATORS: Spot clean carpeted areas using approved cleaner	Six Times Weekly
A27	ELEVATORS: Detail clean threshold plates, removing fingerprints, etc.	Six Times Weekly
A28	ELEVATORS: Wipe down and sanitize button panel and interior doors	Six Times Weekly
A29	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly
A30	Spot clean carpets as required	Once Monthly
A31	Dust all chairs, tabletops, ledges, moldings, and other low reaching areas with approved cleaner	Once Monthly

ANIMAL SHELTER
ITEM B (1)
504 NORTH KANSAS STREET

CLEANING SHALL BE PERFORMED EVERY WEDNESDAY THROUGH SATURDAY
BETWEEN THE HOURS OF 5:30 P.M. and 7:30 A.M.
BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, TUESDAY THROUGH SATURDAY

BATHROOMS

B1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
B2	Clean floor (mop)of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
B3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
B4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
B5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
B6	Refill all dispensers with approved paper/soap products	Five Times Weekly
B7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly
B8	Clean and vacuum air conditioning vents	Once Monthly

RECEPTION and OFFICE AREA

B9	Dust/vacuum all furniture, fixtures and equipment	Four Times Weekly
B10	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Four Times Weekly
B11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Four Times Weekly
B12	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Four Times Weekly
B13	Empty all trash/recycle receptacles and replace trash liners as necessary	Four Times Weekly
B14	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Four Times Weekly
B15	Clean and vacuum air conditioning vents	Once Monthly
B16	Clean and sanitize care room with germicide to include counter surfaces, sinks, floors and appliances.	Four Times Weekly

ANIMAL SHELTER
ITEM B (1)

504 NORTH KANSAS STREET

CLEANING SHALL BE PERFORMED EVERY WEDNESDAY THROUGH SATURDAY
BETWEEN THE HOURS OF 5:30 P.M. and 7:30 A.M.
BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, TUESDAY THROUGH SATURDAY

KITCHEN

B17	Spot clean all walls, partitions, light switches, counters, appliances, baseboards and doors with approved cleaning product	Four Times Weekly
B18	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Four Times Weekly
B19	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Four Times Weekly
B20	Empty all trash/recycle receptacles and replace trash liners as necessary	Four Times Weekly
B21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly

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CALIFORNIA STREET LANDFILL TRAILER
ITEM B (2)

2151 NEVADA STREET

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 AM and 5:00 PM
2 DAYS A WEEK – TUESDAY, THURSDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

BATHROOMS

B1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
B2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
B3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
B4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
B5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
B6	Refill all dispensers with approved paper/soap products	Five Times Weekly
B7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN and BREAKROOM

B8	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
B9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
B10	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
B11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
B12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
B13	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

CALIFORNIA STREET LANDFILL TRAILER
ITEM B (2)

2151 NEVADA STREET

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 AM and 5:00 PM
2 DAYS A WEEK – TUESDAY, THURSDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

LOBBIES, CORRIDORS, GENERAL OFFICES

B14	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
B15	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
B16	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
B17	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
B18	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
B19	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
B20	Spot clean carpet as needed with approved cleaning product	Two Times Weekly
B21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Two Times Weekly
B22	Clean and vacuum air conditioning vents	Once Monthly

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CARRIAGE HOUSE
ITEM C

1325 Prospect Drive Lane
CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF
7:00 PM and 6:00 AM 2 DAYS A WEEK

TWICE PER WEEK and AS NEEDED

BATHROOMS

C1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
C2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
C3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
C4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
C5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
C6	Refill all dispensers with approved paper/soap products	Five Times Weekly
C7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN

C8	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
C9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
C10	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
C11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
C12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
C13	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

CARRIAGE HOUSE
ITEM C

1325 Prospect Drive Lane
CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF
7:00 PM and 6:00 AM 2 DAYS A WEEK

TWICE PER WEEK and AS NEEDED

MAIN ROOM and STAIRS

C14	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
C15	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
C16	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
C17	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
C18	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
C19	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
C20	Spot clean carpet as needed with approved cleaning product	Two Times Weekly
C21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Two Times Weekly
C22	Empty and damp wipe ashtrays located outside building entrances	Two Times Weekly
C23	Clean and vacuum air conditioning vents	Once Monthly

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CIVIC CENTER
ITEM D
35 CAJON STREET

EVERY LOCATION *EXCEPT TREASURER'S OFFICE* CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 6:00 P.M. and 6:00 A.M. EVERY TUESDAY and THURSDAY
THE TREASURER'S OFFICE –TO BE CLEANED BETWEEN 5:00 P.M. and 6:00 P.M. ON TUESDAY and THURSDAY
BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

BATHROOMS

D1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
D2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
D3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
D4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
D5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
D6	Refill all dispensers with approved paper/soap products	Five Times Weekly
D7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

LOBBIES, CORRIDORS, GENERAL OFFICES

D8	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
D9	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
D10	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
D11	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
D12	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
D13	Clean inside and out both sets of glass doors with approved cleaning product	Two Times Weekly
D14	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
D15	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly

ITEM D

35 CAJON STREET

EVERY LOCATION *EXCEPT TREASURER'S OFFICE* CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 6:00 P.M. and 6:00 A.M. EVERY TUESDAY and THURSDAY

THE TREASURER'S OFFICE –TO BE CLEANED BETWEEN
5:00 P.M. and 6:00 P.M. ON TUESDAY and THURSDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

KITCHEN/BREAKROOMS

D16	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
D17	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
D18	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
D19	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
D20	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
D21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly
D22	Clean and vacuum air conditioning vents	Once Monthly

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ITEM E

111 W. LUGONIA AVE.
CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 11:00 PM and 6:00 AM
MONDAY, TUESDAY, WEDNESDAY, THURSDAY, FRIDAY, SATURDAY

COMMUNITY SENIOR CENTER

LOBBY, HALLWAYS, CLASSROOMS, AND MULTI-PURPOSE ROOM

E1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
E2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
E3	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
E4	Vacuum all carpeted areas (entry mats included), windowsills and baseboards	Six Times Weekly
E5	Spot clean all walls, light switches and doors with approved cleaning product	Six Times Weekly
E6	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

SENIOR CENTER AND NUTRITION SITE KITCHEN

E7	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
E8	Clean (mop) floor of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
E9	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
E10	Remove all collected trash/boxes to designated area	Six Times Weekly
E11	Spot clean all walls, light switches, doors, appliances and light switches with approved cleaning product	Six Times Weekly
E12	Clean and sanitize fixtures, mirrors, counters, chrome	Six Times Weekly
E13	Refill all dispensers	Six Times Weekly
E14	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

111 W. LUGONIA AVE.
CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 11:00 PM and 6:00 AM
MONDAY, TUESDAY, WEDNESDAY, THURSDAY, FRIDAY, SATURDAY

BATHROOMS ARE CLEANED SIX DAYS PER WEEK, MONDAY THROUGH SATURDAY

COMMUNITY CENTER

OFFICE AND CLASSROOMS

E15	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
E16	Clean (mop) floor of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
E17	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
E18	Remove all collected trash/boxes to designated area	Six Times Weekly
E19	Spot clean all walls, partitions, light switches, doorknobs and doors with approved cleaning product	Six Times Weekly
E20	Vacuum all carpeted areas (entry mats included)	Six Times Weekly
E21	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

BATHROOMS

E22	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
E23	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
E24	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
E25	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Six Times Weekly
E26	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Six Times Weekly
E27	Refill all dispensers with approved paper/soap products	Six Times Weekly
E28	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

COMMUNITY CENTER and SENIOR CENTER
ITEM E

111 W. LUGONIA AVE.

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 11:00 PM and 6:00 AM
MONDAY, TUESDAY, WEDNESDAY, THURSDAY, FRIDAY, SATURDAY

BATHROOMS ARE CLEANED SIX DAYS PER WEEK, MONDAY THROUGH SATURDAY

LOBBY, GAME ROOM, CLASSROOMS, MUSIC STUDIO, GYMNASIUM

E29	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
E30	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
E31	Vacuum all carpeted areas (entry mats included)	Six Times Weekly
E32	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
E33	Spot clean all walls, partitions, light switches, doorknobs, baseboards and doors with approved cleaning product	Six Times Weekly
E34	GYMNASIUM: Sweep floor then spot clean as needed with approved cleaning product.	Six Times Weekly
E35	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

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CONTEMPORARY CLUB
ITEM F
173 S. Eureka Street

CLEANING SHALL BE PERFORMED WEEKLY

BETWEEN THE HOURS OF 10:00 PM and 6:00 AM
EVERY WEDNESDAY

BATHROOMS

F1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	One Time Weekly
F2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	One Time Weekly
F3	Empty all trash/recycle receptacles and replace trash liners as necessary	One Time Weekly
F4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	One Time Weekly
F5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	One Time Weekly
F6	Refill all dispensers with approved paper/soap products	One Time Weekly
F7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN

F8	Clean sink, countertops and exterior of appliances with approved cleaner	One Time Weekly
F9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	One Time Weekly
F10	Empty all trash/recycle receptacles and replace trash liners as necessary	One Time Weekly
F11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	One Time Weekly
F12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	One Time Weekly
F13	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

CONTEMPORARY CLUB
ITEM F
173 S. Eureka Street

CLEANING SHALL BE PERFORMED WEEKLY
BETWEEN THE HOURS OF 10:00 PM and 6:00 AM
EVERY WEDNESDAY

MAIN ROOM, LOBBY and HALLS

F14	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
F15	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
F16	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
F17	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
F18	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
F19	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
F20	Spot clean carpet as needed with approved cleaning product	Two Times Weekly
F21	Remove with vacuum spider webs from corners, baseboards, windowsills, and doorways.	Two Times Weekly
F22	Empty and damp wipe ashtrays located outside building entrances	Two Times Weekly
F23	Clean and vacuum air conditioning vents	Once Monthly

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CORPORATE YARD
ITEM G
1270 W. PARK AVENUE
BUILDINGS A, B, E, I, J, M
CLEANING SHALL BE PERFORMED EVERY TUESDAY and THURSDAY AFTER 4:30 P.M.
THE GAS ISLAND IS TO BE CLEANED EVERY SUNDAY, TUESDAY and THURSDAY AFTER 4:30 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

BATHROOMS and LOCKER ROOMS

G1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
G2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
G3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
G4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
G5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
G6	Refill all dispensers with approved paper/soap products	Five Times Weekly
G7	LOCKER ROOMS: Fully clean and sanitize sinks, mirrors, showers, shower floors and shower ceilings with approved cleaning product	Five Times Weekly
G8	LOCKER ROOMS: Wipe down all lockers with approved cleaner	Five Times Weekly
G9	PURCHASING: Sweep storeroom area	Twice Monthly
G10	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN/BREAKROOM

G11	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
G12	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
G13	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
G14	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
G15	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
G16	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

CORPORATE YARD

ITEM G

1270 W. PARK AVENUE
BUILDINGS A, B, E, I, J, M

CLEANING SHALL BE PERFORMED EVERY TUESDAY and THURSDAY AFTER 4:30 P.M. EXCEPT FOR BUILDING "A" PURCHASING DEPT. WHICH IS TO BE CLEANED BETWEEN THE HOURS OF 7:30 A.M. and 4:30 P.M. and THE GAS ISLAND WHICH ARE TO BE CLEANED EVERY SUNDAY, TUESDAY and THURSDAY AFTER 4:30 P.M.

B**ATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY**

LOBBIES, CORRIDORS, GENERAL OFFICES

G17	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
G18	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
G19	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
G20	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
G21	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
G22	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
G23	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Twice Monthly
G24	Clean and vacuum air conditioning vents	Once Monthly

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HILLSIDE MEMORIAL PARK
ITEM H

1540 ALESSANDRO ROAD

CLEANING SHALL BE PERFORMED
AFTER 4:30 P.M. EVERY TUESDAY and FRIDAY
BATHROOMS ARE CLEANED SIX DAYS PER WEEK, TUESDAY THROUGH SUNDAY

BATHROOM

H1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
H2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
H3	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
H4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Six Times Weekly
H5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Six Times Weekly
H6	Refill all dispensers with approved paper/soap products	Six Times Weekly
H7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

GENERAL OFFICES, CARPETED AREAS and VINYL TILED AREAS

H8	Dust all furniture, fixtures and equipment. Wipe down and vacuum couch and chairs in lobby area.	Two Times Weekly
H9	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product. Sanitize lobby counter tops.	Two Times Weekly
H10	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
H11	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
H12	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
H13	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Two Times Weekly
H14	Vacuum all carpeted areas (entry mats included))	Two Times Weekly
H15	Clean plexi-glass on both sides in lobby	Two Times Weekly
H16	Clean and vacuum air conditioning vents	Once Monthly

HILLSIDE MEMORIAL PARK
ITEM H

1540 ALESSANDRO ROAD

CLEANING SHALL BE PERFORMED
AFTER 4:30 P.M. EVERY TUESDAY and FRIDAY
BATHROOMS ARE CLEANED SIX DAYS PER WEEK, TUESDAY THROUGH SUNDAY

BREAKROOM

H17	Spot clean all walls, partitions, light switches, appliances, baseboards and doors with approved cleaning product	Two Times Weekly
H18	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
H19	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
H20	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
H21	Clean and sanitize fixtures, counter tops, doorknobs and chrome	Two Times Weekly
H22	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly

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JOSLYN SENIOR CENTER
ITEM I

21 GRANT STREET

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 PM and 6:00 AM
5 DAYS A WEEK – MONDAY, TUESDAY, WEDNESDAY, THURSDAY and FRIDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

BATHROOMS

I1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
I2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
I3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
I4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
I5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
I6	Refill all dispensers with approved paper/soap products	Five Times Weekly
I7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN and BREAKROOM

I8	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
I9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
I10	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
I11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
I12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
I13	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

JOSLYN SENIOR CENTER
ITEM I

21 GRANT STREET

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 PM and 6:00 AM
5 DAYS A WEEK – MONDAY, TUESDAY, WEDNESDAY, THURSDAY and FRIDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

LOBBIES, CORRIDORS, GENERAL OFFICES

I14	Dust all furniture, fixtures and equipment with approved cleaning product	Five Times Weekly
I15	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Five Times Weekly
I16	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
I17	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
I18	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
I19	Vacuum all carpeted areas (entry mats included)	Five Times Weekly
I20	Spot clean carpet as needed with approved cleaning product	Five Times Weekly
I21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Five Times Weekly
I22	Clean inside and out of glass doors with approved cleaning product	Five Times Weekly
I23	Clean and vacuum air conditioning vents	Once Monthly

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MUNICIPAL AIRPORT
ITEM J

1745 SESSUMS DRIVE

CLEANING SHALL BE PERFORMED
TUESDAY and FRIDAY AFTER 5:30 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

BATHROOMS

J1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
J2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
J3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
J4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
J5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
J6	Refill all dispensers with approved paper/soap products	Five Times Weekly
J7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

AIRPORT MANAGERS OFFICE

J8	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
J9	Spot clean all walls, partitions, light switches, appliances, baseboards and doors with approved cleaning product	Two Times Weekly
J10	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
J11	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
J12	Dust all chairs, table legs and rungs, tabletops, desktops, baseboards, ledges, and moldings	Two Times Weekly

MUNICIPAL AIRPORT
ITEM J

1745 SESSUMS DRIVE

CLEANING SHALL BE PERFORMED
TUESDAY and FRIDAY AFTER 5:30 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

LOBBY

J13	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
J14	Clean, disinfect and polish all drinking fountains, removing water marks, scale and splash marks on the sides and front	Two Times Weekly
J15	Spot clean all walls, partitions, light switches, appliances, baseboards and doors with approved cleaning product	Two Times Weekly
J16	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
J17	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
J18	Vacuum all carpeted areas (entry mats, and baseboards included)	Two Times Weekly
J19	Clean inside and outside of glass doors with approved cleaning product	Two Times Weekly
J20	As needed, spot clean carpeted areas	Two Times Weekly
J21	Dust all chairs, table legs and rungs, tabletops, baseboards, ledges, and moldings	Two Times Weekly

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PARK AVENUE POLICE STATION/JAIL
(CORPORATE YARD)

ITEM K

1270 W. PARK AVENUE
CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 A.M. AND 5:00 P.M.
7 DAYS PER WEEK – INCLUDES RECORDS AND DISPATCH DEPARTMENT

BATHROOMS ARE CLEANED SEVEN DAYS PER WEEK MONDAY THROUGH SUNDAY

BATHROOMS and LOCKER ROOMS

K1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Seven Times Weekly
K2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Seven Times Weekly
K3	Empty all trash/recycle receptacles and replace trash liners as necessary	Seven Times Weekly
K4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Seven Times Weekly
K5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Seven Times Weekly
K6	Refill all dispensers with approved paper/soap products	Seven Times Weekly
K7	LOCKER ROOMS: Fully clean and sanitize sinks, mirrors, showers, shower floors and shower ceilings with approved cleaning product	Seven Times Weekly
K8	LOCKER ROOMS: Wipe down all lockers with approved cleaner	Seven Times Weekly
K9	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN and BREAKROOM

K10	Clean sink, countertops and exterior of appliances with approved cleaner	Seven Times Weekly
K11	Wipe down and sanitize all lunchroom tables, chairs and vending machines with approved cleaner	Seven Times Weekly
K12	Empty all trash/recycle receptacles and replace trash liners as necessary	Seven Times Weekly
K13	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Seven Times Weekly
K14	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Seven Times Weekly
K15	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

PARK AVENUE POLICE STATION/JAIL

(CORPORATE YARD)
ITEM K

1270 W. PARK AVENUE
CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00 A.M. AND 5:00 P.M.
7 DAYS PER WEEK – INCLUDES RECORDS AND DISPATCH DEPARTMENT

BATHROOMS ARE CLEANED SEVEN DAYS PER WEEK MONDAY THROUGH SUNDAY

LOBBIES, CORRIDORS, GENERAL OFFICES

K16	Dust all furniture, fixtures and equipment with approved cleaning product	Seven Times Weekly
K17	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Seven Times Weekly
K18	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Seven Times Weekly
K19	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Seven Times Weekly
K20	Empty all trash/recycle receptacles and replace trash liners as necessary	Seven Times Weekly
K21	Vacuum all carpeted areas (entry mats included)	Seven Times Weekly
K22	Spot clean carpet as needed	Seven Times Weekly
K23	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Once Monthly
K24	Clean and vacuum air conditioning vents	Once Monthly

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POLICE ADMINISTRATIVE OFFICES
ITEM L

30 CAJON STREET

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF
3:00 P.M. and 5:00 P.M. EVERY TUESDAY and THURSDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

BATHROOMS

L1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
L2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
L3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
L4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
L5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
L6	Refill all dispensers with approved paper/soap products	Five Times Weekly
L7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

BASEMENT and KITCHEN

L8	Spot clean all walls, partitions, light switches, appliances, baseboards and doors with approved cleaning product	Two Times Weekly
L9	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
L10	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
L11	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
L12	Clean and sanitize fixtures, appliances, counter tops, doorknobs and chrome	Two Times Weekly
L13	Vacuum all carpeted areas (entry mats included))	Two Times Weekly
L14	As needed, spot clean carpeted areas	Two Times Weekly

POLICE ADMINISTRATIVE OFFICES
ITEM L

30 CAJON STREET

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF
3:00 P.M. and 5:00 P.M. EVERY TUESDAY and THURSDAY

MAIN FLOOR and SECOND FLOOR OFFICES and COMMON AREAS

L15	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
L16	Clean, disinfect and polish all drinking fountains, removing water marks, scale and splash marks on the sides and front	Two Times Weekly
L17	Spot clean all walls, partitions, light switches, appliances, baseboards and doors with approved cleaning product	Two Times Weekly
L18	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
L19	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
L20	Vacuum all carpeted areas (entry mats included))	Two Times Weekly
L21	Clean inside and out both sets of glass doors with approved cleaning product	Two Times Weekly
L22	As needed, spot clean carpeted areas	Two Times Weekly
L23	STAIRS: Sweep and mop stairs with approved cleaner	Two Times Weekly
L24	STAIRS: Clean stair railings and ledges with approved product	Two Times Weekly
L25	Clean and vacuum air conditioning vents	Once Monthly
L26	Dust/vacuum all furniture, fixtures, equipment and accessories	One Monthly
L27	Dust high and low areas (pictures, clocks, partition tops, etc.)	Once Monthly

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POLICE SUB-STATION
ITEM M

1150 BROOKSIDE, #J1A

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF
3:00 P.M. and 5:00 P.M. EVERY TUESDAY and THURSDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

BATHROOMS

M1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
M2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
M3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
M4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
M5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
M6	Refill all dispensers with approved paper/soap products	Five Times Weekly
M7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN/BREAKROOMS

M8	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
M9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
M10	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
M11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
M12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
M13	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly
M14	Clean and vacuum air conditioning vents	Once Monthly

POLICE SUB-STATION
ITEM M

1150 BROOKSIDE, #J1A

CLEANING SHALL BE PERFORMED BETWEEN THE HOURS OF
3:00 P.M. and 5:00 P.M. EVERY TUESDAY and THURSDAY

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK, MONDAY THROUGH FRIDAY

LOBBIES, CORRIDORS, GENERAL OFFICES

M15	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
M16	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
M17	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
M18	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
M19	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
M20	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
M21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways	Once Monthly

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WASTEWATER TREATMENT PLANT

ITEM N

1950 Nevada Street
CLEANING SHALL BE PERFORMED SUNDAY, TUESDAY and THURSDAY AFTER 7:00 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

BATHROOMS

N1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
N2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
N3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
N4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
N5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
N6	Refill all dispensers with approved paper/soap products	Five Times Weekly
N7	SHOWERS: Clean floors, walls, ceilings, faucets with approved cleaning product	Once Weekly
N8	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN AND BREAKROOM

N9	Clean sink, countertops and exterior of appliances with approved cleaner	Six Times Weekly
N10	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Six Times Weekly
N11	Empty all trash/recycle receptacles and replace trash liners as necessary	Six Times Weekly
N12	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Six Times Weekly
N13	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Six Times Weekly
N14	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

WASTEWATER TREATMENT PLANT

ITEM N

1950 Nevada Street
CLEANING SHALL BE PERFORMED SUNDAY, TUESDAY and THURSDAY AFTER 7:00 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

LOBBIES, CORRIDORS, GENERAL OFFICES

N15	Dust all furniture, fixtures and equipment with approved cleaning product	Three Times Weekly
N16	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Three Times Weekly
N17	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Three Times Weekly
N18	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Three Times Weekly
N19	Empty all trash/recycle receptacles and replace trash liners as necessary	Three Times Weekly
N20	Vacuum all carpeted areas (entry mats included)	Three Times Weekly
N21	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Once Monthly
N22	Clean and vacuum air conditioning vents	Once Monthly

WATER PRODUCTION and OPERATIONS

ITEM O

955 Parkford Drive
CLEANING SHALL BE PERFORMED SUNDAY AND WEDNESDAY AFTER 7:00 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

BATHROOMS

O1	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Five Times Weekly
O2	Clean floor (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Five Times Weekly
O3	Empty all trash/recycle receptacles and replace trash liners as necessary	Five Times Weekly
O4	Clean and sanitize fixtures, mirrors, counters, doorknobs and chrome	Five Times Weekly
O5	Spot clean all walls, partitions, light switches and doors with approved cleaning product	Five Times Weekly
O6	Refill all dispensers with approved paper/soap products	Five Times Weekly
O7	Remove with vacuum spider webs from corners, windowsills and doorways	Once Monthly

KITCHEN and BREAKROOM

O8	Clean sink, countertops and exterior of appliances with approved cleaner	Two Times Weekly
O9	Damp wipe all lunchroom tables, chairs and vending machines with approved cleaner	Two Times Weekly
O10	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
O11	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
O12	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
O13	Clean and vacuum air conditioning vents, baseboards, windowsills and remove spider webs	Once Monthly

WATER PRODUCTION and OPERATIONS
ITEM O

955 Parkford Drive
CLEANING SHALL BE PERFORMED SUNDAY AND WEDNESDAY AFTER 7:00 P.M.

BATHROOMS ARE CLEANED FIVE DAYS PER WEEK MONDAY THROUGH FRIDAY

LOBBIES, CORRIDORS, GENERAL OFFICES

O14	Dust all furniture, fixtures and equipment with approved cleaning product	Two Times Weekly
O15	Spot clean all walls, partitions, light switches, baseboards and doors with approved cleaning product	Two Times Weekly
O16	Dust/Sweep all hard surface floors with clean broom or treated dust mop	Two Times Weekly
O17	Clean floors (mop) of dirt, dust, scuff marks and stains with approved cleaning product	Two Times Weekly
O18	Empty all trash/recycle receptacles and replace trash liners as necessary	Two Times Weekly
O19	Vacuum all carpeted areas (entry mats included)	Two Times Weekly
O20	Remove with vacuum spider webs from corners, baseboards, windowsills and doorways.	Once Monthly
O21	Clean and vacuum air conditioning vents	Once Monthly

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EXHIBIT “B”

FAITHFUL PERFORMANCE BOND

Whereas, the City of Redlands (“City”), State of California, and Genesis Staffing Firm, (hereinafter designated as "Principal") have entered into an agreement dated Month Date, 2022 (“Agreement), which is hereby referred to and made a part hereof whereby Principal agrees to install and complete certain designated public improvements (the “Work”) for Janitorial Services

Whereas, under the terms of the Agreement, Principal is required before commencing the performance of the Work, to furnish a good and sufficient Faithful Performance bond with the City for the faithful performance of the Agreement;

Now, therefore, we, Principal and the undersigned, as corporate Surety, are held and firmly bound unto the City in the penal sum of written dollar amount ($_____) lawful money of the United States, for the payment of which sum we bind ourselves, and our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the Agreement and any alteration thereof made as therein provided, on his or its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall faithfully fulfill the one-year guarantee of all materials and workmanship, and shall defend, indemnify and save harmless the City and its elected officials, officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorneys’ fees, incurred by the City in successfully enforcing such obligations, all to be taxed as costs and included in the judgment rendered.

As a condition precedent to the satisfactory completion of the Agreement, the above obligation shall hold good for a period of one (1) year or longer if required by the Agreement after the acceptance of the Work by the City, during which time if Principal shall fail to make full, complete, and satisfactory repair and replacements and totally protect the City from loss or damage made evident during this period from the date of completion of the Work, and resulting from or caused by defective materials or faulty workmanship, the above obligation in penal sum thereof shall remain in full force and effect. The obligations of Surety hereunder shall continue so long as any obligation of Principal remains.

Whenever Principal shall be, and is declared by the City to be, in default under the Agreement, the City having performed the City obligations thereunder, the Surety shall promptly remedy the default, or shall promptly, at the City’s option:

1. Complete the Agreement in accordance with its terms and conditions; or

2. Obtain a bid or bids for completing the Agreement in accordance with its terms and conditions, and upon determination by Surety of the lowest responsive and responsible bidder, arrange for a contract between such bidder and the City, and make available as work progresses sufficient funds to pay the cost of completion of the Work less the balance of the Agreement price, but not exceeding, including other costs and damages for which Surety may be liable hereunder, the amount set forth above. The term "balance of the Agreement price," as used in this paragraph, shall mean the total amount payable to Principal by the City under the Agreement and any modifications thereto, less the amount previously properly paid by the City to Principal.

Surety expressly agrees that the City may reject any contractor or subcontractor which may be proposed by Surety in fulfillment of its obligations in the event of default by Principal.

Surety shall not utilize Principal in completing the Work nor shall Surety accept a bid from Principal for completion of the Work if the City, when declaring Principal in default, notifies Surety of the City's objection to Principal's further participation in the completion of the Work.

No right of action shall accrue on the bond to or for the use of any person or corporation other than the City named herein or the successors or assigns of the City. Any suit under this bond must be instituted within the applicable statute of limitations period.

Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or to the Work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Agreement or to the Work or to the specifications.

No final settlement between the City and Principal shall abridge the right of any beneficiary hereunder whose claim may be unsatisfied.

Principal and Surety agree that if the City is required to engage the services of any attorney in connection with the enforcement of this bond, each shall pay the City's reasonable attorneys' fees incurred, with or without suit, in addition to the above sum.

[Signature next page]

In witness whereof, this instrument has been duly executed by Principal and Surety above named, on _____, 2022.

(SEAL)	(SEAL)
Contractor	
(Principal)	(Surety)
	BY:
(Signature) Name, Title	(Signature)
	Address:_____
	_____
(Seal and Notarial Acknowledgment of Surety)	Telephone ( )_____

A. FEE SCHEDULE YEAR ONE (1) REVISION 1

Item No.	Location	Price Per Month	Total Price (12 months)
A1	Airport Lobby and Bathrooms	$ 1,200.00	$ 14,400.00
A2	Airport Office, Classroom and Hangar Bathrooms	$ 600.00	$ 7,200.00
A3	Animal Shelter	$ 900.00	$ 10,800.00
A4	California Street Landfill Trailers	$ 240.00	$ 2,880.00
A5	Carriage House	$ 1,200.00	$ 14,400.00
A6	Civic Center	$ 3,600.00	$ 43,200.00
A7	Community Center and Senior Center	$ 5,040.00	$ 60,480.00
A8	Contemporary Club	$ 240.00	$ 2,880.00
A9	Corporate Yard All B	$ 1,200.00	$ 14,400.00
A10	Hillside Cemetery	$ 1,200.00	$ 14,400.00
A11	Joslyn Senior Center	$ 1,080.00	$ 12,960.00
A12	Library and Lincoln Shrine	$ 3,420.00	$ 41,040.00
A13	Park Avenue Police Station/Jail/Bldg. C	$ 4,200.00	$ 50,400.00
A14	Police Administrative Offices	$ 2,160.00	$ 25,920.00
A15	Police Sub Station #J1A	$ 360.00	$ 4,320.00
A16	Wastewater Treatment Plant	$ 1,000.00	$ 12,000.00
A17	Water Production and Operations	$ 360.00	$ 4,320.00
A. TOTAL PRICE TO CITY FOR YEAR ONE (1) OF CONTRACT			**$336,000.00**

B. FEE SCHEDULE YEAR TWO (2) REVISION 1

Item No.	Location	Price Per Month	Total Price (12 months)
B1	Airport Lobby and Bathrooms	$ 1,200.00	$14,440.00
B2	Airport Office, Classroom and Hangar Bathrooms	$ 600.00	$ 7,200.00
B3	Animal Shelter	$ 900.00	$10,800.00
B4	California Street Landfill Trailers	$ 240.00	$ 2,880.00
B5	Carriage House	$ 1,200.00	$14,400.00
B6	Civic Center	$ 3,600.00	$43,200.00
B7	Community Center and Senior Center	$ 5,040.00	$60.480.00
B8	Contemporary Club	$ 240.00	$ 2,880.00
B9	Corporate Yard All B	$ 1,200.00	$14,400.00
B10	Hillside Cemetery	$ 1,200.00	$14,400.00
B11	Joslyn Senior Center	$ 1,080.00	$12,960.00
B12	Library and Lincoln Shrine	$ 3,420.00	$41,040.00
B13	Park Avenue Police Station/Jail/Bldg. C	$ 4,200.00	$50,400.00
B14	Police Administrative Offices	$ 2,160.00	$25,920.00
B15	Police Sub Station #J1A	$ 360.00	$ 4,320.00
B16	Wastewater Treatment Plant	$ 1,000.00	$12,000.00
B17	Water Production and Operations	$ 360.00	$ 4,320.00
B. TOTAL PRICE TO CITY FOR YEAR TWO (2) OF CONTRACT			**$336,000.00**

C. FEE SCHEDULE YEAR THREE (3) REVISION 1

Item No.	Location	Price Per Month	Total Price (12 months)
C1	Airport Lobby and Bathrooms	$ 1,200.00	$14,440.00
C2	Airport Office, Classroom and Hangar Bathrooms	$ 600.00	$ 7,200.00
C3	Animal Shelter	$ 900.00	$10,800.00
C4	California Street Landfill Trailers	$ 240.00	$ 2,880.00
C5	Carriage House	$ 1,200.00	$14,400.00
C6	Civic Center	$ 3,600.00	$43,200.00
C7	Community Center and Senior Center	$ 5,040.00	$60.480.00
C8	Contemporary Club	$ 240.00	$ 2,880.00
C9	Corporate Yard All B	$ 1,200.00	$14,400.00
C10	Hillside Cemetery	$ 1,200.00	$14,400.00
C11	Joslyn Senior Center	$ 1,080.00	$12,960.00
C12	Library and Lincoln Shrine	$ 3,420.00	$41,040.00
C13	Park Avenue Police Station/Jail/Bldg. C	$ 4,200.00	$50,400.00
C14	Police Administrative Offices	$ 2,160.00	$25,920.00
C15	Police Sub Station #J1A	$ 360.00	$ 4,320.00
C16	Wastewater Treatment Plant	$ 1,000.00	$12,000.00
C17	Water Production and Operations	$ 360.00	$ 4,320.00
C. TOTAL PRICE TO CITY FOR YEAR THREE (3) OF CONTRACT			**$336,000.00**

D. FEE SCHEDULE YEAR FOUR (4)

Item No.	Location	Price Per Month	Total Price (12 months)
D1	Airport Lobby and Bathrooms	$ 1,236.00	$ 14,832.00
D2	Airport Office, Classroom and Hangar Bathrooms	$ 618.00	$ 7,416.00
D3	Animal Shelter	$ 927.00	$ 11,124.00
D4	California Street Landfill Trailers	$ 247.20	$ 2,966.40
D5	Carriage House	$ 1,236.00	$ 14,832.00
D6	Civic Center	$ 3,708.00	$ 44,496.00
D7	Community Center and Senior Center	$ 5,191.20	$ 62,294.40
D8	Contemporary Club	$ 247.20	$ 2,966.40
D9	Corporate Yard All B	$ 1,236.00	$ 14,832.00
D10	Hillside Cemetery	$ 1,236.00	$ 14,832.00
D11	Joslyn Senior Center	$ 1,112.40	$ 13,348.80
D12	Library and Lincoln Shrine	$ 4,449.60	$ 53,395.20
D13	Park Avenue Police Station/Jail/Bldg. C	$ 4,326.00	$ 51,912.00
D14	Police Administrative Offices	$ 2,224.80	$ 26,697.60
D15	Police Sub Station #J1A	$ 370.80	$ 4,449.60
D16	Wastewater Treatment Plant	$ 1,112.40	$ 13,348.80
D17	Water Production and Operations	$ 370.80	$ 4,449.60
D. TOTAL PRICE TO CITY FOR YEAR FOUR (4) OF CONTRACT			**$358,192.80**

E. FEE SCHEDULE YEAR FIVE (5)

Item No.	Location	Price Per Month	Total Price (12 months)
E1	Airport Lobby and Bathrooms	$ 1,273.20	$ 15,278.40
E2	Airport Office, Classroom and Hangar Bathrooms	$ 636.60	$ 7,639.20
E3	Animal Shelter	$ 954.90	$ 11,458.80
E4	California Street Landfill Trailers	$ 254.64	$ 3,055.68
E5	Carriage House	$ 1,293.20	$ 15,518.40
E6	Civic Center	$ 3,819.60	$ 45,835.20
E7	Community Center and Senior Center	$ 5,347.44	$ 64,169.28
E8	Contemporary Club	$ 254.64	$ 3,055.68
E9	Corporate Yard All B	$ 1,273.20	$ 15,278.40
E10	Hillside Cemetery	$ 1,273.20	$ 15,278.40
E11	Joslyn Senior Center	$ 1,145.88	$ 13,750.56
E12	Library and Lincoln Shrine	$ 4,583.52	$ 55,002.24
E13	Park Avenue Police Station/Jail/Bldg. C	$ 4,456.20	$ 53,474.40
E14	Police Administrative Offices	$ 2,291.76	$ 27,501.12
E15	Police Sub Station #J1A	$ 381.96	$ 4,583.52
E16	Wastewater Treatment Plant	$ 1,145.88	$ 13,750.56
E17	Water Production and Operations	$ 381.96	$ 4,583.52
E. TOTAL PRICE TO CITY FOR YEAR FIVE (5) OF CONTRACT			**$369,213.36**

EXHIBIT "D"

WORKERS' COMPENSATION INSURANCE CERTIFICATION

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

(a) By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.

(b) By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

_____I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

GENESIS STAFFING FIRM

By:_____ Date: _____

Pearl Bluitt, Owner

CITY OF REDLANDS
OFFICE OF THE CITY CLERK
BID OPENING REPORT

The following bids were opened on the **3rd day of August 2022 at 11:30 a.m.** on behalf of the Facilities and Community Services Department for **Citywide Janitorial Services**. The bid amounts have not been checked and are subject to correction after the bids have been completely reviewed.

No.	Plan Holder's Name	Bid Signed	Bid Bond	Addenda Acknowledged (2)	Total Bid Amount
1	Genesis Staffing Firm, Moreno Valley CA	Yes	Cashier's Check $34,776 in lieu of bond	2 addenda acknowledged	$1,770,446.16

Jeanne Donaldson, City Clerk
City of Redlands, California

Emailed: Councilmembers,
City Manager, City Treasurer, PIO, Press
Department Head: Chris Boatman
Staff: Kathleen Giorgianni

City Council Meeting **L. 2.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of Resolution No. 8830 Establishing Fees for the Redlands Municipal Airport and determination that the project is exempt from further environmental review pursuant to Section 15061(b)(3) of the state's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that the Board's and staff's recommendations are appropriate, the following motions are provided:

1. "The City Council hereby finds and determines that the adoption of this Resolution is exempt from review and under the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code Section 21080(b)(8)(1) and CEQA Guidelines Section 15273 because this Resolution relates to fees and charges for the purpose of meeting the operating expenses of the City; and

2. I move to adopt Resolution No. 8830."

RECOMMENDATION:

The Airport Advisory Board, at their regular meeting on April 21, 2022, recommended the City Council adopt the fee schedule as attached. Furthermore, staff recommends the Council determine that the adoption of this Resolution is exempt from review and under the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code Section 21080(b)(8)(1) and CEQA Guidelines Section 15273 and approve Resolution No. 8830.

DISCUSSION:

Redlands Municipal Airport staff have been researching, collecting, and evaluating FAA, State and local airport regulations relating to airport fees for the past five years. The Airport Advisory Board (AAB) has been equally involved in reviewing staff presentations and information briefs along with taking airport community testimony related to fees, and services, as well as, FAA and State Grant Assurances that speak to the need for fees supporting aviation lands, facilities, and equipment in concert with federal and state grant funds.

It is the City's intent that airport fees be set based on the City's cost and the fees charged by other municipal airports. The City's airport competes in an open market, and undertakes a degree of business risk that is greater than other enterprises in which the City is involved. There is no guarantee that consumers will continue to use the airport. Moreover, the mix of property and services that the City offers to the aviation marketplace may have a value that is greater than its cost. Due to the market risk it undertakes, the City (and its citizens) should be fairly reimbursed for the value it delivers into the marketplace. Therefore, the City's airport fees should not be limited to only covering the City's costs. The City's airport fees should be based on both cost and market.

On April 21, 2022, the Airport Advisory Board recommended new fees along with airport tenant consensus. The collective efforts in documenting research, connecting fees to direct costs, indirect costs, service charges, appraisals, etc. were detailed in staff briefings to both the AAB meeting and tenant group meetings in 2020 through 2022. In addition, the analysis covered areas of FAA classified general aviation airports such as, but not limited to airport services, airport access, airport businesses, types of aircraft, hangar/tie-down areas/capacity, fuel types and storage, ground leases, ramp usage, special events, and professional appraisals.

In summary, fees are necessary to sustain the airport's fiscal stability, staff salaries, infrastructure repairs, technological upgrades, air and ground side expansions, and covered costs not supported by Federal Aviation Administration (FAA) or State Aeronautical Grants. Furthermore, FAA Grant Assurances requires airport sponsors to develop fees for both aviation and non-aviation uses, ensuring FAA funds are not inadvertently subsidizing non-aviation uses.

ALTERNATIVES:

The City Council may reject the proposed resolution or provide alternative direction to staff.

STRATEGIC PLAN:

Supports Priority A - Quality of Life; Strategic Objective 2 - Economic Vitality

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Daniel J. McHugh, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Adarian Lawson, Airport Supervisor

Fiscal Impact

Fiscal Year: FY 2022-23
Revenue Generating: Y
Account No.: 564900
Discussion:

The proposed fees will generate approximately $30,000 annual increase in revenue for the City's Airport Division, which will be applied to operational, maintenance and improvement projects at the Airport.

Attachments

A. Resolution No. 8830

RESOLUTION NO. 8830

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS CONFIRMING THE AMOUNTS OF EXISTING FEES LEVIED, AND ESTABLISHING PRICING FOR SERVICES IN CONNECTION WITH THE CITY'S MUNICIPAL AIRPORT

WHEREAS, under Health and Safety code Section 8130, the general management and operation of the Redlands Municipal Airport is under the jurisdiction and control of the City of Redlands ("City"); and

WHEREAS, pursuant to Health and Safety Code Section 8133, the City may make and enforce general rules, regulations, and fee schedules pertaining to the use and operation of Redlands Municipal Airport.

THEREFORE, BE IT RESOLVED by the City Council of the City of Redlands as follows:

Section 1. Intent. It is the City's intent that airport fees set be set based on the City's cost and the fees charged by other municipal airports. The City's airport competes in an open market, and undertakes a degree of business risk that is greater than other enterprises in which the City is involved. There is no guarantee that consumers will continue to use the airport. Moreover, the mix of property and services that the City offers to the aviation marketplace may have a value that is greater than its cost. Due to the market risk it undertakes, the City (and its citizens) should be fairly reimbursed for the value it delivers into the marketplace. Therefore, the City's airport fees should not be limited to only covering the City's costs. The City's airport fees should be based on both cost and market. Accordingly, the City Council, by adoption of this Resolution, confirms the City's existing fees for the City's Municipal Airport and establishes pricing for the products described in the attached Exhibit "A."

Section 2. Authority for Administrative Orders. The City Manager is hereby delegated the authority to issue administrative orders establishing fee collection and financial procedures for implementation of this Resolution. All such administrative orders shall be signed by the Assistant City Manager and the Director of Management Services/Finance.

Section 3. Proposition 218 Determination. The City Council hereby finds and determines that the fees referenced within this Resolution are not subject to Article XIIIB of the California Constitution (Proposition 218). Taxes, fees and levies are subject to Prop 218 if they are for a property-related service that are imposed on a parcel or on a person as an incident of property ownership. However, the hangars and tie-downs are not 'parcels' as set forth in Proposition 218. The prices for hangars, tie-downs, etc., and the charges for services are not 'imposed' on customers of the airport. The customers of the airport chose whether or not they want to use the service. Therefore, the prices and fees charged at the cemetery are not subject to Proposition 218.

Section 4. Proposition 26 Determination. The City Council hereby finds and determines that the fees referenced within this Resolution are not taxes as defined in Article XIII C Section 1(e) of the California Constitution because the fees are either:

A. Imposed for a specific benefit conferred or privilege granted directly to the payors, that is not provided to those not charged, and which do not exceed the reasonable costs in the City of conferring the benefit or granting the privilege;

B. Imposed for a specific government service provided directly to the payor that is not provided to those not charged, and which do not exceed the reasonable costs to the City of providing the service;

C. Imposed for the reasonable regulatory costs to the City for issuing licenses and permits, performing investigations, inspections, or audits, and the administrative enforcement and adjudication thereof;

D. Imposed for entrance to, or use of, City property; or the purchase, rental or lease of City property; or

E. Charges imposed as a condition of property development.

Section 5. CEQA Exemption. The City Council hereby finds and determines that the adoption of this Resolution is exempt from review and under the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code Section 21080(b)(8)(1) and CEQA Guidelines Section 15273 because this Resolution relates to fees and charges for the purpose of meeting the operating expenses of the City.

Section 6. Severability. Should any part or portion of this Resolution be rendered or declared invalid by a court of competent jurisdiction, including any of the fees identified in the Exhibit to this Resolution, such invalidation of such part or portion of this Resolution, or of any fee, shall not invalidate the remaining portions hereof, of the remaining fees, and they shall remain in full force and effect.

Section 7. Effective Date. This Resolution and the prices established, and fees confirmed by this Resolution shall become effective on October 19, 2022.

ADOPTED, SIGNED AND APPROVED this 18th day of October, 2022.

_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk of the City of Redlands, hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof, held on the 18th day of October, 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Jeanne Donaldson, City Clerk

EXHIBIT "A"

CITY OF REDLANDS
FACILITIES & COMMUNITY SERVICES
AVIATION DIVISION

SCHEDULE OF FEES FOR REDLANDS MUNICIPAL AIRPORT

The following fees are established for airport use, airport services, airport access, hangar/tie down leases, fuel flowage fees, land leases, ramp use fees and special events:

Schedule 1 – Fees for Airport Use

	Description	Amount	Comment
1a	Photography/Motion Picture (firm based outside Redlands)	$446	The photography fees mirror those current in place for the City of Redlands. This particular fee will guarantee the fees will go to the Aviation Division fund.
1b	Photography/Motion Picture (firm based within Redlands)	$223	The photography fees mirror those current in place for the City of Redlands. This particular fee will guarantee the fees will go to the Aviation Division fund.
1c	Main Lobby Use (Main Lobby to remain open to pilot use during reservation)	$15.00 per hour	This fee is to cover the staff time for coordination and review of event plans and the preparation and submission of any additional documentation as determined by the City Council
1d	Aviation Support/Oversize Vehicle (medium duty trucks, Mobile Command/Crew Trailers, etc.)	$47.00 per each tie down space per month (Subject to Annual CPI increase)	This fee is for airport businesses to have permission to park aviation support vehicles within the secured airport fence in approved/marked parking areas/tie-downs in excess of 72 hours due to operational requirements. (does not apply to businesses that are part of Wildfire Fire Operation addressed in Government Fire Use Agreement)
1e	Aviation Support Vehicle (Autos, Vans, light duty trucks, etc.)	$47.00 per each tie down space per month (Subject to Annual CPI increase)	
1f	Non-flight worthy aircraft, parts, and or non-operational ground support vehicle parked outside (anywhere on the airport)	$500 + legal and disposal charges	Intent is to maximize space for flight worthy aircraft and operational ground support equipment and not obstruct access to hangars
1g	Illegal Vehicle/equipment parked (i.e. recreational vehicles, trailers, motorhomes, or other non-aviation related vehicles/equipment)	$258 + towing charge	Intent is to maximize space for legal parking of vehicles and equipment and not obstruct access to hangars
1h	Unauthorized/non-compliant Non-Aeronautical Hangar storage use	Hangar Lessee, FBO or SASO shall pay a penalty equal to twice the current monthly lease rate until use complies with FAA guidelines, the lease agreement and/or remove the unauthorized use.	

Schedule 2 – Fees for Environmental Impacts

	Description	Amount	Comment
2a	Maintenance Operation Environmental Fee (per airport maintenance operation/annually)	Based on specific event and resources required	These fees will help offset costs incurred by the airport for its industrial storm water permit, training costs, testing costs, and staff time for inspections
2b	Fueling Operation Environmental Fee (per fuel island/resident fuel truck/trailer; annually)	Based on specific event and resources required	These fees will help offset costs incurred by the airport for its industrial storm water permit, training costs, testing costs, and staff time for inspections

Schedule 3 – Fees for Airport Services

	Description	Amount	Comment
3a	Fuel Flowage Fee	$0.06 per Gallon	This fee charged to recover the costs of operating and managing fuel brought onto the airport.

Schedule 4 – Fees for Airport Gate Cards

	Description	Amount	Comment
4a	Gate Card Fee (issue, update, and replacement)	$30.00 for New Card $15.00 Annual Renewal per card for first card $10.00 Annual Renewal per each additional card (Subject to Annual CPI increase)	This fee charged to recover the costs of operating and managing fuel brought onto the airport.

Schedule 5 – Fees for Land Leases, Municipal Hangar Leases, Locks and Keys

	Description	Amount	Comment
5a	Hangar/Box 1,730 sq. ft. - 2,400 sq. ft.	$779 per Month (Subject to Annual CPI increase)	The Hangar rates are based on a 2021 appraisal (recommend updating appraisals every three years to adjust per sq. ft. charges with CPI increase clause)
5b	Hangar/ "T" 1,180+sq ft.	$416 per Month (Subject to Annual CPI increase)	
5c	Aviation Business/Commercial -999 sq. ft.	Monthly Rate to be determined at time of lease based on current appraisal (Subject to Annual CPI increase)	
5d	Aviation Storage/Industrial 500-675 sq. ft.-(monthly)	Monthly Rate to be determined at time of lease based on current appraisal (Subject to Annual CPI increase)	

	Description	Amount	Comment
5e	Lost/Damaged Lock Replacement Fee	$100 per occurrence	The lost/damaged lock fees cover the costs of, staff time, service calls, and materials
5f	Lock Rekey Fee	$100 per occurrence	
5f	Land Rental Rates Vacant unimproved	Rate per Square Feet per Year based on current appraisal rate	
5g	Land Rental Rates Paved improved	Rate per Square Feet per Year based on current appraisal rate	

Schedule 6 – Fees for Transient Aircraft Parking and Tie-Downs

	Description	Amount	Comment
6a	Transient Tie-down (overnight single engine)	$5.50 per Day (Subject to Annual CPI increase)	The Tie-Down fees are for the right to utilize Airport ramp tie-down space for the storage of an aircraft. If the aircraft takes more than one tie down area it will be billed for the adjacent tie-down area it overlaps at the full rate.
6b	Transient Tie-down (overnight twin engine)	$7.50 per Day (Subject to Annual CPI increase)	
6c	Tie-down/Uncovered- (three days or more)	$47.00 (Subject to Annual CPI increase)	
6d	Tie-down/Uncovered-(monthly w/agreement)	$47.00 per Month (Subject to Annual CPI increase)	

Schedule 7 – Daily Ramp Use Fees

	Description	Amount	Comment
7a	Outside Agency Fire/Disaster Response Daily Use Fee	$200.00 per Day Plus Fuel Flowage Fee	These fees and fuel flowage fee are based on federal agency 2021standard rates for emergency firefighting operations in regards to the use of the airport by fire fighting and support assets.
7b	Outside Agencies Non-Aviation	Based on specific event and resources required	These uses will not have priority over aviation uses.

Schedule 8 – Commercial Aeronautical Permit Fees

	Description	Amount	Comment
8a	Airport Special Event	100% of City Cost (resources and staff)	These fees and fuel flowage fee are based on federal agency 2021standard rates for emergency firefighting operations in regards to the use of the airport by fire fighting and support assets.

Schedule 9 – Late Fees

	Description	Amount	Comment
9a	Late Fees: Fees are due and payable the first day of each month. Fees will be considered delinquent five (5) days after due date. Postmark shall serve as proof of date paid.	Penalty equal to ten percent (10%) of the amount delinquent for each month but no less than thirty dollars ($30.00) per each month delinquent.	

Where applicable, annual increases are based on in the Consumer Price Index, all urban consumers, Riverside-San Bernardino-Ontario.

City Council Meeting **L. 3.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of a contract with My Electrician Inc. for an amount not-to-exceed $2,000,000 for the Redlands Bowl Electrical and Theatrical Lighting Upgrade, waive a minor error in the bid, approve additional appropriation totaling $1,500,000, and determine that the project is exempt from environmental review pursuant to Section 15303(e) of the State's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motions are provided:

1. I move that the City Council determine approval of the public works contract with My Electrician Inc. for the Redlands Bowl Electrical and Theatrical Lighting Upgrade Project is exempt from environmental review pursuant to Section 15303(e) of the State's guidelines implementing the California Environmental Quality Act;

2. I move to re-designate $300,000 from the Park Development Match within the Parks and Recreation category of the Nevada Palmetto Grove Proceeds to the Redlands Bowl Electrical and Theatrical Lighting Upgrade project and appropriate $1,500,000 as detailed in the staff report;

3. I move to waive the minor error in the bid by My Electrician Inc. and approve an award of contract in the amount of $2,000,000 for the Redlands Bowl Electrical and Theatrical Lighting Upgrade Project.

RECOMMENDATION:

Staff recommends that the City Council determine that approval of the contract for the Redlands Bowl Electrical and Theatrical Lighting Upgrade Project is categorically exempt from environmental review in accordance with Section 15303(e) of the State's guidelines implementing the California Environmental

Quality Act. Staff further recommends that the City Council waive the minor error in the bid by My Electrician Inc., approve a construction contract with My Electrician Inc. for an amount not-to-exceed $2,000,000, and approve the appropriations as detailed in the staff report.

DISCUSSION:

Since the first season in 1924, the Redlands Bowl Performing Arts (RBPA), has served the City of Redlands and the Inland Empire region by providing musical and theatrical performances for the community, such as the Redlands Bowl Summer Music Festival. The Redlands Bowl Summer Music Festival holds the distinction of being the oldest continuously running summer music festival in the United States where no admission is charged. Other programs RBPA offers include the Children's Summer Festival Workshops, Young Artists Auditions, and Music in the Schools Programs. The Redlands Bowl is also used for other community events, including graduations for local schools.

On January 16, 2007, the City Council approved an agreement with RBPA for the lease of the Redlands Bowl Procellis, including the associated offices, the courtyard, and the stage areas. Per Section 7A of the agreement, the City is responsible for the maintenance of the structural elements, including electrical and mechanical systems, except for the excluded areas which are outlined in Exhibit B of the agreement. The excluded areas house the electrical breakers and service feeds to the bowl electrical infrastructure. However, the City is responsible for the wiring and conduit from the existing service transformer (SCE service feed) to the room that holds the breakers and service feed.

In 2017, RBPA notified city staff that the sound and lighting system at the Redlands Bowl had experienced a series of malfunctions due to deteriorating sound and lighting infrastructure. Upon inspection, staff confirmed that much of the existing infrastructure had been in place for many decades and was in need of repair or replacement. Subsequently, city staff procured the services of an engineering firm to assess the system and prepare a report with cost estimates summarizing the needed repairs. The recommendations within the report included upgrades to the main electrical feed, breaker room, underground conduit and wiring, replacement of existing audio/ video towers, and the addition of new audio and video towers.

The findings of the report provided by the electrical engineering firm were presented to the Parks and Recreation Commission (Commission) on March 11, 2019. In addition, representatives from RBPA provided the Commission with an overview of the system and its future needs. Following the report, the Commission voted unanimously to recommend the project to the City Council. On April 16, 2019, the City Council appropriated monies to fund infrastructure and design of the project, and staff proceeded with issuing a request for proposal for project design followed by soliciting bids for construction. The scope

of the project consists of the removal and replacement of the existing theatrical sound and lighting system, including new towers, equipment, and a new utility service to provide sufficient power.

Design West Engineering prepared the plans and specifications and city staff advertised the project on August 31, 2022. The City Clerk's office received and opened four (4) bids for the project on September 22, 2022. On September 23, 2022, the City received a bid withdrawal letter from the lowest bidder. All other bids were reviewed by staff to determine if they were responsive to bid requirements. Based on the attached bid analysis, My Electrician Inc. is the lowest responsive and responsible bidder. Therefore, it is recommended that the City Council award a construction contract to My Electrician Inc., for an amount not-to-exceed $2,000,000.

The following four (4) Project bids were received before the submittal deadline:

BID OPENING REPORT SUMMARY	
BIDDER	**BID AMOUNT**
1. Jergensen Construction Inc.	* $1,416,972
2. My Electrician Inc.	** $2,000,000
3. Armstrong Cal Builders Inc.	$2,030,000
4. Pro-Cal Lighting Inc.	$2,214,000

* Bid was withdrawn due to a clerical error by a subcontractor.
** The total base bid price and bid additive price were provided but were not totaled correctly. The bidder copied the bid additive price and placed it in the Base bid plus additive bid cell.

A bid protest was received on September 26, 2022 from Armstrong Cal Builders Inc. and a subsequent letter affirming the protest on October 5, 2022. The protest stated that an error in the submission on the Bid Summary Table of the bid submitted by My Electrician Inc. should cause the bid to be determined as non-responsive.

Staff reviewed the bid in response to this protest and determined that the bidder, in error, included only the additive bid in the Bid Summary Table. However, it is clear that the total was only the additive bid and did not include the base bid. Staff reviewed the error with the City Attorney and determined, based on case law, that the error can be waived if deemed immaterial or inconsequential. In this case, it is clear from the face of the bid that My Electrician made a minor mathematical error by not adding the base bid of $1,800,000 and the additive bid of $200,000 and inserting the total of $2,000,000 on the last line of the bid summary table on page BD 11 of the bid. My Electrician acknowledges the error and confirms that the total of the base bid and the additive bid is $2,000,000. Important to note is that the error does not change the amount of My Electrician’s bid or give My Electrician an unfair competitive advantage over the other bidders.

The project is categorically exempt from environmental review in accordance with Section 15303(e) of the State's guidelines implementing the California Environmental Quality Act (CEQA) as the project involves the removal and replacement of the existing theatrical sound and lighting system.

ALTERNATIVES:

The City Council may elect not to approve the award of the contract and direct staff accordingly.

STRATEGIC PLAN:

The project supports Strategic Plan Priority A, Strategic Objective 1.

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Yvette M. Abich Garcia, City Attorney
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director

PREPARED BY:
Jawad Naderi, Associate Engineer

Fiscal Impact

Fiscal Year:	FY 2022-23
Revenue Generating:	N
Appropriation Required Y/N:	Y
Amount:	$2,200,000
Budgeted Y/N:	N
Account No.:	various

Discussion:

There is currently $700,000 in funds available in the FY22/23 Parks Division budget for this project. The total cost of the project will be $2,200,000 ($2,000,000 plus a 10% contingency of $200,000). Staff recommends an appropriation of $1,500,000 in additional funds as follows:

PROJECT FUNDING	
Parks Division Budget (Budgeted)	$700,000
Capital Projects over $50,000 Reserve	$545,580
Nevada Palmetto Grove Fund (Park Development Match)	$300,000
Nevada Palmetto Grove Fund (Redlands Bowl Sound and Lighting System)	$154,420
Maintenance: Building and Improvements	$500,000
TOTAL	**$2,200,000**

The current balances of the reserves for Capital Projects and Maintenance are as follows:

- Reserve for Capital Projects over $50,000 account: $1,173,427; and
- Maintenance: Building & Improvements account: $1,691,543.

Attachments

Additional Appropriation

Public Work Contract

Bid Opening Report

Bid Analysis

CITY OF REDLANDS
REQUEST FOR ADDITIONAL APPROPRIATION

DATE OF REQUEST: 10/4/22

FINANCE USE ONLY
TRANSACTION NO:
ACCOUNTING PERIOD:

An additional appropriation is hereby requested as follows:

Department: Facilities & Community Services

EXPENDITURE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
Parks-Other Betterments and Improvements	101303	8501		$ 1,500,000.00
			$	$ 1,500,000.00

REVENUE APPROPRIATION INCREASE (if applicable)				
Account Description	**Orgkey**	**Object Code**	**Job Ledger (If applicable)**	**Amount**
			$	$ 0.00

JUSTIFICATION: Redlands Bowl Electrical and Theatrical Lighting Upgrade $300,000 from Nevada Palmetto Grove Proceeds Park Development Match $545,580 from Reserve for Capital Projects over $50,000 $154,420 from Nevada Palmetto Grove Fund; $500,000 from Maintenance Building and Improvements

Requested By: _____
Department Head

Recommended By Finance Director:

Yes X No _____ Signed _____

Recommended: _____
City Manager

Comments: _____

Approved by City Council:

Date: _____

Signed: _____
City Clerk

PUBLIC WORK CONSTRUCTION CONTRACT

This Public Work Construction contract ("Contract") is made and entered into this 18th day of October, 2022, by and between the City of Redlands, a municipal corporation, organized and existing under the laws of the State of California (hereinafter "City"), and My Electrician Inc. (hereinafter "Contractor"). City and Contractor are sometimes individually referred to herein as a "Party" and, together, as the "Parties."

In consideration of the mutual promises contained herein, City and Contractor agree as follows:

1. **SCOPE OF WORK:** Contractor shall furnish all materials and will perform all of the work for the following: Redlands Bowl Electrical and Theatrical Lighting Upgrade, PROJECT NO. FCS08012022JN, complete all items as required by the Contract Documents (as herein defined) and Specifications for City's Redlands Bowl Electrical and Theatrical Lighting Upgrade, PROJECT NO. FCS08012022JN (the "Work").

2. **CONTRACT SUM:** City shall pay Contractor the sum of two million dollars ($2,000,000.00) as consideration for its performance of the Work in accordance with the terms and conditions set forth in the Contract Documents. Pursuant to Public Contract Code Section 22300, Contractor has the option to deposit securities with an escrow agent as a substitute for retention of earnings required to be withheld by City pursuant to an escrow agreement as set forth in Public Contract Code section 22300.

3. **TIME FOR COMPLETION:** The Work shall be completed within ninety (90) calendar days from and after the date of City's issuance of a Notice to Proceed to Contractor.

4. **LIQUIDATED DAMAGES:** Contractor's failure to complete the Work within the time allowed will result in damages being sustained by City. Such damages are, and will continue to be, impracticable and extremely difficult to determine. Accordingly, Contractor shall pay to City, or have withheld from monies due to Contractor, the sum of five hundred dollars/cents ($500) for each consecutive calendar day in excess of the specified time for completion of the Work. Execution of this Contract shall constitute agreement by City and Contractor that five hundred dollars ($500) per day is the estimated damage to City caused by the failure of Contractor to complete the work within the allowed time. Such sum is liquidated damages and shall not be construed as a penalty, and may be deducted from payments due Contractor if such delay occurs.

5. **CONTRACT DOCUMENTS:** This Contract incorporates by reference the following: Notice Inviting Bids, Instructions to Bidders, Contractor's Proposal, Bid Bond, Agreement, Performance Bond, Labor and Material Bond, Plans, General Conditions, Special Provisions and Specifications, and any addenda thereto (collectively, the "Contract Documents").

6. **ATTORNEYS' FEES:** In the event any action is commenced to enforce or interpret the terms or conditions of this Contract, or the Contract Documents, the prevailing Party in such action, in addition to any costs and other relief, shall be entitled to recover its reasonable attorneys' fees, including fees for use of in-house counsel by a Party.

7. **RESOLUTION OF CONSTRUCTION CLAIMS:** Claims by Contractor in the amount of three hundred seventy-five thousand dollars ($375,000) or less shall be made by Contractor and

processed by the City pursuant to the provisions of Part 3, Chapter 1, Article 1.5 of the Public Contract Code (commencing with Section 20104). All claims shall be in writing and include the documents necessary to substantiate the claim. Nothing in subdivision (a) of Public Contract Code Section 20104.2 shall extend the time limit or supersede the notice requirements provided in this case from filing claims by Contractor.

8. **ELIGIBILITY OF CONTRACTOR/SUBCONTRACTOR:** Contractor and all of its subcontractors shall abide by California Public Contract Code, Section 6109, and California Labor Code Sections 1777.1 and/or 1777.7, and certify that they are not debarred and are eligible to work on this project.

9. **ASSIGNMENT OF AGREEMENT:** No assignment by a Party of any rights or interests under this Contract shall be binding on another Party without the written consent of the Party sought to be bound.

10. **SUCCESSORS AND ASSIGNS:** City and Contractor each binds itself and their respective successors and assigns in respect to all covenants, agreements, and obligations contained in the Contract Documents.

11. **SEVERABILITY:** Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon City and Contractor.

IN WITNESS WHEREOF, the Parties hereto have executed this Contract the day and year first written above.

CITY OF REDLANDS

(SEAL)

By:_____
Paul T. Barich, Mayor

ATTEST:

_____
Jeanne Donaldson, City Clerk

(SEAL)

_____
Name of Contractor

By:_____
Signature of Authorized Agent

_____
Title

_____
Signature of Authorized Agent (if necessary)

_____
Title

_____
Contractor's License No.

WORKER'S COMPENSATION INSURANCE CERTIFICATION

Description of Contract: City of Redlands
Facilities and Community Services Department
Redlands Bowl Electrical and Theatrical Lighting Upgrade
Project No. FCS08012022JN

Every employer, except the State, shall secure the payment of compensation in one or more of the following ways:

a. By being insured against liability to pay compensation by one or more insurers duly authorized to write compensation insurance in this State.
b. By securing from the Director of Industrial Relations, a certificate of consent to self-insure, either as an individual employer, or as one employer in a group of employers, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to his or her employees.

CHECK ONE

_____I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work and activities required or permitted under this Agreement. (Labor Code §1861).

_____I affirm that at all times, in performing the work and activities required or permitted under this Agreement, I shall not employ any person in any manner such that I become subject to the workers' compensation laws of California. However, at any time, if I employ any person such that I become subject to the workers' compensation laws of California, immediately I shall provide the City with a certificate of consent to self-insure, or a certification of workers' compensation insurance.

I certify under penalty of perjury under the laws of the State of California that the information and representations made in this certificate are true and correct.

Dated this _____ day of _____, 2022.

_____
(Contractor)

_____
(Signature)

_____
(Official Title)

(SEAL)

(Labor Code Section 1861 provides that the above certificate must be signed and filed by the Contractor with the Owner prior to performing the work of the contract.)

FAITHFUL PERFORMANCE BOND

Whereas, the City of Redlands ("City"), State of California, and My Electrician Inc. (hereinafter designated as "Principal") have entered into an agreement dated October 18th, 2022 ("Agreement") whereby Principal agrees to install and complete certain public improvements (the "Work"), which said Agreement is identified as Redlands Bowl Electrical and Theatrical Lighting Upgrade, Project No. FCS08012022JN and is hereby referred to and made a part hereof; and

Whereas, said Principal is required under the terms of the Agreement to furnish a bond for the faithful performance of the Work, now, therefore, we, the Principal and, _____, as Surety, are held and firmly bound unto the City in the penal sum of two million dollars ($2,000,000.00) lawful money of the United States, for the payment of which sum we bind ourselves, and our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the Agreement and any alteration thereof made as therein provided, on his or its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall faithfully fulfill the one-year guarantee of all materials and workmanship, and shall defend, indemnify and save harmless the City and its elected officials, officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligations, all to be taxed as costs and included in the judgment rendered.

As a condition precedent to the satisfactory completion of the Work, the above obligation shall hold good for a period of one (1) year or longer if required by the Agreement after the acceptance of the work by the City, during which time if the Principal shall fail to make full, complete, and satisfactory repair and replacements and totally protect the City from loss or damage made evident during this period from the date of completion of the Work, and resulting from or caused by defective materials or faulty workmanship, the above obligation in penal sum thereof shall remain in full force and effect. The obligations of Surety hereunder shall continue so long as any obligation of the Principal remains.

Whenever the Principal shall be, and is declared by the City to be, in default under the Agreement, the City having performed the City obligations thereunder, the Surety shall promptly remedy the default, or shall promptly, at the City's option:

1. Complete the Work in accordance with its terms and conditions; or

2. Obtain a bid or bids for completing the Work in accordance with its terms and conditions, and upon determination by Surety of the lowest responsive and responsible bidder, arrange for a contract between such bidder and the City, and make available as work progresses

sufficient funds to pay the cost of completion of the Work less the balance of the Agreement price, but not exceeding, including other costs and damages for which Surety may be liable hereunder, the amount set forth above. The term "balance of the Agreement price," as used in this paragraph, shall mean the total amount payable to the Principal by the City under the Agreement and any modifications thereto, less the amount previously properly paid by the City to the Principal.

Surety expressly agrees that the City may reject any contractor or subcontractor which may be proposed by Surety in fulfillment of its obligations in the event of default by the Principal.

Surety shall not utilize the Principal in completing the Work nor shall Surety accept a bid from the Principal for completion of the Work if the City, when declaring the Principal in default, notifies Surety of the City's objection to the Principal's further participation in the completion of the Work.

No right of action shall accrue on the bond to or for the use of any person or corporation other than the City named herein or the successors or assigns of the City. Any suit under this bond must be instituted within the applicable statute of limitations period.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Agreement or to the work or to the specifications.

No final settlement between the City and the Principal shall abridge the right of any beneficiary hereunder whose claim may be unsatisfied.

The Principal and Surety agree that if the City is required to engage the services of any attorney in connection with the enforcement of this bond, each shall pay the City's reasonable attorneys' fees incurred, with or without suit, in addition to the above sum.

In witness whereof, this instrument has been duly executed by the Principal and Surety above named, on _____, 2022.

(SEAL)	(SEAL)
_____	_____
(Contractor)	(Surety)
_____	BY: _____
(Signature)	(Signature)
	Address:_____
	_____
(Seal and Notarial Acknowledgment of Surety)	Telephone ( )_____

LABOR AND MATERIAL BOND

Whereas, the City Council of the City of Redlands, State of California, and My Electrician Inc. (hereinafter designated as "Principal") have entered into an agreement (the "Agreement") whereby Principal agrees to install and complete certain designated public improvements (the "Work"), which said agreement, dated October 18th, 2022, and identified as Redlands Bowl Electrical and Theatrical Lighting Upgrade, Project No. FCS08012022JN is hereby referred to and made a part hereof; and

Whereas, under the terms of the Agreement, Principal is required before commending the performance of the Work, to file a good and sufficient Labor and Material bond with the City of Redlands to secure the claims to which reference is made in Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code of the State of California.

Now, therefore, said Principal and the undersigned as corporate surety, are held firmly bound unto the City and all contractors, subcontractors, laborers, material men and other persons employed in the performance of the Agreement and referred to in the aforesaid Code of Civil Procedure in the sum of two million dollars ($2,000,000.00) for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by the City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall insure to the benefit of any and all persons, companies and corporations entitled to file claims under Title 3 (commencing with Section 9550) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition.

In witness whereof, this instrument has been duly executed by the Principal and surety above named, on _____, 2022.

(SEAL)

(Contractor)

(Signature)

(Seal and Notarial Acknowledgement of Surety)

(SEAL)

(Surety)

BY:

(Signature)

Address:

Telephone:

CITY OF REDLANDS
OFFICE OF THE CITY CLERK
BID OPENING REPORT

The following bids were opened on the **22nd of September 2022 at 3:00 p.m.** on behalf of the Facilities and Community Services Department for **Redlands Bowl Electrical and Theatrical Lighting Upgrade – Project No. FCS08012022JN.** The bid amounts have not been checked and are subject to correction after the bids have been completely reviewed.

No.	Plan Holder's Name	Bid Signed	Bid Bond	Addenda Acknowledged (1)	Base Bid Amount	Total Bid Amount (Base Bid + Additive A Bid)
1	Jergensen Construction Inc., Oak Hills CA	Yes	Yes	1 Acknowledged	**$1,147,052.00**	**$1,416,971.00**
2	My Electrician Inc., Menifee CA	Yes	Yes	1 Acknowledged	**$1,800,000.00**	**$200,000.00**
3	Armstrong Cal Builders Inc., Signal Hill CA	Yes	Yes	1 Acknowledged	**$1,854,000.00**	**$2,030,000.00**
4	Pro-Cal Lighting, Inc., Vista CA	Yes	Yes	1 Acknowledged	**$1,899,000.00**	**$2,214,000.00**

Jeanne Donaldson, City Clerk
City of Redlands, California

emailed: Councilmembers,
City Manager, City Treasurer, PIO, Press
Department Head: Chris Boatman
Staff: Jawad Naderi

CITY OF REDLANDS
FACILITIES AND COMMUNITY SERVICES DEPARTMENT
BID ANALYSIS

PROJECT NO.FCS08012022JN — BID DATE: 22-Sep-2022
Redlands Bowl Electrical And Theatrical Lighting Upgrade — EST. START DATE: 1-Nov-2022

Item No.	Bid Item	Quantity	Unit	Jergensen Construction Inc.		My Electrician Inc		Armstrong Cal Builders Inc.	
				Unit Price	Item Price	Unit Price	Item Price	Unit Price	Item Price
1	Installation per plans, Plan dated 8/30/22	1	LS	$1,147,052.00	$1,147,052.00	$1,800,000.00	$1,800,000.00	$1,854,000.00	$1,854,000.00
	Last Minute Additions/Deductions				$0.00		$0.00		$0.00
	Total Base Bid				**$1,147,052.00**		**$1,800,000.00**		**$1,854,000.00**
Bid Additive									
1	Bid Additive Alternate Price	1	LS	$269,920.00	$269,920.00	$200,000.00	$200,000.00	$176,000.00	$176,000.00
	Last Minute Additions/Deductions				$0.00		$0.00		$0.00
	Total Bid Additive				**$269,920.00**		**$200,000.00**		**$176,000.00**
	Total Base Bid Plus Additive Bid				**$1,416,972.00**		**$2,000,000.00**		**$2,030,000.00**
				Addition error, total base bid plus additive bid corrected		Bid additive price is provided but not added to the Total			

Low Bidders #1, #2 and #3
Sheet 1 of 2

CITY OF REDLANDS
FACILITIES AND COMMUNITY SERVICES DEPARTMENT
BID ANALYSIS

PROJECT NO.FCS08012022JN — BID DATE: 22-Sep-2022
Redlands Bowl Electrical And Theatrical Lighting Upgrade — EST. START DATE: 1-Nov-2022

Item No.	Bid Item	Quantity	Unit	Pro-Cal Lighting Inc.	
				Unit Price	Item Price
1	Installation per plans, Plan dated 8/30/22	1	LS	$1,899,000.00	$1,899,000.00
	Last Minute Additions/Deductions				$0.00
			Total Base Bid		**$1,899,000.00**
Bid Additive					
1	Bid Additive Alternate Price	1	LS	$315,000.00	$315,000.00
	Last Minute Additions/Deductions				$0.00
			Total Bid Additive		**$315,000.00**
			Total Base Bid Plus Additive Bid		**$2,214,000.00**

City Council Meeting **L. 4.**

DATE: 10/18/2022

TO: Honorable Mayor and City Council Members

SUBJECT: Consideration of a Single Source purchase order with Meridian Rapid Defense Group for an amount not-to-exceed $262,158.75 for the purchase of mobile crash barriers, consider reallocation of the remaining balance from the Premium Pay program from SLFRF through ARPA funds, and determine that approval of the purchase is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act (Assistant City Manager Boatman)

MOTION(S):

If the City Council determines that staff's recommendation is appropriate, the following motions are provided:

1. I move that approval of a sole source purchase order with Meridian Rapid Defense Group is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act;

2. I move that City Council approve a Single Source purchase order with Meridian Rapid Defense Group for an amount not-to-exceed $262,158.75 for the purchase of mobile crash barriers; and

3. I move that City Council approve the reallocation of remaining funds from the Premium Pay program in the amount of $111,126.65 to fund a portion of the Single Source purchase order with Meridian Rapid Defense Group.

RECOMMENDATION:

Staff recommends that the City Council determine approval of the agreement is exempt from environmental review pursuant to Section 15061(b)(3) of the State's guidelines implementing the California Environmental Quality Act; and approve a Single Source Purchase order in an amount not-to-exceed

$262,158.75 with Meridian Rapid Defense Group for the purchase of mobile crash barriers.

Further, staff recommends that the City Council approve the reallocation of remaining funds from the Premium Pay program in the amount of $111,126.65 to fund a portion of the Single Source purchase order with Meridian Rapid Defense Group.

DISCUSSION:

The City of Redlands has a long history of holding seasonal, reoccurring and one-time events within the downtown area. In recent years, there has been a growing concern from the Redlands Police Department (RPD) and the Facilities and Community Services Department (FCS) in regard to the safety of patrons, visitors, merchants and city staff. In 2018, due to a number of incidents globally, FCS staff implemented the use of city field vehicles at all street intersections within any given event perimeter. Although effective, this required the addition of three to six staff members to facilitate the staging of units for the set-up and tear down process. This method offers an additional potential for loss as the city units being utilized would be damaged in the event of an actual crash occurrence.

FCS and RPD staff worked together to review different crash barrier types and how applicable each would be for the types of events held in the city. During staff's research, the Meridian Barrier system was identified and found to have been awarded the official Certification as Qualified Anti-Terrorism Technology (QATT) by the U.S. Department of Homeland Security under The SAFETY Act. Staff from FCS and RPD met with representatives of Meridian and assessed the system. Staff found the system to be very effective as a crash barrier and the materials could be set-up and torn-down very efficiently.

The Meridian Barrier system offers additional benefits over other systems. As the barriers are mobile, the system may be used in locations other than the downtown area. Another benefit is the cost, as traditional post-type barriers require major street reconstruction for the placement of in-ground receivers. The cost estimate for barriers that are crash rated for a speed sufficient for the downtown street layout are estimated at $750,000.

Staff is recommending the approval of the sole source purchase order with Meridian Rapid Defense Group for mobile crash barriers to be utilized for City-wide events, although primarily in the downtown area. Staff has researched multiple crash rated barriers and found this system to be uniquely qualified as there are no other styles on the market currently that offer the testing data, durability and cost-effectiveness of the Meridian system. The purchase of this system is not anticipated to exceed $262,158.75.

ALTERNATIVES:

City Council may decline to approve the Single Source Agreement with Meridian Rapid Defense Group and direct staff accordingly.

STRATEGIC PLAN:

Supports Priority B - Public Health and Safety

SUBMITTED BY:
Chris Boatman, Assistant City Manager

RECOMMENDED BY:
Charles M. Duggan Jr., City Manager

REVIEWED BY:
Janice McConnell, Assistant City Manager
Danielle Garcia, Management Services/Finance Director
Dana Abramovitz-Daniel, Procurement Manager

PREPARED BY:
Erik Reeves, Field Services Superintendent

Fiscal Impact

Fiscal Year: FY 2022-23
Amount: $158,873.35
Budgeted Y/N: Y
Account No.: 101303
Discussion:
Funding for this purchase is included in the Parks Division Fund (101303) of the Fiscal Year 2022-23 Budget as adopted by City Council.

Fiscal Year: FY 2022-23
Amount: $111,126.65
Budgeted Y/N: N
Account No.: 200120
Discussion:

The total Coronavirus State and Local Fiscal Recovery Funds (SLFRF) grant award to Redlands is $11,508,106. On April 19, 2022, $3,100,500 was appropriated to the Premium Pay program and $2,749,336.60 was used to fund this program, leaving a remaining balance of $351,163.40. On July 5, 2022, Council approved the reallocation of $200,000 from the program unused balance to fund the Homeless Street Outreach Program and in August, 2022, $32,160 was transferred by Finance as authorized by Council to the approved category of Utility Bill Assistance Program for the purchase of software to support the program. Staff is requesting that the remaining $111,126.65 from the Premium Pay balance be moved to fund a portion of the Meridian Rapid Defence Group purchase order.

Attachments

Barrier Quote

Meridian Barrier Sole Source

Vehicle Barrier Datasheet

Budget Transfer Request

Quote

177 E. Colorado Blvd, Suite 200
Pasadena, CA 91105
+1 8186414431
BFields@meridian-barrier.com

MERIDIAN RAPID DEFENSE GROUP

GSA Schedule 84
Contract 47QSWA19D001F

ADDRESS
Erik Reeves FCS Department 35 Cajon St Ste 222 Redlands, CA 92373 United States

SHIP TO
Erik Reeves FCS Department 1270 W Park Ave Redlands, CA 92373 United States

QUOTE #	DATE	EXPIRATION DATE
07192022-RPD-Q3	07/19/2022	10/19/2022

PRODUCT	DESCRIPTION	QTY	RATE	AMOUNT
8 Barrier Trailer Kit - GSA	8 Barrier Trailer Kit	1	100,567.66	100,567.66
Archer 1200 Barrier - GSA	Archer 1200 Anti-Vehicle Barrier	8	6,513.75	
Archer Hauler - GSA	Archer Hauler™	3	1,925.18	
Archer Field Tow Bar - GSA	Archer Field Tow Bar	6	574.18	
Arrestor Cable (4ft) - GSA	Arrestor Cable™ (4ft)	21	574.18	
Arrestor Cable (10ft) - GSA	Arrestor Cable™ (10ft)	6	670.68	
Archer 8-Barrier Drop Deck Trailer - GSA	Archer 8-Barrier Drop Deck Trailer	1	23,155.18	
Archer 8-Barrier Drop Deck Trailer - GSA	Archer 8-Barrier Drop Deck Trailer	2	23,155.18	46,310.36T
Archer 1200 Barrier - GSA	Archer 1200 Anti-Vehicle Barrier	14	6,513.75	91,192.50T
In-Field Installation & Certified Training	In-Field Installation & Certified Training	1	1,495.00	1,495.00T
Freight/Shipping	Freight/Shipping to customers location	1	1,500.00	1,500.00T

PAYMENT TERMS:
Due to high demand levels, your delivery date will be guaranteed with your 50% deposit so that your protection starts when you need it.

SUBTOTAL	241,065.52
TAX	21,093.23
TOTAL	**USD 262,158.75**

Accepted By

Accepted Date

Sole Source/ Single Source/ Standardization Form

For procurement of supplies, equipment and services valued at $5,000 and over

NOTE: Every question must be answered with appropriate documentation attached; incomplete forms will be immediately rejected by Purchasing.

Date: 9/21/22

TO: Purchasing Division

FROM: FCS

Purchase Requisition # _____

Estimated Total Cost: $ 262,158.75

Proposed Vendor: Meridian Rapid Defense Group

Request Term: One time purchase

This form must accompany the purchase document whenever an exception to the competitive process is requested. Requests for goods and/or services from a specific vendor or limited to a specific brand, where substitutes to the recommended vendor or brand are unacceptable, must be accompanied by a written justification explaining the circumstances that make alternatives unacceptable.

The City Manager will determine whether the justification is appropriate. Requests for exception must be supported by factual statements that will pass an audit.

INSTRUCTIONS

1. Please check all applicable categories (a. through i.) below and provide additional information where indicated.

☐ a. The requested product is an integral repair part or accessory compatible with existing equipment.

Existing Equipment: _____

Manufacturer/Model Number: _____

Age: _____

Current Estimated Value: _____

☒ b. The requested product has unique design/performance specifications or quality requirements that are not available in comparable products.

☐ c. I have standardized the requested product and the use of another brand/model would require considerable time and funding to evaluate.

☐ d. The requested product is one in which I (and/or my staff) have specialized training and/or extensive expertise. Retraining would incur substantial cost in time and/or funding.

☐ e. The requested product is used or demonstration equipment available at a lower-than-new cost.

☒ f. Repair/Maintenance service is available only from manufacturer or designated service representative.

☐ g. Upgrade to or enhancement of existing software is available only from manufacturer.

☐ h. Service proposed by vendor is unique; therefore, competitive bids are not available or applicable.

☐ i. Other factors (provide detailed explanation in #2 below).

2. Provide a detailed explanation and pertinent documentation *for each category* checked in item 1 above. Attach additional sheets if necessary:

Meridian is the only vendor that offers a product that is not only crash rated and easily mobilized but at a fraction of the cost in comparison to other barrier systems. Some additional factors are:
-No other product on the market provides unanchored stopping power certified to US DOD and PAS 68 standards.
-Unbolted units stop a vehicle traveling 30 mph within 14 feet; no other product on the market meets this standard. •
-No other product on the market is rated for armor-piercing NATO ammunition up to .50 cal. ballistic rounds.

3. Was an evaluation of other equipment, products, or services performed?

☒ Yes ☐ No

***If yes, please explain the type of evaluation performed and provide all supporting documentation*:**

Extensive Google Search of all types of crash barriers.

4. List below the name of each individual who was involved in the evaluation, if conducted, and in making the recommendation to procure this product or service. Attach additional information, if necessary.

Zach LaBonte

5. Explain what action(s) the department would take if the sole/single source services were no longer available

We would need to allocate an additional $400k-$600k for in ground barrier style

6. I certify that the above information is accurate to the best of my knowledge, and a signed copy of this document will be kept on file and available for audit in my department

E. Reeves Digitally signed by E. Reeves
Date: 2022.09.21 17:38:37 -07'00'

Prepared by Date

Department Director Date

Purchasing Approvals

Purchasing Agent Approval Date

City Manager Approval Date

Rev 1.31.19

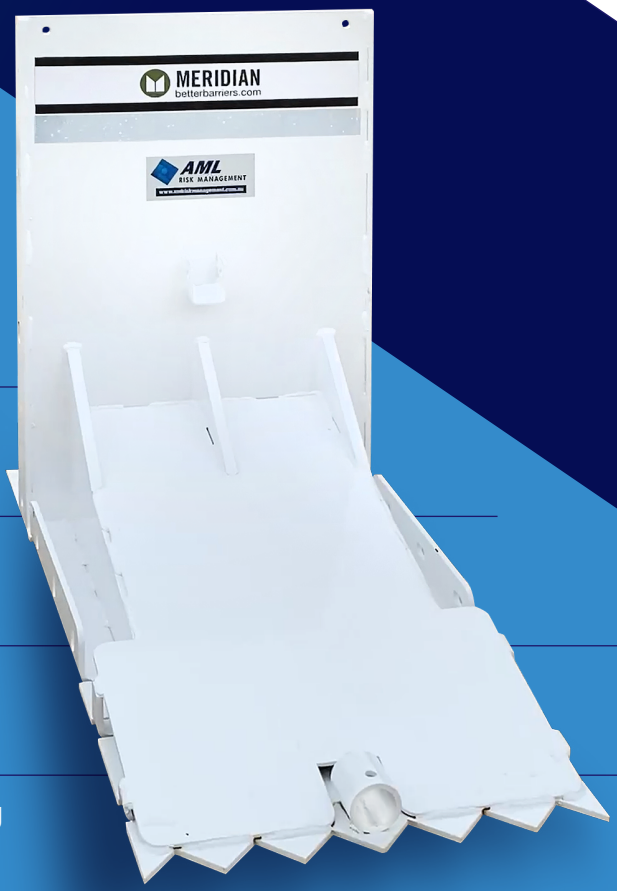


AML RISK MANAGEMENT

Archer® 1200

Vehicle Barrier

Rapid Deployment, Modular Design



Allows for one-person deployment of an 8-barrier trailer kit in under 10 minutes

Permits pedestrian and emergency vehicle access without moving a barrier

Archer Hauler allows for easy movement of barriers by adults of any stature

No maintenance, electricity, hydraulics or batteries required

Full ballistic protection for any armor piercing 50 caliber rounds

Best-in-class for Vehicle Safety Mitigation (VSM), MERIDIAN®'s Archer 1200 Vehicle Barriers fill a specific need that is simply unmatched by anything currently on the market. Strength and flexibility make them a vital component of your overall safety plan. MERIDIAN®'s ultimate rapidly deployable Archer®1200 Barrier can augment fixed-in-place Vehicle Safety Mitigation barriers or be utilised as a primary security system for entry points, roadways and perimeters.



AML RISK MANAGEMENT

Archer® 1200

Vehicle Barrier

Drop and stop convenience with no heavy equipment required

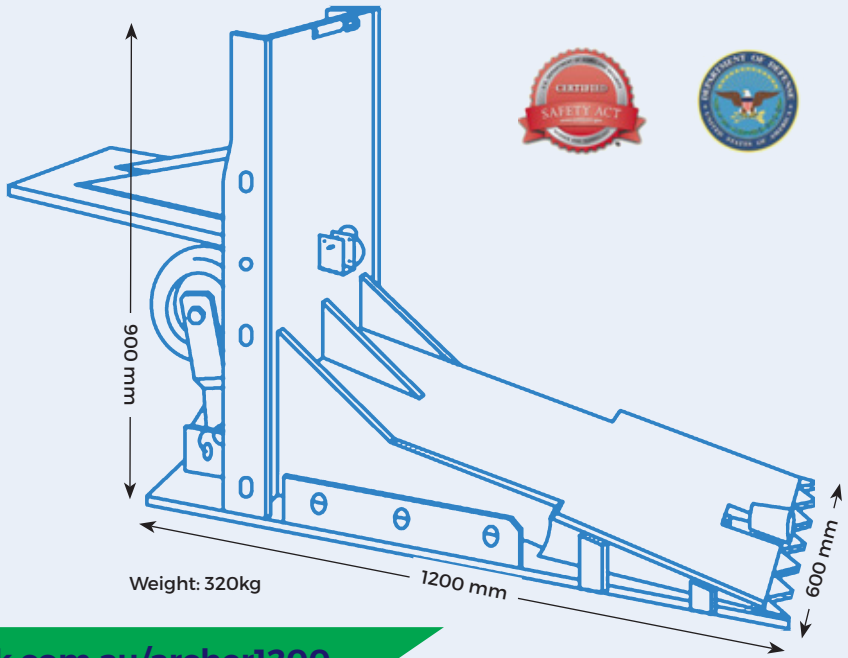
Can be connected into sets of two or more barriers

Heavy-duty back plate digs into force barrier into the vehicle

Barriers feature ballistic-rated front plate and back gusset

Ramped front plate levers into vehicle undercarriage

Unlike fixed bollards, our barriers are non-lethal to the driver and minimize shrapnel spray. They are 100% reusable after impact and have a lifetime warranty.



www.amlrisk.com.au/archer1200

CITY OF REDLANDS
REQUEST FOR BUDGET TRANSFER

DATE REQUESTED: 10/4/2022 **POSTING DATE:** _____

REQUESTING DEPARTMENT: CMO **TRANSACTION NO:** _____
(FINANCE TO COMPLETE)

ACCOUNT DESCRIPTION	ORGKEY	OBJECT	JOB LEDGER	INCREASE	DECREASE
Premium Pay	200120	5001	F120002		111,126.65
Non-Capital Expenditures	200120	7901	F120002	111,126.65	
				111,126.65	111,126.65

JUSTIFICATION: Reallocation of remaining balance from premium pay in the amount of $111,126.65 to fund a portion of the Traffic Bollard Project

INITIATING DEPARTMENT	RECOMMENDED ____ NOT RECOMMENDED ____	APPROVED ____ NOT APPROVED ____
Department Head	Finance Director	City Manager
Date: 9-13-2022	Date	Date

Finance Director/City Manager Comments: _____